

PLANNING COMMITTEE REPORT

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

PLANNING COMMITTEE		AGENDA ITEM NO:
Date:	13 October 2015	

Application number	P2015/1089/FUL
Application type	Full Planning Application
Ward	Hillrise
Listed building	The school building on the site is locally listed.
Conservation area	Whitehall Park
Development Plan Context	Whitehall Park Conservation Area TPO No. no: 325 (2007) Site Allocation OIS10 Locally Listed Building
Licensing Implications	None
Site Address	Whitehall Park School, Ashmount Road, London N19 3BH
Proposal	Demolition of the existing former Ashmount Primary School building and erection of a new 3 storey, flat roofed school building to accommodate the "Whitehall ParkSchool", including ancillary play space.

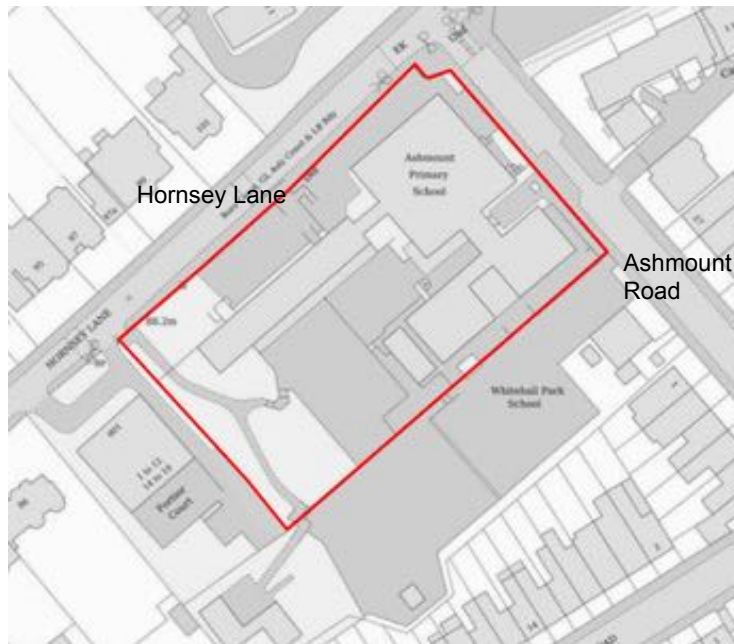
Case Officer	Sally Fraser
Applicant	Bellevue Place Education Trust
Agent	Nick Taylor and Associates

RECOMMENDATION

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

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

SITE PLAN (Site outlined in red (black when printed))



PHOTOS OF SITE/STREET



Photograph 1: Aerial view of the site



Photograph 2: Hornsey Lane and entrance to school



Photograph 3: Looking east along Hornsey Lane



Photograph 4: Corner of Ashmount Road and Hornsey Lane



Photograph 5: Ashmount Road approach



Photograph 6: View from within the playground to rear of school

1. SUMMARY:

- 1.1 The proposed use of the site for education purposes is consistent with Development Management Policies (2013) policy 4.12 and with the direction of the Secretary of State, which is a material consideration of considerable weight. Taking into consideration the fact that the southern part of the wider site will be brought forward for housing comprising a significant proportion of affordable housing, taken together, the proposal also complies with the Site Allocation (OIS10) and the adopted Planning Brief. It is concluded that the proposed education use which also allows community access to facilities outside of school hours, is therefore appropriate, in accordance with the NPPF, adopted planning policies and the material considerations referenced above.
- 1.2 The existing building has inherent architectural and historical significance through the use of a cladding system which was revolutionary for its time. However, it is apparent that the components of the curtain walling system are nearing the end of their usable life and in order to maintain a safe and efficient school building, it would be necessary to replace the material and thus lose the very fabric that contributes to its particular merit and warranted its local listing. Neither retaining the building nor retaining it and adding to it, would allow the opportunity for the degree of significant public benefits to come forward as would allowing a redevelopment of the site and the provision of a new building. The loss of significance that would arise through total replacement of the curtain walling in order to retain the building would result in the total loss of the building amounting to less than substantial harm to the conservation area.

- 1.3 The substantial public benefit of the retention of a school use on the site (as opposed to retaining the use in the existing building) and the significant improvement of the facilities that can be provided, access for the disabled, the better visual connection between the open spaces and the public realm combined with the provision of a building in sound environmental condition coupled with the safeguarding of the southern part of the wider site for development of housing are considered to generate significant public benefits of a degree that successfully balances the less than substantial harm caused to the conservation area by the loss of the locally listed building. In this regard paragraph 133 and 134 of the NPPF are considered to be met, and for the benefits to justify compliance with policies 7.4, 7.6 and 7.8 of the London Plan (2015), policy CS9 of the Islington Core Strategy (2011), policy DM2.3 of the Islington Development Management Policies 2013 and the Whitehall Park Conservation Area Design Guidelines.
- 1.4 The proposed school building would be appropriately located on the site in relation to safeguarding the development potential of the southern part of the wider site for housing. The height and massing of the proposed building would be similar to that of the existing building and its apparent height minimised through the change in gradient across the site. The detailed design of the building has been established through the input of the independent Design Review Panel and is considered to be high quality, subject to conditions securing high quality materials. The proposal would comply with policies 7.2, 7.6 and 7.8 of the London Plan (2015), policy CS9 of the Core Strategy (2011) and policies 2.1, 2.2, 2.3 and 6.5 of the Development Management Policies (2013), including the Whitehall Park Conservation Area design guidance (2002).
- 1.5 The proposed development would result in the loss of a total of 15 trees from the site. A total of 9 (one of which is dead) of these are protected by Tree Preservation Order and a further 6 protected by virtue of being located within a conservation area. The proposal includes provision for 28 replacement trees to be planted within the site. Whilst this is an increase, those replacement trees would not achieve the canopy spread equivalent of the trees lost, given the acknowledged priority to maximise play space for children within the site. Given the site has been split in two to deliver housing on the southern part of the wider site, the site has significant pressures and in this regard wholly exceptional circumstances were present, allowing for opportunity for off-site financial mitigation. The applicant has offered £100,000 mitigation, which is an amount at the limit of their funding capability but that falls short of the value needed to fully mitigate the loss. Again having regard to the fact that the site has been divided in two and the need to more appropriately locate the school building north east of the site this amount is considered acceptable in this particular instance where a new school is being delivered and allows for maximising the efficient use of land. The scheme therefore on balance is considered to accord with policies DM6.5 and DM2.3 of the Development Management Policies (2013).

- 1.6 The scheme is not considered to have a detrimental or adverse impact on the amenity of the surrounding residential occupiers or future occupiers of the southern part of the site. The proposed building is no greater in height or massing than the current building on site, albeit it is repositioned on the site. Furthermore the building is located in excess of the 18m eye to eye distance normally considered acceptable to prevent undue overlooking and does not result in any reduction in overall day/sunlight to surrounding occupiers. In this respect the redeveloped school site is considered to respect the surrounding amenity of both the existing and future residents and complies with policy DM2.1 of the Development Management Policies (2013).
- 1.7 The proposed development would subject to the imposition of planning conditions and clauses in the s106 legal agreement provide for an acceptable level of energy efficiency and total carbon dioxide emissions reduction 22% (including the payment of an off-set contribution). The scheme would utilise efficient fabric, air source heat pumps and gas fired boilers to deliver heating, cooling and hot water supplemented by photovoltaic panels to deliver some of this via renewable sources. Conditions would continue to require the school to discuss connecting to a potential CHP at the adjoining housing site immediately to the south. In this regard, the proposal accords with policies 5.1, 5.2, 5.3, 5.4, 5.4A, 5.5, 5.6, 5.7, 5.9, 5.18, 5.19, 5.20, 5.21 of the London Plan (2015), policy CS10 of the Islington Core Strategy (2011), Development Management Policies (2013) DM7.1 and 7.4 and the Environmental Design SPD.
- 1.8 The schemes sustainability measures are considered to adequately address local policies subject to planning conditions to secure the provision of a green roof beneath the solar photovoltaic panels, further details of the storage capacity and detailed design of the below ground attenuation tank and confirmation via landscaping condition of the use of the maximum extent of permeable paving. In this regard, policies 5.1, 5.2, 5.3, 5.11, 5.12, 5.13, 5.14, 5.15, 5.17, 5.18, 5.19, 5.20, 5.21 of the London Plan (2015), policy CS10 of the Islington Core Strategy (2011), Development Management Policies (2013) DM7.1, 7.3, 7.4 and 7.5 and the Environmental Design SPD are complied with.
- 1.9 The proposed schemes likely impacts on the highway network and provision to enhance sustainable transport choices for staff and pupils are considered to be acceptable subject to planning conditions and s106 mitigation. Cycle parking is sufficient subject to final details, as is waste storage capacity, alterations to the highway are able to be safely accommodated and anticipated impacts from the proposal mitigated by way of alterations to the highway, the provision of a single wheelchair parking space onsite and two off-site wheelchair spaces to be secured via s106 agreement. Servicing details can be further detailed within a planning condition as well as the final details of construction processes and how the impacts will be minimised through that construction plan.

2.0 SITE AND SURROUNDINGS



- 2.1 The former Ashmount Primary School vacated the site upon its relocation to Crouch Hill Park in January 2013. The solid red line in the above plan indicates the extent of the wider historic Ashmount School site.
- 2.2 This proposal follows a decision by the Secretary of State for Education to approve the disposal by the council of the northern part of the site for a new school and the southern part of the site, denoted by the dashed red line for housing (refer to the Background section for greater detail).
- 2.3 This application relates to the northern part of the site. A planning application is being considered by the council in respect of the southern part of the site (ref P2015/2913/FUL) for 46 residential units, the majority of which would be affordable.
- 2.4 At pre- application stage, the council assessed schemes in relation to both parts of the site simultaneously, to ensure compatibility in terms of site layout, building lines, massing, general character and amenity. This is discussed in more detail in the relevant sections below.
- 2.5 It should be noted that the southern part of the site which was previously playground space for the former Ashmount School, is temporarily occupied by the Whitehall Park Primary School, comprised of portakabin buildings approved for a temporary timeframe until such time as the permanent school (which forms this planning application) is available for occupation.

The Site

- 2.6 The site, subject of this application (hereafter 'the Site') comprises the northern part of the former Ashmount Primary School Site. It is located on the corner of Hornsey Lane and Ashmount Road and contains the vacant school buildings and ancillary play spaces.

- 2.7 The site area is 5100m². The former school was built as a 3- form entry school and provided approximately 3000sqm of accommodation. It is made up of a three-storey junior block on the north side of the site which is level with Ashmount Road and a playground area that extends southwards. The infants' school is placed at right angles to the junior school and occupies two floors. The infant and junior blocks are linked by a shared assembly hall with kitchen and administration offices.

The School Buildings:

- 2.8 The former Ashmount School building is locally listed (grade A). It was designed by HT Cadbury- Brown and built in 1954. The prominent and most striking part of the building is the 4 storey curtain-wall glazed Junior block, which fronts Hornsey Lane (note due to a change in levels it reads as 3 storeys to Hornsey Lane but 4 storeys to its rear). The significance of the building in heritage terms lies in this glazed curtain wall façade.
- 2.9 There is also a two storey brick built element to the eastern side of the site, fronting Hornsey Lane and Ashmount Road. The eastern part of the site and the two storey element sits approximately a storey lower than the western part of the site.
- 2.10 In terms of the more impressive 4 storey (3 storey as viewed from Hornsey Lane) building, whilst the steel grid construction was a standardised design method for schools at that period, Cadbury-Brown adapted and sophisticated the approach by cladding the entire frame with a glass membrane, allowing the steel framing behind to be visible through the glass. The glazing wraps continuously round the corners of the building and black steel capping laps over the top of curtain the walling, rather than projecting beyond it as was the conventional approach. The resulting façade has a sheerness and elegance of detailing. Ashmount School is possibly the first use of this system in Britain and certainly the first school. A number of glazed panels have been replaced by blue plastic panels.
- 2.11 The site has a significant change in gradient across the site, with a 5.0m ground level difference across the northern part of the site moving from west to east, but a change also of 2.3m moving from north eastern boundary of the site down Ashmount Road to its south eastern site boundary.
- 2.12 To the west and south of the existing school buildings there is ancillary hard and soft playspace.
- 2.13 The site is separated from Hornsey Lane and Ashmount Road by a brick wall with railings and gates in certain sections. A cockerel sculpture sits on top of the brick wall adjacent to the pedestrian entrance on Hornsey Lane.
- 2.14 The main entrance to the school is located on Hornsey Lane. This frontage includes the main pedestrian gate and a vehicular access onto the site serving an informal vehicle parking area. The secondary frontage on Ashmount Road includes a secondary vehicular 'fire gate' and two further

pedestrian access gates.

- 2.15 The site is located within the Whitehall Park Conservation Area. There are thirty one trees on the site that are protected by a Tree Preservation Order (TPO) and ten trees which are not protected by a TPO but nevertheless protected by their conservation area status, plus a number of shrubs within tree groups.

Surroundings:

- 2.16 To the north of the site lies Hornsey Lane and properties within the London Borough of Haringey. To the west stands a 6 storey residential flatted development known as Fortior Court, to the south the southern part of the wider site that is being considered for residential development and to the east Ashmount Road, and is currently accommodating portakabins providing for the temporary site of the Whitehall Park School
- 2.17 The surrounding area is residential in character and comprises a mixture of styles of property, including traditional semi-detached dwellings most being constructed of a distinctive red brick and modern flatted developments. Building heights vary between 3 and 6 storeys.
- 2.18 There are four street trees adjacent to the site on Ashmount Road.

3.0 PROPOSAL (IN DETAIL)

- 3.1 The applicant proposes the demolition of the existing school buildings and erection of a new school building on a reduced site area compared to the existing school site to accommodate the Whitehall Park Free School, a two form entry school for pupils aged 4- 11. The school opened in September 2014 in temporary buildings on the southern part of the wider site, with two reception classes. The number of classes will have increased to four in September 2015, with a total capacity of 420 pupils reached in 2022.



3.2 It should be noted that the application proposes no development on the land (within the application site) that is shaded green on the plan above. This area forms part of this application site as parts of the former school buildings are located within this location and are proposed for demolition. This land is outside of the ownership of the applicant and forms part of the development site for the proposed residential development, reference: P2015/2913/FUL.

3.3 The table below shows a comparison between the existing and proposed building footprints, floorspace and amount of open space on the site:

	Existing (sqm)	Proposed (sqm)	Change (sqm)
Site area of operational school	8102	4200	-3902
Amount of internal accommodation	3000	2284	-716
Playspace	3957	3960	+3

3.4 Location: The proposed school building would be located in the north eastern corner of the site, fronting Ashmount Road and Hornsey Lane. The building would be 3 storeys in height, with an additional enclosed roof top play space and small areas of enclosed roof top structures. The footprint would be 'L' shaped, with ground level play space to the west and south of the site.

3.5 Hornsey Lane would provide the main elevation or frontage, with a secondary elevation fronting Ashmount Road. The elevation on Hornsey Lane would be composed of a glazed curtain walling cladding section and translucent spandrel panels.

3.6 Internal Accommodation: Internally, there would be 14 classrooms, a staff room, storage rooms, ancillary meeting rooms and an assembly hall. The lower age group classrooms would be located on the ground floor and upper age group classrooms on the upper floors. There would be a lift to all floors and 2 internal stairwells serving all levels.

3.7 The proposed internal arrangement allows isolation of the teaching areas to facilitate out-of-hours use of the Hall, kitchen, WC and outdoor areas including the MUGA for the community and other school clubs. The details of the availability of the facilities for the community would be secured through a clause within the S106 agreement relating to the application.

- 3.8 Tree removal and proposed replacement: It is proposed to remove fifteen trees in total, nine trees protected by Tree Preservation Order (one of which is dead) and six trees protected by their conservation area status, in order to facilitate the proposed development.
- 3.9 Twenty eight new trees are proposed as part of the landscaping scheme. The majority of these trees would be located within the habitat area to the west of the site, with an additional eight trees along the Hornsey Lane frontage.
- 3.10 Playspaces: The proposal would provide hard and soft landscaping and play spaces to the south and west of the school. The reception and year 1 classes would have direct access to play space fronting the boundary of the site with Ashmount Road. This space is proposed to be covered by a series of 5 canopy structure for all weather use. Those canopies would stand 5.2m tall with a 6m width and 28m span.
- 3.11 The open areas of the site to the south and west would comprise biodiverse planting and would serve a variety of functions. There would be a Multi-Use Games Area (MUGA) to the south of the site, a habitat area, soft play area and hard surfaced playground. The roof of the new school building would also be used as playspace.
- 3.12 Boundary treatment and access points: All existing boundary treatment to the Ashmount Road and Hornsey Lane site boundaries would be retained, with repairs to the brickwork, railings and plinths made where necessary. The cockerel sculpture is to be retained on top of the boundary treatment to the site.
- 3.13 On Ashmount Road, one existing set of pedestrian gates and one set of vehicular access gates would be surplus to requirements and would be replaced with railings to match the existing. The existing crossover would be removed. The one remaining pedestrian gate would become a pupil entrance to the new school. These gates would also mark the southernmost point of the new school site.
- 3.14 On Hornsey Lane, the existing pedestrian gate would be fixed shut and retained as a feature. The proposed pedestrian entrance would be sited further towards the eastern end of the site. The location of the vehicular access on Hornsey Lane would remain, and would provide vehicular access to a dedicated servicing area, with gates, and also to a single wheelchair accessible car parking space.
- 3.15 The southern boundary of the site would be marked by 2.4m high fencing, with 3m high fencing around the MUGA.

- 3.16 Cycle Parking: The scheme would provide 8 cycle parking spaces for staff and 64 for pupils, which would be accessed via a ramp on the Hornsey Lane frontage. There would be a dedicated bin store within the proposed servicing area.
- 3.17 Drop-off and pick-up (but not waiting) would occur, as with the previous school, on the double yellow and single yellow lines on Ashmount Road and Hornsey Lane and within the residential parking bays on Ashmount Road and Hornsey Lane. There are pay and display bays on Ashmount Road and, as secured by the s106 agreement, there would be 2 additional accessible parking bays created close to the site.
- 3.18 Energy and Sustainability: The proposal seeks permission for 137sqm of photovoltaic panels on the roof, ground source heat pumps to generate heating and cooling as well as gas fired boilers to provide heating and hot water. Additionally permeable paving, water butts for landscape maintenance and an underground water storage system are proposed.
- 3.19 Demolition and construction phasing: It is proposed that the demolition and construction be carried out around the temporary school buildings on the adjacent site, therefore not disrupting the working of the existing school.

Revisions and updated information

- 3.20 The following timeline sets out when amended or updated information was requested and received from the applicant in relation to these proposals:
- 08/06- Email to them- inaccuracies in the plans including extent of red line in AIA, levels and sections lacking, elevations not accurately showing entrances canopies /boundary treatment.
 - 18/06- amended drawing received
 - 14/7- Email to them, tree survey doesn't show whole site, no AIA or method statement showing numbers of trees as existing or proposed. Boundary treatment/ elevations not shown correctly. Sustainability features need to be shown on the landscape plan
 - 14/08- Amended AIA received (dated July 2015)- 8 TPO trees to be removed
 - 17/08- Tree on the 'housing' part of the site still not accounted for, not all existing trees accounted for, no details of replacement planting
 - 29/08- request to remove the widened crossover which requires TfL consent
 - 20/08 – amended AIA received (revA) 8 TPO trees to be removed

- 21/08- All TPO's/ other trees still not acknowledged, no replanting scheme
- 28/08- meeting to discuss progress/ outstanding matters- inaccuracies in drawings- boundary treatment, elevations. Inclusive design information outstanding- gradient of the ramp and trees- my email 21/08
- 07/09- amended AIA received (rev B)- 22 TPO trees to be removed
- 09/09- Still doesn't show all trees. Still requires proposed landscape scheme before working out CAVAT value
- 09/09- landscape plan received
- 18/09- amended AIA received (revC)- 10 TPO trees 2 other trees to be removed
- 22/09- Jon went on site to survey himself existing and proposed trees
- 30/09- meeting to discuss findings of Jon's site visit- explained how many trees were on site.
- 30/09- They went on site to deal with Jon's queries
- 30/09- email to them with CAVAT value based on their visit to site and confirmation of total tree loss
- 01/10- amended AIA received (revD)- 9 TPO trees and 6 other trees to be removed
- 01/10- corrected boundary treatment/ elevations received
- 02/10- CAVAT figure proposed and accepted by the LPA.

4.0 RELEVANT HISTORY:

- 4.1 A detailed section on the background of this site in relation to planning history, council and Secretary of State decisions is provided below, however the most relevant history for the Site as the former Ashmount Primary school is the following, which granted the relocation of the school to the following site:
- 4.2 Bowlers Community Nursery 81 & 83-85 Crouch Hill; including part of The Parkland Walk & Parking Space Area at Warltersville Mansions, Warltersville Road, Islington, London, N8
- 4.3 P082526 - Demolition of nursery and community recreation facilities in western part of the site, refurbishment of the Cape Youth facility, construction of a new primary school and nursery building, relocation and upgrade of games area and re-routing of internal access road to southern edge of the site. Approved: 18/12/2009. This development has been completed and is a fully operational school.

5.0 PLANNING APPLICATIONS:

- 5.1 P2015/2913/FUL (southern part of the wider site) - The demolition of the existing buildings on the southern part of the Former Ashmount School site and the erection of 46 residential units in three blocks with associated landscaping. Currently under consideration by the Council.

P2015/1424/FUL (southern part of the wider site) - Retention of the Admin/ Staffroom building, removal of the Classroom building and addition of two, 2 storey modular Classroom buildings, for a limited period until 31/08/2016 to provide temporary accommodation for the Whitehall Park primary school. Approved 04/08/2015.

P2014/1754/FUL (southern part of the wider site) Construction of 3 modular classroom buildings to accommodate the Whitehall Park Free School for a temporary period until August 2016. Approved 26/06/2014.

Pre Application Advice

- 5.2 The applicant submitted a scheme for pre-application discussions (ref: Q2014/2163/MJR) in May 2014 for *'the demolition of the existing former Ashmount Primary School building and the erection of a new 3 storey, flat roofed school building to accommodate the 'Whitehall Park Free School', including ancillary play space.'*
- 5.3 The applicant was advised that the demolition of the existing school building may, in principle, be acceptable, subject to detailed justification demonstrating that it cannot be accommodated to provide a school building that met contemporary teaching requirements, including a robust assessment of the buildings state of repair. That was also subject to demonstration that the proposed scheme provided overriding public benefits to identify the substantial harm the loss of the locally listed building would cause. The use of the site for a new school was supported and in compliance with the Site Allocation which required provision of community uses within the D1 and D2 use classes.
- 5.4 The applicant was advised that satisfactory justification for the demolition of the existing locally listed school building must be provided and that the siting and bulk of built form on the site must pay close regard to the sites conservation area setting. The design must be of particularly high quality and the materials robust. Tree coverage on the existing site is substantial and any loss should be minimised and mitigated to retain the sites green character.

6.0 CONSULTATION

Public Consultation

- 6.1 Letters were sent to occupants of 243 adjoining and nearby properties on 27th May 2015. A site was displayed and a press advert was published on 28th May 2015. The public consultation on the application therefore expired on 18th June 2015. However, it is the council's

practice to continue to consider representations made up until the date of a decision.

6.2 At the time of the writing of this report a total of sixty five (65) responses had been received from neighbouring residential occupiers. The responses comprised sixty (60) statements of support for the proposed development and five (5) objections to the proposal. The concerns raised by the objectors can be summarised as follows (with the paragraph that provides a response to the issue indicated within brackets):

- Only half of the old site proposed for the school, with insufficient - not enough playground space (**Refer to background, land use and design sections**);
- The building would not be of exceptional appearance (**Design Section**);
- The roof Trespa panelling, uPVC windows, large school emblem and canopies on the Ashmount Road boundary are not visually appropriate (**Design section**);
- Concern as to the nature of the boundary treatment on Hornsey Lane and Ashmount Road (**paragraphs 9.95 and condition 18**);
- Noise to neighbouring residents as a result of the use of the roof top play area (**paragraph 9.137 and condition 3**);
- No green roof/ solar panels (**paragraphs 9.146 and 9.162 and conditions 19 and 21**);
- Concern over heat gain due to curtain walling (**scheme was amended prior to submission to reduce glazing on south facing elevation, also refer to paragraph 9.167**);
- Height of the building (**Sections on Design and Amenity**);
- Object to the loss of trees, in particular the Holm Oak Tree (**paragraphs 9.72 - 9.78 and 9.109**);
- Concern regarding the misleading representation of the 5 canopies proposed along the Ashmount Road frontage and the impacts of leaf drop and weathering on their long term appearance (**paragraph 9.96 and condition 11**);
- No shared CHP with the housing proposal to the south (**paragraph 9.158 and condition 22**)

External Consultees

London Fire & Emergency Planning:

- 6.3 The brigade is satisfied, subject to the application meeting the requirements of Approved Document B5 of the Building Regulations.

Historic England:

- 6.4 Historic England advised that their specialist staff had considered the information and that they did not wish to comment on this application. They advised that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Metropolitan Police Crime Prevention Design Advisor:

- 6.5 Metropolitan Police Crime Prevention Design Advisor advised that they have met with the architects to discuss the scheme, but provided no detailed comments.

Thames Water:

- 6.6 Raised no objection with regards the impact of the development on sewerage infrastructure capacity. They advised that approval should be sought from Thames Water where the erection of a building would come within 3m of a public sewer. A recommendation was made to ensure storm flows are attenuated into the receiving public network through on or off site storage.

Sport England:

- 6.7 Stated they did not wish to comment.

London Borough of Haringey:

- 6.8 Raised no objection to the proposal. Specifically, they stated that the proposal would not impact on Haringey's road network – however they did request to be consulted on Construction Management condition.

Internal Consultees

Design and Conservation:

- 6.9 The loss of the locally listed building is unfortunate and would cause substantial harm to the significance of the conservation area. It is appreciated however that the building is currently not fit for purpose and that the curtain walling, the most historically significant part of the building, is beyond repair. It is also appreciated that the scheme would provide substantial public benefits- not least bringing the site back into educational use- which should be weighed against to harm to the heritage assets.
- 6.10 The retention of the cockerel is welcomed and the scale, massing and design of the proposal are acceptable, subject to the submission of details of all materials to ensure a high quality finish.

Energy Conservation Officer:

- 6.11 The development would provoke a carbon offset contribution of £45,172. The development would comfortably achieve BREEAM

Excellent and would utilise low energy heating and cooling solutions. A connection to the adjoining site to the south to provide a shared heating network is requested to be explored.

Inclusive Design Officer:

- 6.12 Whilst the development would provide inclusive access to all floors of the building a number of matters remain unresolved. Access to the children's cycle storage would not be step free, as would be the case with the path through the habitat area. There should be an accessible WC in all areas where general needs facilities are provided. Conditions to secure accessibility and inclusivity recommended, including to secure accessible scooter and cycle storage.

Planning Policy Officer:

- 6.13 The proposed educational use is acceptable in principle given that this is also the existing use of the site. The use would comply with site allocation OIS10, which requires the reprovision of D1 and or D2 uses on the site. The design of the proposal must ensure that the development potential of the land of the southern part of the wider site is not compromised. There is some shared use of the facility proposed with the wider community and this is supported.

Public Protection Division (Acoustic Officer):

- 6.14 The applicant is reminded that the internal noise environment of school classrooms is covered by building regulations. Any new plant should be conditioned as such not to exceed 5dB(A) below background noise level.

Public Protection Division (Light Pollution):

- 6.15 No details of lighting have been provided. A condition requiring details of the luminance, design and hours of usage of the lighting should be secured.

Spatial Planning and Transport (Transport Officer):

- 6.16 The proposal would have an acceptable impact on the surrounding road network, although concern was raised with regards to potential congestion on Ashmount Road. It was recommended that a clause be added to the S106, requiring a contribution towards improvements to this road. The amount of cycle parking is in compliance with policy standards. Details of servicing and deliveries and construction management should be required by condition.

Highways Officer:

- 6.17 Requested that s106 monies be secured in order to provide for school 'Keep Clear' markings on Ashmount Road and highways works to improve the conditions of Ashmount Road footways and highways.

Street Environment Division:

- 6.12 The location and size of the refuse and recycling storage and arrangements for collection are acceptable, subject to confirmation that a dropped kerb to facilitate collection is not required.

Sustainability Officer/ Local Lead Flood Authority:

- 6.13 The commitment to achieve BREEAM Excellent is supported, as is the commitment to meeting policy targets in relation to water efficiency, materials and construction waste. Additional detail with regards to the extent of permeable hard landscaping should be secured, to ensure biodiversity and amenity benefit is maximised.

Tree Protection Officer:

- 6.14 Raises objection to the degree of loss of trees that are both protected by Tree Preservation Order (TPO) and those protected by virtue of the conservation area site location. The replacement replanting will not achieve a like for like canopy replacement, amounting in an overall loss of 434sqm of canopy even after 10 years growth. To mitigate the loss of canopy cover, a financial contribution of £539, 226 towards the CAVAT value of canopy area lost is necessary to secure compliance with policy. Should permission be granted planning conditions requiring tree protection, arboricultural method statements and site supervision will be required, including detailed landscaping conditions, requiring the replacement of any trees that die within the first 5 years after planting.

Other Consultees

Members' Pre-application Forum:

- 6.15 The scheme was presented on 1st December 2014. The principle of the scheme and its objectives were welcomed.

Design Review Panel (DRP):

- 6.16 The development proposals were reviewed at the pre-application stage by the DRP on 16/12/2014. The scheme, following amendments, was presented a second time on 13/02/2015. The following response was provided by the second DRP. The comments raised by the DRP are provided below, with the case officer's response to each comment provided directly below. The full response can be found at Appendix 4 to this report.

Form and footprint

- 6.17 *The Panel was encouraged by the full rethink that the proposal had undergone and found the amended version a vast improvement in terms of footprint, orientation and site strategy compared to the initial proposal seen in December 2014.*

Officer response:

- 6.18 The panel's response was noted and the form and footprint of the building and the site strategy was carried forward into the formal application.

Elevations and materiality

- 6.19 *The Panel felt that the elevations lacked the sophistication, simplicity, lightness and integrity of the existing building. Panel members argued that the different elements of the façade should reflect interior functions and that the orientation of the building needs to be considered in the design of the façades. The Panel questioned the brick frames around the windows, which it argued made the individual elements appear very large and the elevations monumental. Similarly the copper clad stair towers make the elevations look more complicated and enlarged.*



Hornsey Lane elevation- Presented to DRP



Hornsey Lane elevation- Revised scheme now

Officer response:

- 6.20 Both the Hornsey Lane and Ashmount Road elevations have been simplified to address panel concerns. The elevations now comprise of curtain wall glazing with flush spandrel infill panels. The bulky, awkward brick frames have been removed, as has the prominent copper cladding on the southern elevation. Overall this is a more sophisticated and uncomplicated approach, reflecting the design of the existing building and its school use. The amount of glazing in the southern elevation has been reduced, to prevent unnecessary heat gain (refer to images below).

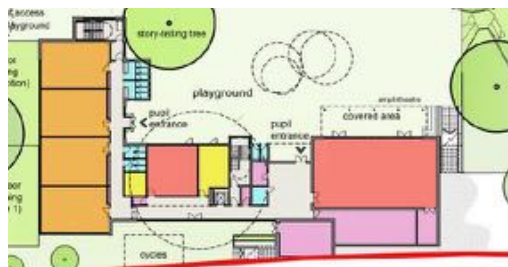
Internal layout and access

- 6.21 *The Panel repeated previous concerns over the internal layout and contrasted it with the rigorous layout of the existing building. The Panel found the internal layout to be very complicated for a modest school building, in particular the relationship of the toilet, stair cores and circulation and questioned the lack of sectional relationship between*

the ground and first floor. Panel members raised concerns over circulation within the building and warned that it would become very congested. They also felt that there was a lack of communal space on entering the building. The Panel also had concerns around arrival, departure and gathering and argued that these issues need to be better considered in the outline of the site. The Panel also questioned how the kitchen would be serviced.

Officer response:

- 6.22 The existing building has no corridor between the classrooms and does not work in layout terms for a modern school. Since being reviewed by DRP, the southerly most stair core has been moved to improve its connection with classrooms and WC facilities. The entrance to the stair core has been widened to improve ease of circulation around the school.
- 6.23 No change has been made to increase the amount of communal space on entry to the building. The brief, given the constrained nature of the existing site and the need to provide adequate outdoor facilities, was to prioritise classroom space as opposed to a generous internal foyer. No change has been made to the amount of external gathering space, due to site constraints and the need not to constrain development potential to the south of the site. There remains two pupil entrances to the rear of the building which provide a quiet 'drop off' area. The kitchen is now serviced externally to the rear, close to the service entrance.



Presented to DRP



Revised scheme now

Sustainability

- 6.24 *Concerns were raised in relation to the south elevation. The Panel suggested that if the spaces are intended to rely on natural ventilation, then the elevation treatment would need to be adjusted to avoid overheating. Panel members argued that the suggested variation in glazing needs to be further detailed to avoid being rationalised at later stages. The Panel also suggested that the fully glazed circulation spaces are likely to become very warm.*

Officer response:

- 6.25 The amount of glazing on the southern elevation has been reduced in response to Panel concerns. The glazing would be treated with a

'climaguard' panel. The circulation spaces facing Hornsey Lane would be bound by glazing but with natural ventilation and mechanically opening windows at certain temperatures. An overheating study has been carried out which concluded that the building could withstand projected rising temperatures without overheating.



Presented to DRP



Revised scheme now

Summary

- 6.26 *The Panel was encouraged by the revised proposal, which it felt was a positive step forward, particularly in terms of the orientation and footprint of the proposed building. However, panel members argued that further improvements to the elevations were required to give the proposed building the quality of the building it is replacing. The Panel argued that, while it is not necessary for the new building to replicate the existing, it is imperative that the architecture should be of a high quality. The facades should exhibit a coherence and integrity which express an understanding of the functions of the building and the demands of the site. The Panel reiterated previous raised concerns over the internal layout and suggested that the circulation areas should be made larger and freer to avoid congestion. The Panel recommended that the proposed glazing on the southern elevation needs to be designed to take potential overheating into account.*

Officer response:

- 6.27 The orientation and footprint of the proposed building remains as per the scheme submitted to Design Review Panel, which was considered acceptable by the DRP.
- 6.28 The design of the building has, in response to panel comments, been rationalised and provided a coherence and simplicity to the facades through the use of fewer materials.
- 6.29 Whilst it is the case that there is not a generosity in internal circulation area, the locations have been reconsidered and space around stair cores have been increased. Given the constraints of the site the priority to provide generosity in classroom side is a priority. The amount of glazing on the southern façade has been reduced and tested for overheating and would be treated to prevent undue heat gain.

7.0 RELEVANT POLICIES

7.1 Details of all relevant policies and guidance notes are provided in Appendix 2 to this report. This report considers the proposal against the following Development Plan documents.

National Guidance

7.2 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.

7.3 Since March 2014 Planning Practice Guidance for England has been published online.

7.4 Under the Ministerial Statement of 18 December 2014, the government seeks to increase the weight given to SUDS being delivered in favour of traditional drainage solutions. Further guidance from the DCLG has confirmed that LPA's will be required (as a statutory requirement) to consult the Lead Local Flood Authority (LLFA) on applicable planning applications (major schemes).

Development Plan

7.5 The Development Plan is comprised of the London Plan 2015 (Consolidated with Alterations since 2011), Islington Core Strategy 2011, Development Management Policies 2013, 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

7.6 The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013 and Site Allocations 2013:

- Whitehall Park Conservation Area
- Site Allocation OIS10
- TPO No. no: 325 (2007)
- Locally Listed Building

Supplementary Planning Guidance (SPG) / Document (SPD)

7.7 The SPGs and/or SPDs which are considered relevant to this application are listed in Appendix 2.

Planning Brief for the Ashmount Primary School site (2012)

- 7.8 The guidance states that the existing school building was not capable of being refurbished to meet current educational needs. It supports the re-development of the site for community uses, the provision of housing maximising family and affordable housing and seeks to secure the inclusion of publicly accessible open space within any scheme as well as to maintain the number and quality of trees on the site. Further detail on this is given in the land use section.

8.0 ENVIRONMENTAL IMPACT ASSESSMENT

- 8.1 EIA screening application was submitted, reference P2015/0144/EIA to seek clarification as to whether the development was an Environmental Impact Assessment development. This was determined on 05/10/2015. The site area is significantly below the threshold size limit and whilst the scheme could be considered 'urban development project falling within category 2 development, the site area and scheme characteristics including location of the site is not considered to be particularly sensitive justifying the scheme as an EIA development. In accordance with the 2011 Regulations, no environmental statement was required with this application. This has been confirmed by letter 5th October 2015.

9.0 ASSESSMENT

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

- Background
- Principle (Land Use)
- Demolition of a building in a conservation area
- Design, Conservation and Heritage considerations
- Trees, landscaping and biodiversity
- Inclusive Design
- Neighbouring amenity
- Sustainability and SUDs
- Energy including renewable energy
- Transportation and Highways
- Planning Obligations

Background

- 9.2 Ashmount School was built by the London County Council as a combined infant and junior school by the architect Cadbury–Brown. It is made up of a three-storey junior block on the north side of the site which is level with Ashmount Road and a playground area that extends southwards. The infants' school is placed at right angles to the junior school and occupies two floors. The infant and junior blocks are linked by a shared assembly hall with kitchen and administration offices.

- 9.3 The building form is designed to respond to the steep slopes and changing levels across the site and at the time of its construction in the 1950s, used ground-breaking and innovative construction techniques. It was an early use of a free-standing curtain wall system created at a time when there was virtually no commercially developed system available and was believed to be one of the first buildings of any scale in Britain to be completely clad in a glass membrane.
- 9.4 Islington included the buildings on its local list of buildings with architectural or historic interest in 1999. English Heritage assessed the building in 2005 for spot listing in response to a request from the Twentieth Century Society and acknowledged the architectural and historical interest but recommended that it was not worthy of listing as:
- “the school has suffered from some material failure and alteration and, on balance, it lacked the very special architectural interest required to recommend buildings of this post-war date for listing”.*
- 9.5 Architects were commissioned 2007 and again in 2008 to carry out an evaluation of the architectural and historic merits of the building and to assess its potential (and the costs of refurbishment) to serve as a new primary school. They were also asked to assess its historic/architecture value to gauge the likely strength of opposition and the loss of heritage asset to the borough, should the Council elect to seek the demolition of the buildings. It was concluded that significant opposition would be raised to the loss of the locally listed building and also that it could be retained using curtain-walling systems that would not irretrievably compromise the original structure.
- 9.6 By 2008, the advice from (then) English Heritage (now named Historic England) had strengthened and its officers recommended that demolition of the building would be strongly resisted and that its repair and re-use would be strongly supported. This created an operational problem for the Council’s Education partner, Cambridge Education who considered that while the building could be refurbished, the resulting school would still retain classrooms on a number of levels and in separate blocks making the movement of children around the school problematic and meaning the shared learning spaces would be used inefficiently. It was concluded that the refurbishing the school would, at best, be significantly sub-standard resulting in significant compromises to the education that could be provided within the building.
- 9.7 In the circumstances, the Council considered that it had no option but to pursue the provision of Ashmount School on an alternative site. After consideration of a number of alternatives, it was concluded that the site of the former Ashmount recreation centre and Bowlers nursery which is about 800 metres walking distance to the east of this application site, was the most appropriate site. This site's designation as Metropolitan Open Land (MOL) created clear constraints on the size and form of that development as it needed to be demonstrated that there was no reasonable alternative for the site, that it had less impact

on the open character of the site than the existing development and that it encouraged access to the finished site in ways that benefited its status as MOL and a site with nature conservation value.

9.8 Planning consent was granted in 2009 for the development of that new school which opened in its new building in January 2013.

9.9 In January 2012 the Council's Executive agreed that the Council apply to the Secretary of State for the relevant consents to declare the application site 'surplus' to educational requirements.

9.10 A Planning Brief for the site was adopted in June 2012 to guide future development on the site. It stated:

'the existing school building (is) not capable of being refurbished to meet current educational requirements'.

9.11 The Planning Brief's key objectives being:

to provide new homes with at least 50% affordable housing;

to ensure that all new buildings are of a high quality design which contributes to the character of the Conservation Area and are an appropriate scale and massing for the surrounding context; and

to maintain the number and quality of trees on the site;

9.12 These decisions were dependent on the Secretary of State for Education giving approval for the disposal of the site as being surplus to current and projected educational requirements. The Secretary of State, however, indicated that consent would not be granted for the planned disposal as the site was needed by the Whitehall Park Free School and Bridge Integrated Learning Space Free School (BILS).

9.13 Following extensive negotiations between the Council and Education Funding Authority (EFA) agreement was reached to transfer the northern section of the former Ashmount School Site to the Secretary of State for use by Whitehall Park Free School and for BILS to share new premises to be constructed at Dowrey Street with the New River PRU. The Secretary of State took a transfer of the site in July 2014 for use by Whitehall Park Free School. The Secretary of State also agreed that the Council could dispose of part of the former Ashmount School site to a third party for housing development.

9.14 In early October the Ashmount Site Action Group (ASAG) applied for a judicial review of the Secretary of State's decision to grant the Council consent to dispose of the former Ashmount School site. The council could not complete the sale of the retained land for affordable housing purposes until the outcome of the judicial review. However, this legal challenge was subsequently unsuccessful.

- 9.15 The retained land is currently leased to the Secretary of State for use by the Whitehall Park Free School until such time as the new school (subject to this application) is developed. The Whitehall Park Free School opened in September 2014 and is currently occupying two temporary buildings on the site (granted permission by application P2014/1754/FUL) whilst this current application is progressed for a new school building. On completion of the school, the remainder of the land will be released for development of affordable housing by a third party in accordance with the agreement with the Secretary of State.

Land Use

- 9.16 The building on site was built as a school by the London County Council in the 1950s and a school operated on the site until 2012, when Ashmount School relocated to a new site nearby. The lawful use of the site as a school is established through this long-term use and the established use of the site for education purposes is accepted by the Council.
- 9.17 A Planning brief was adopted for the site in June 2012 with the purpose of guiding future development on site. It does not form policy, but is a material planning consideration. This identified that once the (then) Ashmount School had moved to its new premises, then the site would be surplus to requirements. The specific development objectives of the Planning Brief were to:
- provide new housing, including affordable housing and family housing, to meet housing needs in Islington;
 - ensure that all new buildings are of a high quality design which contributes to the character of the Conservation Area and are an appropriate scale and massing for the surrounding context;
 - improve the quality of the street environment and public spaces in and adjoining the site;
 - maintain the number and quality of trees on the site;
 - ensure that any development meets the appropriate standards for accessibility and inclusivity;
 - achieve the highest possible standards of sustainable design and construction to mitigate and adapt to climate change; and
 - encourage development that promotes walking, cycling and public transport and minimises the impacts of car travel.

Site Allocation:

- 9.18 The Site Allocations document was consulted on in November and December 2011 (and finally adopted in June 2013) with the allocation OIS10 stating that following the relocation of the original school the site would be surplus to requirements as primary and nursery teaching facilities.

“The introduction of housing at this site is considered appropriate both to contribute to the character and vitality of its predominantly residential area and to help meet identified need for housing in the borough.”

- 9.19 In addition to confirming that the site would be suitable for residential purposes, the allocation document also proposed community uses and the creation of a new publicly accessible open space. The inclusion of appropriate community uses (within the D1 and D2 use classes) to meet the need for community facilities will also be required within any new scheme.
- 9.20 It was identified that as the site currently has significant areas of open space, including playing courts and play spaces, which are not open to the public it was appropriate to consider the inclusion of publicly accessible open space within any new scheme. Other open space was to be provided in the form of on-site play space for children and gardens for family housing within any residential scheme.
- 9.21 These two documents were formulated on the basis that the existing education use of the site could be declared as surplus and that a new policy compliant use could be brought forward.
- 9.22 In this respect, the decision of the Secretary of State for Education to refuse the Council’s request to fully dispose of the site (as being surplus to education purposes) is a material consideration. The reason to refuse consent was that the site was needed by Whitehall Park Free School and the Bridge Integrated Learning Space.
- 9.23 Policy DM4.12 of Islington’s Development Management Policies (adopted in 2013) on Social and strategic infrastructure and cultural facilities requires the protection of social infrastructure unless:
- ‘i) a replacement facility is provided on site which would, in the council’s view, meet the need of the local population for the specific use; or
 - ii) the specific use is no longer required on site. In such circumstances, the applicant must provide evidence demonstrating:
 - a) that the proposal would not lead to a shortfall in provision for the specific use within the local catchment;
 - b) that there is either no demand for another suitable social infrastructure use on site, or that the site/premises is no longer appropriate for social infrastructure uses; and
 - c) any replacement/relocated facilities for the specific use provide a level of accessibility and standard of provision at least equal to that of the existing facility’

- 9.24 The Secretary of State subsequently issued a consent in July 2014 for the Council to dispose of the southern part of the former Ashmount School site to a third party for housing development. This consent was conditional on the disposal to the Secretary of State of the northern part of the site for the use by Whitehall Park Free School and an exchange of contracts for the grant of a long lease of part of the building to be constructed at Dowrey Street to the BILS. The Secretary of State's decision to reserve the land for the use by Whitehall Park Free school therefore supports the consideration in policy DM4.12 i) that a replacement facility is provided on site which will meet the needs of the wider local population in the surrounding area.
- 9.25 Development Management Policy 4.12 B and C also anticipates that local communities will be able to make wider use of new educational and social infrastructures by making them appropriately located so as to be accessed by transport links, making buildings that are inclusive, accessible and flexible and which complement existing uses in the area. In this way, they will complement the character of an area and avoid adverse impacts on the amenity of surrounding uses. Measures to ensure community use will be pursued, including Community Use Agreements between the educational facility and local communities. A community use agreement is to be secured via s106 agreement to utilise the MUGA, hall and other ancillary school classrooms outside of school operating hours.
- 9.26 Whitehall Park Free School are already in occupation on the adjacent site (southern part of the former Ashmount school site) in temporary buildings. The opportunity to provide a new purpose built school building which will better meet their needs as well as providing accommodation and facilities that will be accessible to the wider community is supported by planning policy and the above referenced Secretary of State decisions.

Summary of land use:

- 9.27 The proposed use of the site for education purposes is consistent with Development Management Policies (2013) policy 4.12 and with the direction of the Secretary of State, which is a material consideration of considerable weight. Taking into consideration the fact that the southern part of the wider site will be brought forward for housing comprising a significant proportion of affordable housing, taken together, the proposal also complies with the Site Allocation (OIS10) and the adopted Planning Brief. It is concluded that the proposed education use which also allows community access to facilities outside of school hours, is therefore in accordance with the NPPF, adopted planning policies and the material considerations referenced above.

Demolition of Buildings within a Conservation Area

- 9.28 On the 1st October 2013, the Government brought in (under various legislature made under the Enterprise and Regulatory Reform Act 2013 (ERRA)) the removal of Conservation Area Consent requirements.
- 9.29 This legislation abolishes the need for conservation area consent where a full planning permission application is made under the Town and Country Planning Act 1990; and consequently the demolition of unlisted buildings in conservation areas will no longer be permitted development under Part 31 of the GDPO (General Permitted Development Order).
- 9.30 The demolition of the building at this site must therefore be considered under this application for full planning permission.
- 9.31 The proposals are to demolish all existing buildings on the site of the former school and to erect a new contemporary school and ancillary space. The former Ashmount School is a locally listed building and it lies within the Whitehall Park Conservation Area. Applying the criteria of the NPPF, the locally listed building is defined as a non-designated heritage asset and the conservation area is a designated heritage asset.

National Planning Policy Framework NPPF:

- 9.32 Section 12 of the NPPF sets out the process for conserving and enhancing the historic environment. Heritage assets are described in the glossary as including buildings or places identified as having a degree of significance meriting consideration in planning decisions and they include designated heritage assets and those identified by the local planning authority including local listing. The NPPF emphasises the desirability to sustain and enhance the significance of heritage assets. It states that, where a development causes harm or significant harm to a designated heritage asset (in this case the conservation area), the development should be refused unless the harm is outweighed by public benefits, or substantial public benefits respectively.
- 9.33 In relation to non-designated heritage assets, the NPPF states that significance of the asset (in this case the school building) should be taken into account in determining the application and that a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 9.34 Paragraph 135 confirms that in weighing applications that directly affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 9.35 Paragraph 137 confirms that in Conservation Areas, proposals that preserve those elements of the setting which make a positive

contribution should be treated favourably. Paragraph 138 confirms that not all elements of a Conservation Area will contribute to its significance.

- 9.36 The recently published NPPG (2014) sets out that an unlisted building that makes a positive contribution to a Conservation Area is individually of lesser importance than a listed building. If the building is important or integral to the character or appearance of the Conservation Area then its demolition is more likely to amount to substantial harm to the Conservation Area. However, the justification for its demolition will still be proportionate to the relative significance of the building and its contribution to the significance of the Conservation Area as a whole.

London Plan:

- 9.37 Policies 7.4 and 7.6 confirm that development should have regard to the form, function, scale, mass and orientation of the character of an area and that development should respond to existing grain and pattern. Policy 7.8 states that development should value, conserve, resolve, re-use and incorporate heritage assets where appropriate.

Islington Core Strategy 2011:

- 9.38 Policy CS9 focuses on conserving and enhancing the historic significance of Islington's unique heritage assets.

Islington Development Management Policies 2013:

- 9.39 Policy DM2.1 requires all forms of development to be of a high quality and make a positive contribution to the local character and the distinctive quality of an area. DM2.3 seeks to conserve and enhance heritage assets relative to their significance. DM2.3 also requires the retention of all buildings which make a positive contribution to the significance of a conservation area stating that appropriate repair and re-use will be encouraged. Sub-paragraph E states that the Council will encourage the retention, repair and reuse of non-designated heritage assets and that proposals which unjustifiably harm the significance of a non-designated asset will generally not be permitted.

Whitehall Park Conservation Area 07:

- 9.40 In the Whitehall Park Design Guidelines the buildings are described as being in an area which is clearly predominately residential, consisting mainly of Victorian houses. There is no specific mention of Ashmount School in the Design Guidelines although it is mentioned in the Whitehall Park Leaflet where it states that:

'Ashmount School (1957-8) is locally listed and clad in opaque glass. The cockerel sculpture on the boundary wall is a striking feature on Hornsey Lane'

- 9.41 Paragraph 7.11 is relevant in that the Council confirms a wish to retain locally listed buildings, except where the proposed replacement would preserve or enhance the character or appearance of the conservation area.

Local Listing

- 9.42 The school was locally listed in 1999. It should be noted that requests to Historic England in 2005 and in 2013 to have the school building statutorily listed have been turned down on each occasion.

Assessment of significance

- 9.43 Paragraph 128 of the NPPF requires applicants to assess the significance of any heritage assets which a proposal would affect. 'Significance' is defined in the glossary of the NPPF as *'the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting'*.
- 9.44 In support of this application a heritage consultant's report (Heritage Assessment by Anthony Walker dated 27th February 2015) has been submitted which assesses the architectural and historic merit of the existing school building and its contribution within the Whitehall Park Conservation Area. This concludes that, whilst the building is by a notable architect, incorporates a sophisticated cladding system and marks the evolution of the industrialised school programme of that time, it has also already undergone extensive changes, and would require further substantial interventions, in order to result in a building which addresses teaching and access requirements consistent to current standards. This process of remediation would result in the qualities of the building being lost.
- 9.45 The submitted Heritage Statement concludes that the proposal would cause less than substantial harm or indeed no harm at all to the designated asset because the school building itself does not positively contribute to the character of the conservation area whereas its use does. Therefore the continuation of that use ensures that there is less than substantial harm, or in fact no harm at all as the replacement building will provide a better amenity in the area.
- 9.46 In contrast, the advice given by Design and Conservation Team is of the view that as the locally listed building is a positive contributor to the character and appearance of the Whitehall Park Conservation Area and is a non-designated heritage asset in its own right, then the loss of the building would cause substantial harm to the Conservation Area. The fact that the submitted Heritage Statement does not acknowledge that the loss of the building would cause substantial harm to the Conservation Area indicates that the assessment is flawed.

Conservation Area Assessment:

- 9.47 The Conservation Area was designated in 1969 (after the school was built) and was extended in 1992 and again in 2001. It includes a variety of properties with differing architectural qualities and styles. Most of the streets south of Hornsey Lane were laid out as a late Victorian residential estate, following the contours of the slope, and this forms the major element of the character of the conservation area.
- 9.48 The London Borough of Islington Conservation Area leaflet recognises that there are some good examples of 20th century architecture. Ashmount School and the cockerel are noted as locally listed (the Cockerel, designed by John Willats, is an artwork which stands near the Hornsey Lane entrance of the school and was specifically commissioned for the opening of the building.)
- 9.49 The Whitehall Park Conservation Area Design Guidelines state that 'The Council wishes to retain all statutory and locally listed buildings together with all pre-1939 buildings in the area, and will only grant conservation area consent for their removal where there are special circumstances or where the proposal would preserve or enhance the character or appearance of the conservation area.
- 9.50 Those guidelines at paragraph 7.12 further state that '*...Although there are no statutory listed buildings in the area, most of the properties along Whitehall Park, Gladsmuir Road and Harberton Road are locally listed as are some of the properties on Hornsey Lane, Miranda Road and Lysander Grove. These buildings are of local architectural or historical interest and are important to the character and appearance of the area. The Council considers pre-war buildings critical to the character and appearance of the area and their loss would greatly diminish the historic and architectural value of the area. Redevelopment of more recent buildings will be considered only where there is improvement or enhancement to the appearance or character of the conservation area.*'

Assessment of the Existing Building:

- 9.51 The poor condition of the building has been raised as an issue in previous applications, most notably P082526 for the relocation of Ashmount School from this site to its new site. The façade and building assessments undertaken at that time by Purcell Miller Triton have been re-submitted with this application as evidence of the on-going deterioration of the building.
- 9.52 An updated report on the condition of the curtain walling has been also submitted (dated 07/11/2014) to enable an accurate assessment of the potential for meaningful repair or replacement. This has concluded that the curtain walling is in a very poor condition and is showing signs of severe failure in several locations. There is visible evidence of corrosion to key framing members which cannot be repaired. Secondary components, such as cover caps, seals and external fixings are beyond repair and would need to be replaced.

- 9.53 The deterioration which has already led to its poor current condition will continue to act on the cladding system and it will continue to fail with significant health and safety risks related to the structural integrity of the system. It was concluded that in its current state, the system is not able to perform to basic requirements.
- 9.54 It is likely that the service life for many of the components of the building has been exceeded as the building was erected over 60 years ago. Therefore, whilst in theory the curtain wall could be replaced, none of the components would be original.

Building's contribution:

- 9.55 The contribution of the building to the conservation area is acknowledged as being intrinsically dependent on the retention of the physical elements which have led to it being locally listed. The curtain walling is recognised as being the most significant part of the building from an architectural and historical basis and therefore given the conclusions of the structural survey and assessments referenced above are accepted and the curtain walling is beyond repair, it has to be accepted that replacement of this architectural element will dilute the quality of the local listing and in turn, the degree of positive contribution to the conservation area.
- 9.56 Historic England in their 2013 assessment of the building (giving further consideration as to whether it should be statutorily listed) noted its state of repair, stating that
- “the failure of the material...has affected the visual and structural integrity of the fabric”.*
- 9.57 Whilst the school is included in the Conservation Area Guidelines and referenced as a locally listed building, its architectural style and form bears little relation to the surrounding, nearly entirely, residential character and appearance which is made up of predominantly brick and rendered housing from the late nineteenth century with timber windows and mostly pitched roofs. It is nevertheless, a building which is appropriate in scale and massing to the setting of the conservation area and as such, does make a positive contribution to the conservation area.
- 9.58 Having regard to the deteriorated condition of the building referenced above, whilst it is recognised that the building makes a positive contribution to the conservation area and that the Design and Conservation Team's views in respect of the loss of the building causes substantial harm, it is the view of officers having regard to the above assessment that its loss would cause less than substantial harm. In this regard, paragraph 134 applies.
- 9.59 Paragraph 134 states that: *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage*

asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use”.

- 9.60 Therefore, full demolition should only be considered in the event that clear and convincing justification can be produced to demonstrate that retention is not achievable and that there would be a substantial public benefit that outweighs the harm or loss in doing so.
- 9.61 In considering retention of the building, it is relevant to note the provisions of Part E of DM2.3 of Islington’s Development Management Policies which sets out that the Council will encourage the retention, repair and reuse of non-designated heritage assets (locally listed buildings). It also states that proposals that unjustifiably harm the significance of the asset will generally not be permitted. In this instance, it is the architectural significance of the school and its social, historical contribution to the local area which is clearly its most important aspect and which led to it being locally listed. However, the repair of the curtain walling cladding to enable re-use of the building will compromise the significance and quality of the building as being locally listed. Retention of the building without repair is recognised as not being an achievable option due to its structural failings.
- 9.62 As the significance of the existing school arises largely from the cladding system to the main block, replacing the cladding completely, using new sections throughout, would result in the loss of the original fabric of interest which marked the reason for the local listing, and that defines its most important contribution to the conservation area. It is important to also note that not only would re-use of the existing building through significant refurbishment involve the loss of the very architectural qualities that marked the buildings significance, it would also not allow the extent of public benefits that could be secured at this site .
- 6.63 In this respect, the development of a new primary school in this location is a direct public benefit which will result in 420 school places for the local community. The opportunity afforded by a complete redevelopment also allows a more efficient and multi-functional space to be provided, with better environmental performance which will allow for greater community participation and benefit. Key among these activities will be use of the large meeting hall for public events, out of hours use of smaller meeting rooms for community events, and use of the MUGA. Whilst some of these benefits could come forward as part of a scheme which retained the existing building, it is acknowledged that redevelopment would allow for a greater and more extensive range of activities that are efficiently planned.
- 9.64 It is the recommendation of officers that there are public benefits which outweigh the harm caused by the loss of the heritage asset it is also necessary to demonstrate that full demolition of the building (rather than any other alternatives) is necessary to achieve these benefits.

9.65 There are three options to consider as set out below:

Option 1: Retain and refurbish all existing buildings within the reduced site

Whilst this option would retain the building, allowing an improved environmental performance and an increase in the service life of the building, it would result in a loss of historic fabric and loss of the feature which contributes to the historic significance of the building. It would fail to address the circulation and access issues and the classrooms would still be undersized.

Option 2: Retain and refurbish only the Junior Block, and undertake some new build

This would allow for the environmental and service life improvements outlined above and address the issue of classroom sizes but problems of staircase access would still persist.

Option 3: Redevelop all buildings within the reduced site.

This option would create a new building unconstrained by the need to protect architectural elements. There are thus both community and wider educational benefits with this option. It should also be noted that the demolition of the school building also enables the site to be split providing therefore a new school building of modern design and meeting contemporary teaching requirements, as well as providing the southern part of the site for the future delivery of a housing scheme that maximises affordable housing delivery of which there is great need in the borough.

Conclusion:

- 9.66 It is acknowledged that the existing building has inherent architectural and historical significance through the use of a cladding system which was revolutionary for its time. This merited the local listing of the building. However, it is also apparent that the components of the curtain walling system are at the end of their usable life and in order to maintain a safe and efficient school building, it would be necessary to replace the material and thus lose the very fabric that merited its local listing. Neither retaining the building nor retaining it and adding to it, would allow the opportunity for the degree of public benefits to come forward as would a new building. It is acknowledged that there would be harm due to the loss of the locally listed building, but this needs to be balanced against the compromise to the significance that would arise through total replacement of the curtain walling in order to retain the building. In this regard it could be argued that its loss would actually cause less than substantial harm due to this fact.
- 9.67 The substantial public benefit of the retention of a school use on the site (as opposed to retaining the use in the existing building) and the significant improvements of the facilities provided, access for the

disabled, the better visual connection between the open spaces and the public realm combined with the provision of a building in sound condition coupled with the safeguarding of the southern part of the wider site for redevelopment for housing are considered to generate public benefits of a degree that successfully balances the less than substantial harm caused to the conservation area by the loss of the locally listed building.

Design and Conservation

- 9.68 The site is located within the Whitehall Park Conservation Area, which is a Designated Heritage Asset. The school building, being locally listed, constitutes a non-designated heritage asset. The proposed demolition of the existing buildings on the site is addressed above. In relation to the proposed replacement building the following policies apply:

London Plan (2011) policy 7.8 states that development affecting Heritage Assets should conserve their significance by being sympathetic to their form, scale, materials and architectural detail.

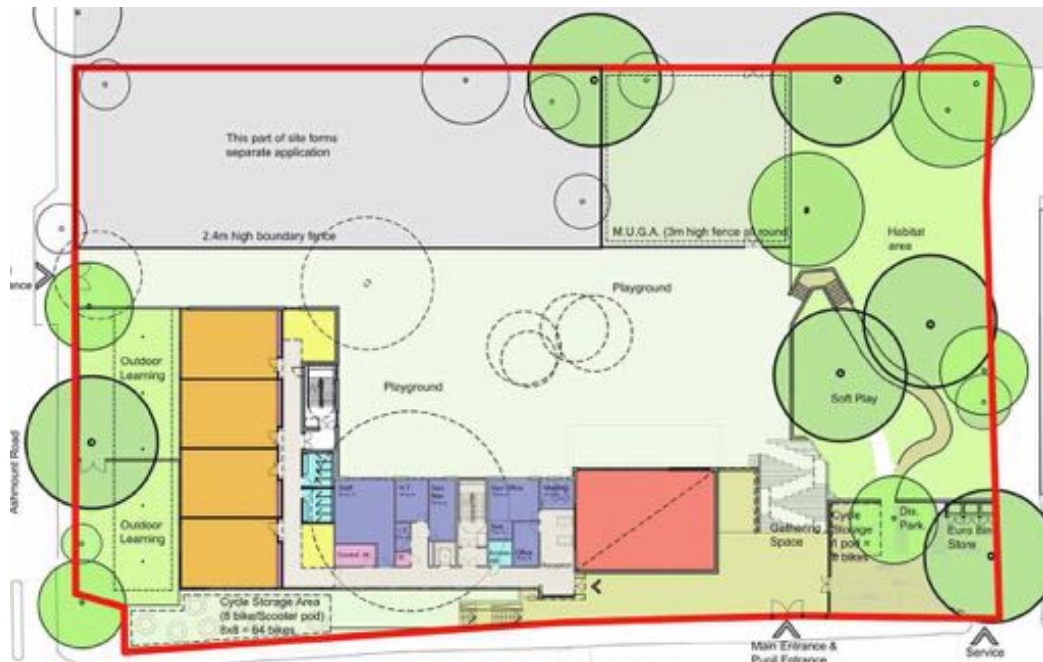
The Development Management Policies mirror the core principles of the NPPF and the London Plan. Policy DM 2.3Bi requires developments in conservation areas to be of high quality contextual design so that they conserve or enhance their significance. Proposals that unjustifiably harm the significance of a non-designated heritage asset will generally not be permitted.

The Whitehall Park Conservation Area Design Guidance (2002) states that new buildings must conform to the height, scale and proportions of existing buildings in the immediate area.

- 9.69 Before assessing the extent of any harm caused by the development to the heritage assets, it is necessary to identify the attributes that contribute to their significance. The Whitehall Park conservation area lies immediately below the Highgate- Hornsey ridge, along which runs Hornsey Lane east of the Archway Bridge. Its significance lies in its variety of residential properties with differing architectural qualities and styles. The maturity of the trees in the area enhance the quality of the environment.
- 9.70 Notwithstanding the above analysis, when establishing the level of harm to the conservation area, the development must be considered as a whole. That is the harm due to the loss of the existing buildings, weighed against the merits of the replacement proposals for the site and the public benefits that would as a result be bought forward. These are discussed in the following sections.
- 9.71 The footprint, location and materiality have been amended significantly following officers and the Design Review Panel's advice and are now considered acceptable.

Site Layout and Building Lines

- 9.72 The proposed school building would sit in the north eastern corner of the site, with playspace to the west and south. Its building line aligns with the Ashmount Road boundary line set in 8m and with the Hornsey Lane building line set in 3m. This is with the exception of the 2 storey block to the eastern end of the site which would sit 2.2m from the boundary to Hornsey Lane.



- 9.73 The proposed building would be 'L' shaped in footprint and would be located closer to both the Ashmount Road and the Hornsey Lane than the existing building, in the north east corner of the site. The main frontage of the building would front Hornsey Lane with a secondary frontage on Ashmount Road.
- 9.74 The location of the proposed building has been amended significantly since original pre-application discussions, at which time the building sat at the southern end of the site, adjacent to the proposed housing site to the south. Officers expressed concern with this approach in terms of its potential impact on the amenities of future occupiers of the housing development and in terms of the appearance of the Ashmount Road streetscene. The building was, as such moved north and the development potential of the housing site therefore safeguarded.
- 9.75 Whilst the proposed siting of the building would require the removal of the mature and visibly prominent Holm Oak on the Hornsey Lane frontage (protected by TPO), the development proposes a number a new trees along the boundary and the siting of the building allows the retention of a number of protected trees to the rear of the site, which play an important part in the character of the conservation area.
- 9.76 The proposed building would sit behind the existing buildings' Ashmount Road building line, providing visual relief, given the increase

in height of the building at this point, which will be discussed within the following section.

- 9.77 Given the relatively small size of the application site compared to that of the former Ashmount Primary school site, the location of the proposed building allows the majority of the playspace to be provided the rear of the building, which is not visible from public views and allows private play. Concern has been raised by neighbouring occupiers with regards to the amount of playspace provided. As can be seen within the table in the 'Proposal' section of this report, the amount of playspace for the proposed school is equal to the amount of playspace designated for the former Ashmount School, by reason of the rooftop play area proposed. It should also be noted that Ashmount Primary School was designed as a three form entry school whereas Whitehall Park School has been designed as a two form entry school, increasing the playspace per child ratio.
- 9.78 Overall the development, by reason of its siting and layout, would have an acceptable impact on the appearance of the surroundings including on the character of the conservation area.

Height and massing

- 9.79 Ground levels within the existing site vary significantly. The site slopes down from west to east by a difference of 5.0m and, to a lesser extent, from north to south by 2.2m along the Ashmount Road frontage.
- 9.80 The existing school building is 3 storeys high as viewed from Hornsey Lane but 4 storeys high when viewed from its rear elevation due to the slope across the site. There is a (double height) single storey element at the eastern end of the site, although when viewed from Hornsey Lane this element is not highly visible, as it sits lower than pavement level.
- 9.81 Concern has been raised with regards to the height of the proposed development and its subsequent impact on the character and appearance of the conservation area.
- 9.82 The proposed building would be 3 storeys high, with a rooftop play enclosure and rooftop stair overruns, reducing to 2 storeys high towards the western end of the site. The new building would be 2m higher than the 3 storey existing building (including the rooftop play enclosure and overruns) than the existing school building at the western end of the site and, at its easternmost extent where it would front Ashmount Road, would be 7m higher than the existing (double height) single storey element.
- 9.83 Given this increase in height, the development would appear more prominent than the existing building when viewed from east along Hornsey Lane and when viewed looking north along Ashmount Road. It would, however, remain lower than both Caroline Martyn House opposite the site on Ashmount Road and Fortier Court to the west.

- 9.84 The drop in levels on the site from west to east does aid in reducing the apparent height and massing of the proposed building, with the ground floor on the eastern end of the site being sunk below pavement level, reducing its visibility. The building would be set back from the Hornsey Lane boundary and would be set back from Ashmount Road by 8m, significantly more than the existing building on the site and reducing the impact of the increase in height on the Ashmount Road streetscene.
- 9.85 In this context the proposed building would be similar in height to the current building on the site (in particular fronting Hornsey Lane) and in keeping with the scale of larger buildings in the surrounding area and therefore considered to appropriately safeguard the character of the conservation area. Additionally, given the buildings civic use its height would be entirely appropriate.



Architecture and elevations

- 9.86 There are positive elements of the existing building which are reflected in the design of the proposed scheme.
- 9.87 The exterior of the two publically visible elevations fronting Hornsey Lane and Ashmount Road would be constructed of curtain wall glazing and translucent spandrel infill panels set in horizontal bands, with the exception of the two storey hall to the western end of the site which would be constructed of London stock brick, with small windows in an uneven pattern.
- 9.88 The curtain wall cladding would reflect the architecture of the existing building and create a simple but sophisticated façade that would not compete with but would sit comfortably within the Victorian and post war properties that surround it. The randomly arranged windows in the brick built element of the proposal would be a playful addition, appropriate to the use of the building as a primary school.

- 9.89 Whilst the frame within the curtain wall glazing would be aluminium - a suitable material in this sensitive context- it is proposed that the smaller windows in the two storey brick built element of the proposal be uPVC. The utilisation of uPVC windows is not appropriate within the conservation area. Islington requires high quality materials throughout the borough, however in a sensitive location such as this where the loss of an important building is being considered subject to a replacement that replacement building must be of the highest architectural quality. Condition (3) requires the use of aluminium window frames and for details to be submitted and approved by the Council prior to superstructure works commencing.
- 9.90 The two proposed rooftop overruns would house two staircases and WC facilities. They would be setback from the Ashmount Road and Hornsey Lane elevations and would as such appear less prominent when viewed from street level. Trespa panel cladding would cover the proposed rooftop overruns. The colours indicated on the submitted drawings are indicative only and the exact colour would be supported only after submission of a sample of the material to the local planning authority. This is recommended by condition (condition 3). Also, whilst the principle of the rooftop balustrade is acceptable, the use of metal as the material is not. It is considered that a more architectural solution should be provided in this sensitive context, such as a tensile steel balustrade allowing views more easily through the material, reducing its visual prominence and, as such, a condition requiring details of this element of the scheme is recommended (condition 10).
- 9.91 The western and southern elevations would contain more brickwork than the eastern and northern elevations. The upper floors of the building would be constructed of yellow stock brick with elements of the ground floor being constructed of engineering brickwork (grey). Whilst concern over the use of engineering brick has been raised by objectors, it is considered its use would be appropriate to the rear elevations of the building.
- 9.92 Windows set within reveals with elements of both horizontal and vertical spandrel panelling would animate the elevations. A condition requiring details of the design of the windows including the extent of the reveals is recommended (condition 3), which would ensure the quality of the elevations. It should be noted that currently the land to the south of the site lies empty of built form (with the exception of the temporary school portakabins within the centre of the site) and the southern elevation of the proposed building would be visible in this context, until such time as an acceptable housing scheme may be bought forward.. Should the application currently being considered at that site obtain approval and be implemented, its built form would screen the majority of the school's southern elevation from public views.
- 9.93 Concern has been raised by neighbouring occupiers with regards to the appearance of the school emblem on the Hornsey Lane external

façade. Officers consider that this emblem, at 6.5m high and prominently located on the Hornsey Lane frontage, would be unduly obtrusive and as such would be detrimental to the appearance of the building and the conservation area. A condition is recommended that notwithstanding the approved drawings, no permission is given for the school emblem (**condition 30**).

- 9.94 Overall, with appropriate conditions, it is considered that the detailed design and architecture would preserve the character and appearance of the conservation area.

Boundary treatment and ancillary buildings and structures

- 9.95 The proposal to retain the existing boundary treatment is acceptable. A condition (**condition 18**) requiring cleaning of the existing brickwork is recommended, to smarten its appearance and lighten the colour of the brickwork, in order that it matches the brick used within the elevations of the building.
- 9.96 At the eastern end of the site between the boundary with Ashmount Road and the building itself, would be located five freestanding white tensile fabric canopies with galvanised steel frame, to a height of 5.2m to facilitate play during inclement weather. These canopies would rise just above first floor level of the building and would as such be visible from Ashmount Road. They would be screened to a large extent by the existing trees on site and street trees, which are to be retained. Concern has been raised over degradation and staining of white canopies beneath trees over time causing an unsightly appearance, therefore **condition 11** is recommended to secure an agreed colour to minimise the potential for the canopies to become unsightly. It is considered that they would have an acceptable impact on the character of the conservation area.
- 9.97 A bin store is proposed at the back edge of the servicing area accessed via the existing vehicular crossover. This would be timber clad. No detailed elevations have been submitted and it is recommended that these be required by condition (**condition 16**), to ensure their acceptable appearance.
- 9.98 The adult cycle storage pod would also be located adjacent to the bin store and screened from the road by the existing boundary treatment. Details of the appearance of this cycle store would be required by condition. The pupils' cycle storage would be located on the eastern side of the site which is below road level and therefore not visible from Hornsey Lane. Details of the appearance of this storage would be required by condition (**condition 15**).
- 9.99 A new lighting scheme is proposed. A condition requiring details of the appearance, location and luminance of the lighting is recommended to ensure the impact of the lighting has no detrimental impact on the appearance of the buildings and development as a whole, nor on the

character of the conservation area or biodiversity such as bats (**condition 12**).

Design and Conservation Summary

- 9.100 As summarised above, it is considered that the loss of the existing buildings would cause less than substantial harm to the character and appearance of the Conservation Area. The proposed replacement buildings would be appropriately located on the site and of a height and massing appropriate to the site that would not harm the character or appearance of the conservation area. Whilst there are concerns in relation to the detailing of the materials of the proposal a number of planning conditions are recommended to ensure that high quality materials are achieved.
- 9.101 It is considered that the harm from the loss of the existing building would be offset by substantial public benefits, including the provision of a new educational facility on the site, the design of which would be high quality as secured by detailed planning conditions. In addition the creation of a safer and more sustainable building which would be fit for modern educational purpose and the provision of a new facility for community use outside of school hours is particularly beneficial.
- 9.102 Additionally, the proposed position of the new school building safeguards the opportunity of redeveloping the southern part of the former Ashmount School site for the provision of much needed housing, the majority of which would be affordable (social rented). Taken together, these public benefits are considered to be considerable and to outweigh the less than substantial harm caused to the conservation area including to outweigh the loss of the locally listed building and to therefore secure compliance with the NPPF, London Plan and local policies.

Trees and Landscaping

- 9.103 Trees, shrubs and other significant vegetation are of particular value in Islington due to the borough's dense urban nature, limited amount of green space and the impacts on air quality from traffic congestion. Trees also have a cooling effect, which is important due to projected future temperature increases as a result of climate change, and have a positive impact on drainage and flood risk.
- 9.104 In accordance with Development Management policy DM6.5 (Landscaping, trees and biodiversity), all developments must protect, contribute to and enhance the landscape, biodiversity value and growing conditions of the development site. Policy DM2.3Diii) states that the council will resist the loss of ... trees and landscapes which contribute to the significance of a conservation area.
- 9.105 Part Bi) of policy DM6.5 states that any loss of or damage to trees, or adverse effects on their growing conditions, will only be permitted

where there are over-riding planning benefits, which must be agreed with the council and suitably re-provided. Developments within proximity of existing trees are required to provide protection from any damage during demolition and construction. Where on-site re-provision is not possible, a financial contribution of the cost of appropriate re-provision will be required.

9.106 Part B.ii) of the policy addresses trees protected by a Tree Preservation Order or by their conservation area status. It states that the council will refuse permission or consent for the removal of protected trees and for proposals that would have a detrimental impact on the health of protected trees. Paragraph 6.42 of the Development Management Policies states that in wholly exceptional circumstances, where protected trees are proposed to be removed, or where their health would be detrimentally affected, suitable re-provision will be required and/or additional planting, to re-provide at least equal canopy cover and/or equal environmental amenity and visual value. Where on-site re-provision cannot be provided, a financial contribution of the full cost of appropriate re-provision will be required.

9.107 There are thirty one trees on the site that are protected by a Tree Preservation Order (TPO) and ten trees which are not protected by a TPO but nevertheless are protected by their conservation area status, plus a number of shrubs.

9.108 It is proposed to remove fifteen trees in total. Nine of those are TPO trees (including 1 which is dead) and six trees protected by their conservation area status, in order to facilitate the proposed development. These trees are all category B and C trees (with Category A being the best quality and C the lowest (excluding dead trees)). The total canopy cover of the trees that would be lost would be 650sqm. The information originally submitted with the planning application was not clear on how many specific trees were proposed for removal, additionally, not clear as to how many were TPO trees and how many were non TPO trees. The table below explains how tree removal proposals have evolved during discussions and meetings between the applicant and Council officers:

	On-site	Initial tree removal proposals	Current tree removal proposal	Remaining
TPO Trees	31	22	9 (1 dead)	22
Other trees	10	4 tree groups	6	4
	41	Unclear	15	26

- Nb the dead TPO under the current legislation has to be replaced and therefore has been counted

9.109 Specifically, the mature Holm Oak (TPO) to the front of the school most visible from Hornsey Lane that is situated in the centre of the courtyard space of the existing building is proposed for removal. The proposed new school building would be situated on top of this trees current

location. An objection has been received specifically citing that the loss of this tree was unfortunate. Whilst the retention of this tree would have been preferred, retaining it would have required the repositioning of the school buildings in a more difficult location on the site (i.e. steeper area to the west), or would have positioned the school building unacceptably close to the southern boundary of this site which would have had an unacceptable impact on the future development potential of the housing site and an adverse impact on the quality of resulting built form as viewed from Ashmount Road. In this regard, the loss of this tree safeguards the potential development of the southern site, as well as locating the building on the school site in the most appropriate position. Policy states that in wholly exceptional circumstances the loss of protected trees can be supported.

- 9.110 The five smaller trees fronting Ashmount Road (group G2 - as indicated in the revised (Rev D) arboricultural report dated September 2015) would be removed to provide storage space for cycle parking. The Lime tree adjacent to the proposed entrance on Ashmount Road would restrict access to the site and is proposed for removal. A TPO tree within the service area to the western end of the site is dead and would also be removed. To the rear of the school building, it is proposed to remove seven trees to permit construction of the playground and MUGA.
- 9.111 It should be noted that the scheme as initially submitted proposed the removal of twenty two TPO trees. In order to preserve the green character of the site and the contribution the trees make to the conservation area, the level of tree loss has been reduced significantly through the insistence of officers so that it is now proposed to retain twenty two of the original thirty one TPO trees on the site. This includes an important group of mature TPO trees within the rear playground and a group of TPO trees on the southern boundary, which would be retained through the use of non-invasive methods to raise ground level within the playground and, in the case of the trees on the southern boundary, during demolition of the existing building. Planning conditions **8 and 9** are recommended to secure detailed supervision and protection of these retained trees.

Replacement planting:

- 9.112 Twenty eight new trees are proposed as part of the landscaping scheme. The majority of these trees would be located within the habitat area to the west of the site, with an additional eight trees along the Hornsey Lane frontage. The total canopy cover of these proposed trees would be 216sqm (projected ten year growth).
- 9.113 The proposal with regards to landscaping has also been substantially improved since original submission and includes a significant level of replanting to the maximum extent that the site allows, including trees along the length of the visually prominent Hornsey Lane frontage. The proposed soft landscaping within the scheme includes a variety of

species and habitats and would, it is considered, provide good biodiversity benefits. The landscaping condition secures this planting, including a replacement requirement (should some die) as well as a 2 year maintenance programme.

- 9.114 In terms of canopy cover, the proposed planting scheme falls short of replacing the trees lost, with a shortfall of 434sqm (being 650 – 216) canopy cover lost from the site. However, this is a school site where the provision of usable playground space is a priority and it is agreed that on site planting has been maximised.
- 9.115 Policy states that where it is not possible to re-provide trees of equal canopy cover on site, a financial contribution of the full cost of appropriate re-provision is required, dependant on viability, which would allow for replanting offsite within the borough and retain the level of amenity and biodiversity benefits provided by the existing trees.
- 9.116 To place a figure on the 'value' of trees, the Capital Asset Value for Amenity Trees (CAVAT) is used. This figure is directly related to the public benefits that specific trees provide and uses the stem diameter, crown size, condition and the life expectancy in order to calculate the value. In this instance the CAVAT value for the fifteen trees to be removed was calculated and the proposed canopy cover of on-site planting removed from this figure. The resulting CAVAT value amounted to £539, 226 to mitigate the outstanding 434sqm of canopy cover that would be lost from the site.
- 9.117 The applicant has advised that, in addition to the proposed on site replanting, they were able to contribute £100,000 towards tree planting in the borough. Given that the applicant is the Education Funding Authority (EfA) they receive a finite amount of funding in order to bring forward the scheme, there is no 'profit' created from the development from which to draw additional funds. In considering the acceptability of the above offer, the background to this scheme, its funding sources and the planning benefits must be considered.
- 9.118 At the conception of the project, the Secretary of State allowed the site to be split, in order that the borough may benefit from the provision of affordable housing on the southern half of the wider site. This was despite the fact that under the Secretary of State's powers the EfA would have been entitled to use the entire site for the provision of the Whitehall Park Free School.
- 9.119 As such, the site area for the school was reduced and the proposed school building located further north to ensure that there would be no negative impacts on the development potential of the southern part of the site. Tree loss in this context is unfortunate but inevitable. Furthermore the public benefits of the creation of a new, sustainable school, the reuse of an educational site and ability to secure affordable housing for the borough are given considerable weight in this consideration.

- 9.120 It should also be noted that the EfA is assisting LB Islington in providing its statutory requirement to deliver sufficient school places. The cost of this new school is currently proposed to be funded entirely by the EfA, which would help to meet the demand for school places in this area.
- 9.121 A condition requiring an Arboricultural Method Statement is recommended, to ensure details of tree pruning, ground works within RPA's of trees, protective fencing and management of pruning following occupation are provided and approved prior to commencement of works (**conditions 8 and 9**).
- 9.122 Furthermore a clause will be included in the s106 agreement that will secure additional financial contribution towards any trees that have been confirmed as able to be retained and protected, that through unacceptable work practices following demolition and construction are damaged or die.
- 9.123 It is considered that the proposed tree loss has been minimised through the proposed use of non-invasive demolition and construction techniques. The quality and quantity of on-site replanting has been maximised and proposed trees along the Hornsey Lane boundary contribute towards the amenity value of the site. On balance, the public benefits of the scheme would outweigh the necessity to cover the full cost of replanting off site by way of a financial contribution. The proposed offer of £100,000 is considered in this context acceptable.

Neighbouring amenity

- 9.124 DM policy 2.1Ax) states that developments are required to provide a good level of amenity to neighbouring occupiers, including consideration of noise and the impact of disturbance, hours of operation, overlooking, privacy, direct sunlight and daylight, over dominance, sense of enclosure and outlook.
- 9.125 The following properties are the closest to the school site and have been assessed for the purposes of potential impacts to amenity:
- Caroline Martyn House on Ashmount Road (east of the site);
 - Nos. 99 and 101 Hornsey Lane (north of the site);
 - Flat 1-6, 2 Stanhope Road (north);
 - Fortier Court, located to the west of the site; and
 - Future development potential of the southern part of the Former Ashmount School site.

Sense of enclosure, outlook and privacy

- 9.126 As the proposal is for education use, the policy (DM2.1A.x) seeks to protect facing habitable residential windows from undue overlooking, the policy does not seek to protect possible overlooking between a school use such as this and residential windows. As such the proposed

school is not considered to generate an unacceptable level of overlooking to any adjoining residential property.

Caroline Martyn House (Ashmount Road):

- 9.127 The proposed school building would be located 22m away from this (the nearest) residential property located to the east of the application site. The main bulk of the building would stand at between (due to the site slope) 10.6m and 12.4m in height above pavement level facing this property (to its solid curtain wall glazing top), for a width of 28m. Whilst the roof top play areas would have its boundaries enclosed, these would be open fencing (details to be secured by **condition 3**) and would not appear overbearing (for completeness) they would bring the overall building height to between 12.8m and 14.2m. At 22m separation distance, this relationship is not considered to be unduly harmful. Furthermore, the existing trees on this this boundary are proposed to be retained and would provide some partial screening.

Nos. 99-101 Hornsey Lane:

- 9.128 The proposed school building would be located in a different position to the existing school building, being positioned closer to the junction of Hornsey Land and Ashmount Road and closer to Hornsey Lane. This move will change the outlook for the properties directly opposite on Hornsey Lane. At its closest point the proposed school building would be 22.5m away from the front elevation of no. 101 Hornsey Lane, to the north. The tallest part of the school building would stand at 10.6m above ground level, which slopes away from the Hornsey Lane properties. A small stair and lift enclosure would increase this height to 14m, set 24.5m away (for a small 6.0m width). Opposite 99 Hornsey Lane, the building would be lower at 6.6m in height some 25m separation distance.
- 9.129 Given the sloping nature of the application site, and as the separation distance significantly greater than the heights, the proposal is not considered to unduly impact on outlook from these properties, nor to appear overbearing.

1-6, 2 Stanhope Road:

- 9.130 The proposed building would be located 31m from the above block. This separation distance for the reasons provided above is considered to ensure no undue impact in terms of outlook to this property.

Fortier Court:

- 9.131 The hall would be located 33m from the facing elevation of this building, standing at 6m in height. It will have moved approximately 15m further away from this property and 3.4m lower compared to the existing school buildings. In this regard, the proposal would have a beneficial impact on outlook.

Former Ashmount School site (southern part of the site):

9.132 In terms of the impact on the proposed residential buildings on the southern part of the wider site, the nearest block to the proposed school would be block A, which would be 4.8m from the shared boundary. The school building would be 6m from the shared boundary and there would as such be a separation distance of 10.8m between the two buildings. The only habitable room windows on this elevation (as currently proposed in application reference P2015/2931/FUL still under consideration by the council) would be obscurely glazed and would be the secondary windows to any proposed rooms. The primary outlook from block A would be to the south, facing onto the internal roadway of the scheme as being assessed. There would not, in this context, be any undue loss of privacy or sense of enclosure to the future residents, of that development nor undue restriction of light to those windows and rooms.

Daylight and Sunlight

- 9.133 Para 2.13 of the Development Management Policies states that the Building Research Establishment (BRE) provides guidance on site layout planning to achieve good sunlighting and daylighting (*Site Layout Planning for Daylight and Sunlight: a guide to good practice*). This is the accepted nationally recognised guidance to safeguard sunlight and daylight to habitable rooms within neighbouring properties.
- 9.134 The BRE guidelines require that initial 'tests' are carried out on neighbouring habitable windows to establish, based on the proximity of those windows to a development and their relationship with that development, whether further testing is required.
- 9.135 The initial test, in relation to the impact of light to the windows of the neighbouring properties, requires measurement of the angle to the horizontal subtended by the new development at the level at the centre of the lowest window of the neighbouring property. If the angle is less than 25 degrees, then the development is unlikely to have a substantial effect on the light enjoyed by the occupiers of the dwelling.
- 9.136 The submitted Planning Statement applies an assessment of the 25 degree test to the properties on the north side of Hornsey Lane, to the west at Fortier Court and to the east at Caroline Martyn House. The results indicate that in no case would the subtended angle be more than 25 degrees. It must as a result be concluded that there would be no undue impacts on the daylight or sunlight to the occupiers of those properties.

Noise, disturbance and light spill

- 9.137 The site is currently occupied by a school and has previously been occupied by a school with a larger pupil intake. It is not considered that

the proposed school would cause any undue noise or disturbance as a result of comings and goings, nor during playtime. Concern has been raised by a neighbouring occupier in relation to noise and disturbance as a result of the use of the roof top play area. This would be used during school times only and not for after-hours use. The nearest neighbours to the rooftop play area are the residents at Caroline Martyn House on the opposite side of Ashmount Road. These neighbours are 22m away from the play area and separated from it by a public highway. To ensure that the use of rooftop play areas does not generate undue noise from balls hitting the fencing, a planning condition (**condition 3**) to secure approval of the details of its construction for both visual appearance purposes and also noise dampener attributes is recommended. With the imposition of such a condition, it is not considered that daytime use would cause any undue noise and disturbance to these residents.

9.138 Objections have been received against light spill from the proposed development. The roof top play areas are not proposed to be used outside of school hours and lighting would not be supported in that regard. No proposals for floodlighting of the MUGA have been put forward and therefore no undue lighting from play areas would occur. Whilst a scheme for outdoor security and general lighting would be secured by condition (**condition 12**), those details are always considered in relation to amenity impacts as well as biodiversity impacts and light spill would be minimised. In terms of light-spill from the buildings themselves, a condition requiring an automated central building control system to turn off of lights within the building after pre-programmed times and days will be recommended (**condition 17**). This would have energy saving and light spill mitigation benefits. Light spill from the building during general school hours or community use times.

9.139 Overall the scheme would retain a good level of amenity for neighbouring occupiers, in terms of outlook and retention of sunlight and daylight levels. There would be no undue overlooking, noise, light spillage or other disturbances, in compliance with policy DM2.1, subject to the conditions referenced above.

Inclusive Design

9.140 Core Strategy policy CS9 states that high quality architecture and urban design are key to enhancing and protecting Islington's built environment, making it safer and more inclusive. The Development Management Policies document mirrors and expands upon these aims. Policy DM2.2 requires that all developments demonstrate ease, versatility and legibility of use and bring together the design and management from the outset and over its lifetime. Policy DM4.12C relates specifically to community and social spaces and requires that buildings provide design and space standards which meet the needs of the intended occupants. The councils Inclusive Design SPD details specific standards for inclusivity for non-residential buildings.

- 9.141 Whilst not stated as being incorporated into this scheme, the applicant is advised that Building Regulations require that, within schools, the reception counter should be fully inclusive and suitable for use by people who are seated and standing. Hearing loops should be integrated into the reception area and a sound field system integrated into the main hall.
- 9.142 Where double leaf doors are used, each leaf would have a minimum clear width of 800mm and all entrance doors have a clear width of 1000mm.
- 9.143 Fire evacuation for those with mobility impairments would be by way of a safe refuge in each escape stair and all floors would be split into two compartments by a fire break. Evacuation in compliance with the councils Inclusive Design SPD.
- 9.144 The level of accessible WC provision is also not in keeping with the councils Inclusive Design SPD. There should be accessible provision in all areas where general needs facilities are provided and an accessible WC should also be accessible from the playground. It is recommended that a condition requiring details of adequate accessible WC provision be attached to the consent (**condition 28**).
- 9.145 The council's Inclusive Design Officer considers that the proposal is inclusive and in line with council policy and the Inclusive Design SPD, subject to the conditions summarised above and the provision of the two wheelchair accessible parking spaces.

Sustainable Design including SUDs

- 9.146 Green roofs: No green roofs are proposed as a result of the school maximising opportunities for playground space on the roof of the development. The remaining roof areas are to be used for PV panels to be accommodated. It is widely known that green roofs can improve the effectiveness of PV operations and therefore a condition is recommended requiring the submission and approval of details relating to provision of a green roof beneath the PV panels (**condition 19**).
- 9.147 Sustainable Urban Drainage: The Sustainable Design and Construction Statement states that "the surface water system will not be altered from the existing disposal system and therefore the proposal will discharge the same quantity and at the same rate as the previous use of the site". However amended plans were received during the processing of this application providing additional SUDs features.
- 9.148 Use of rainwater harvesting butts is suggested in the supporting documents and a drawing (reference: 1879-A-706 Rev P1) was submitted identifying the location for an attenuation tank and the intended location for two rainwater butts. Details of the size, storage capacity and attenuation capacity in accordance with policy DM6.6 shall be secured via condition (**condition 13**). Furthermore references

to the provision of porous paving with geo-cellular drainage system in supporting documents is supported and would target peak flow decrease. The provision of this will also be secured within the landscaping condition. It should be noted that the MUGA is to be laid with permeable paving (**condition 14**). In this regard, the proposed development would improve water runoff compared to the existing site situation.

9.149 The landscaping condition (**condition 14**) is required to cross reference SuDS requirements and ensure biodiversity and amenity benefit are maximized.

9.150 BREEAM: The applicant has submitted a design stage pre-assessment that states that 70.75% of available credits is the baseline score anticipated. This amounts to a BREEAM rating of Excellent. A planning condition requiring the development to achieve a BREEAM Excellent rating is recommended (**condition 23**).

Energy efficiency and renewable energy

9.151 Islington's Core Strategy policy CS10 (Sustainable design) part A requires that all development proposals demonstrate that they have minimised onsite carbon dioxide emissions by maximising energy efficiency, supplying energy efficiently and using onsite renewable energy generation. Council policy requires onsite total CO2 reduction targets (regulated and unregulated) against Building Regulations 2010 of 40% where connection to a decentralised energy network is possible and 30% where not possible. These targets have been adjusted for Building Regulations 2013 to 39% where connection to a decentralised energy network is possible, and 27% where not possible. It is not considered possible for this site to connect to a decentralised energy network and therefore the target is 27% total savings against 2013 Building Regulations. Typically all remaining CO2 emissions should be offset through a financial contribution towards measures which reduce CO2 emissions from the existing building stock. The London Plan sets out a CO2 reduction target, for regulated emissions only, of 40% against Building Regulations 2010 and 35% against Building Regulations 2013.

9.152 The proposal would achieve baseline regulated emissions of 37.3 tCO2 and the final regulated emissions are 23.1 tCO2, providing a saving of 38%. This meets the London Plan target of 35%.

9.153 The baseline total emissions would be 63.3 tCO2 and the final total emissions 49.1 tCO2, providing a saving of 22%. This is short of the Council's target of 27% saving. Whilst this is short, as the applicant is needing to start on-site as soon as possible should grant of permission be achieved, it is not considered suitable to seek to secure further improvements to this by planning condition prior to commencement of works.

Energy efficiency of the building

- 9.154 The council's Environmental Design SPD outlines fabric efficiency standards in terms of air tightness and insulation. 'U values' are a measure of heat loss from a building and a low value indicates good insulation.

District Heating:

- 9.155 Policy DM7.3 states that where there is an existing or future DEN within 500m of the site, the development should connect. There is no available local DEN network to link up to within 500m of the site to derive heat from at present.
- 9.156 Where DEN connection is not possible, applicants should seek to "develop and/or connect to a shared heat network (SHN) with neighbouring existing buildings and/or new developments. To achieve this, the development itself could become an energy 'hub' which provides heat, via a heating network, to one or more existing neighbouring buildings alternatively the development could be supplied with heat from an energy centre within a nearby building or development. Such a system would be likely to be more efficient, particularly where it makes use of Combined Heat and Power (CHP) viable. Reductions in CO2 emissions made to existing buildings as a result of shared heat networks can be included within a development's CO2 savings.
- 9.157 The Energy Statement 4 states "As part of this development, it has become evident that a new housing estate will be constructed outside of the Whitehall School site borders. Programme dates and construction details are underway at this stage having the possibility of a shared heat network to be assessed in the future."
- 9.158 The Energy Officer requested a condition to require the applicant to investigate the opportunity to connect the school and the housing site to the south. The feasibility of this should be reviewed via the Energy condition which has been written to be required prior to superstructure works commencing so as not to prevent the commencement of the development (**condition 22**).

Offsetting

- 9.159 London Plan policy 5.2D and Islington Core Strategy policy CS10 A, as well as the Environmental Design SPD Section 2 set out the requirements for zero carbon policy. The council's Environmental Design SPD states "after minimising CO2 emissions onsite, developments are required to offset all remaining CO2 emissions (Policy CS10) through a financial contribution". All in this regard means both regulated and unregulated emissions.

- 9.160 Whilst the applicant failed to provide a calculation for meeting this, the Council has calculated this to be a total carbon offset levy within the S106 for the amount of £45,172. In the event the revised Energy Statement (as required by **condition 21**) secures improvements or increased CO2 savings as a result of Shared Heating Network connection, then this amount may be reduced.
- 9.161 Green Performance Plan (GPP): A draft GPP has been submitted with the application, that sets out the operational sustainability of the development and methods for monitoring then. This has been reviewed by the Sustainability Officer and is acceptable. This is to be secured via s106 agreement.

Renewable energy

- 9.162 The proposal includes the provision of a total of 137sqm of photovoltaic panels that would be located on the roof of the western most part of the taller building fronting Hornsey Lane. This provision is secured as part of **condition 21**.

Overheating and Cooling

Low Carbon Heating

- 9.163 Developments are required to demonstrate how a proposal has maximised passive design measures to control heat gain and to deliver passive cooling, following sequential cooling hierarchy.
- 9.164 DM7.5a states that developments are required to demonstrate how the proposed design has maximised incorporation of passive design measures to control heat gain and deliver passive cooling, in order to avoid increased vulnerability against rising temperatures. Part c of the policy states that major developments are required to include details of internal temperature modelling under projected increased future summer temperatures to demonstrate that the risk of overheating has been addressed.
- 9.165 The Energy Statement presents an assessment of a number of options for the supply of heating and cooling energy. Option 3a is highlighted as the preferred option. This option proposes:
- Space Heating and cooling to classrooms via air source heat pumps
 - Space Heating to other areas: gas condensing boiler 93% SSEE
 - Domestic hot water generation by gas condensing boiler 93% SSEE
 - 137sqm of solar photovoltaic panels.
- 9.166 Air source heat pumps have been selected for the classrooms due to the need to provide comfort cooling for part of the year due to overheating risks. Heat pumps are capable of providing heating and

cooling and it is likely this option has been selected as the most cost effective. There is no objection to this approach.

- 9.167 The Overheating Study provided by the applicant is in accordance with policy and accepted.

Highways and Transportation

- 9.168 The former Ashmount School can only be accessed from Ashmount Road. The site is bounded by Ashmount Road to the east, Gresley Road to the south, Whitehall Park to the west and Hornsey Lane to the north. Hornsey Lane is maintained by Haringey Council so they are in charge of highways works to that road and their involvement is essential.

- 9.169 There is an average level of public transport accessibility, with the site having a PTAL rating of 3. There are bus stops located along Hornsey Lane within 120m and 130m of the site. Bus number W5 runs from these bus stops. More bus services are available from Archway Road, which is a 600m walk.

- 9.170 The quality and width of the footway along Ashmount Road is narrow in places, bearing in mind the number of school children entering and exiting the site. There is a risk that children may spill over onto the carriageway. Furthermore, the footway quality is poor in places. Improvements could help reduce the potential for accidents along the road.

- 9.171 The current use of the site is for education purposes within the D1 use class. The site boundary covers approximately 5151sqm. The current school comprises 1112sqm floorspace.

- 9.172 The proposal seeks to demolish the existing former Ashmount Primary School buildings and to erect a new 3 storey school building to accommodate the "Whitehall Park School", including ancillary play space, located on the northern portion of the former school site. The proposal will increase the amount of school floorspace from 1112sqm to 2340sqm. The school role would decrease from the former schools peak capacity of 600 pupils and 40 staff, to the proposed capacity of 120 pupils initially which would be increased to a maximum of 420 pupils at full capacity by the year 2020. The school would be a two form entry mixed primary school for ages 4-11 years. There would be a full time staff equivalent of 44 members of staff. The school proposes to operate as follows:

Table 1 – School Operations	Time	Activity
School Opening	0745	breakfast club
School start	0855	
School end	1530	
School Closed	1800	After school clubs

Transport impacts of the development

9.173 The applicant has forecast the number of trips to/from the new development in AM and PM peak using data from a recent survey and Islington's transport strategy. This indicates that when at full capacity, the development is likely to generate the following split of trips to the school (table 2).

Table 2: Mode of Travel	Percentage
Walking	59%
Cycle	4%
Public Transport (including rail)	22%
Car	14%
Total	99%

9.174 The Planning Statement projects there will be around 70 vehicle movements in the morning and afternoon. However, the Transport Assessment suggests there will be between 56-59 trips. The applicant was asked to clarify which set of figures is the most accurate, but did not provide a reply, therefore the worst case scenario is to be adopted (70 vehicle movements in the morning and afternoon). The Transport Assessment is considered to be poor with less information than the Planning Statement and whilst an updated Transport Assessment was requested, none was received.

9.175 Based on the Planning Statement figures, the applicants suggest there is adequate capacity within local roads for drop-off facilities, rather than creating drop-off areas within the site or on local roads. This has been considered by Haringey who have accepted the conclusions.

9.176 However, the addition of around 55-70 vehicles during the AM and PM peak has the potential to have an impact on local parking capacity and traffic congestion, because some local roads have very limited parking capacity. For example, the parking survey found that 95% of spaces were used on Ashmount Road. On average, 80% of parking spaces were used, when the survey took place.

9.177 In order to mitigate the impact of this, improvements to the public realm around the site to encourage more pupils and staff to travel by foot or by bike is considered appropriate and necessary. Therefore, a site specific contribution towards public realm improvements along Ashmount Road has been agreed at £90,000 in order to fully repave the footpath on both sides, DDA drops, TMOs and possible guardrail.

Vehicle Access :

9.178 The proposal includes for the retention of an existing vehicular entrance onto Hornsey Lane, which would be utilised for servicing and deliveries. The drawings do indicate that some highways crossover works will need to be secured via a S106 Agreement. Haringey have requested that the final detailed design of those works is to be submitted to and approved by Haringey.

Pedestrian access :

9.179 Core Strategy Policy CS10 (Sustainable design), Part H seeks to maximise opportunities for walking. The quality and width of the footways along Ashmount Road, in particular, could be significantly improved to encourage more trips by foot and reduce car use. This is especially important as the preferred pupil entrance appears to be from Ashmount Road, rather than entering from Hornsey Lane. The transport assessment has stated that all footways are in a good condition, but has provided no evidence, such as a PERS Street Audit, to demonstrate this is the case.

9.180 To ensure the surrounding footpaths are in a safe and accessible condition, a financial contribution will be required towards the full footpath repaving on both sides of the site, DDA drops, Traffic Management Orders (TMOs) and possible guardrail.. This is to be secured via a s106 legal agreement and has been agreed by the applicant.

Cycle access and parking :

9.181 Core Strategy Policy CS10 (Sustainable design), Part H seeks to maximise opportunities for cycling. It seeks to achieve this through Islington Development Management Policies. Development Management Policy DM8.4 (Walking and cycling), Part D requires the provision of secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible cycle parking. For D1 land uses cycle parking is to be provided at a rate of 1 space per 7 staff and 1 space per 10 students, amounting to a need for 48 spaces (42 for pupils and 6 for staff). The applicant has proposed 72 spaces (8 for staff and 64 for pupils), which exceeds Islington's requirements. Given the constraints to development at this site, no more than the necessary

cycle parking is considered appropriate to secure, therefore condition x secures a complying amount of cycle parking.

- 9.182 Cycle parking should meet the requirements set out within Policy DM 8.4. It should be “secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible.” The drawings indicate that the cycle parking for pupils would not be covered, and there are concerns regarding their security. Additionally, there remain concerns with regard to the accuracy of site levels (as discussed in the Design and Landscaping Sections). In this regard the Council cannot be confident that the pupil cycle parking indicated would be step free and accessible. As such a planning condition is recommended to secure the provision of 48 cycle parking spaces condition (6 spaces for staff and 42 for pupils), including the provision of 5 accessible bicycle spaces (**condition 15**).

Servicing, deliveries and refuse collection:

- 9.183 In line with Development Management Policy DM8.6 (Delivery and servicing for new developments), Part A, delivery/servicing vehicles should be accommodated on-site, with adequate space to enable vehicles to enter and exit the site in forward gear (demonstrated by a swept path analysis). In line with this policy and supporting paragraph 8.39 of Islington’s Development Management Policies, details should be submitted to establish the delivery/servicing needs, including hours, frequency, location/s and size of vehicles.
- 9.184 The applicant has not provided information on servicing/delivery requirements of the new development, such as expected delivery times nor the largest vehicles that will enter the site. As such, the applicant will need to put together a robust service and delivery management plan that addresses this policy and its supporting text. Importantly, it should provide swept path diagrams that demonstrate that the largest vehicles are able to enter and exit the site in forward gear (**condition 26**).

Vehicle parking :

- 9.185 Core Strategy Policy CS10 (Sustainable development), Part H, requires car free development. Development Management Policy DM8.5 (Vehicle parking), Part B (Non-residential parking) states that parking will only be permitted where this is essential for operational requirements and integral to the nature of the business/service (such as a car hire or storage/distribution use). Wheelchair accessible parking should be provided in line with Development Management Policy DM8.5 (Vehicle parking), Part C (Wheelchair accessible parking).

- 9.186 Normal staff parking will not be permitted in accordance with the above policies and it is welcome that the applicant has not proposed any staff parking on-site.
- 9.187 The Council's Inclusive Access Officer has advised that an on-street safe drop off (sufficient to enable a driver to park, assist a disabled person out of the car and into the building for 15 mins). This is to be secured via s106 Agreement.

Travel Plan:

- 9.189 The applicant has submitted a Travel Plan that has been reviewed and accepted by the Schools Highways Officer. This would be secured for monitoring and review as part of the s106 agreement, and has also been requested by Haringey Council to be secured as such.

School Safety :

- 9.190 The School Safety Officer has requested that 'School Keep Clear' markings and appropriate signage on Ashmount Road be provided as this will clearly be used as a location for dropping off and collecting children. In order to pay for the provision of these features, a financial contribution of £7,000 is required, which has been agreed by the applicant and is to be secured via s106 Legal Agreement.

Refuse and Recycling:

- 9.191 The Street Environment Officer has reviewed the proposals and consider the provision of three 1100 eurobins which are accessible from Hornsey Lane to be adequate. They will require a dropped pavement near the storage area to facilitate collections however these amendments will be secured as set out under the 'Vehicle Access section, within the s106 agreement.

Demolition & Construction:

- 9.192 The applicant submitted a Demolition and Construction Management Plan' which was still being assessed at the time of writing this report by the relevant departments, including Haringey Council. As such a pre-demolition condition is recommended to secure the details for this (**condition 7**). Additionally, the applicant is required to comply with the Code of Construction Practice and this is secured within the s106 legal agreement. A monitoring fee of £2,340 is also agreed to cover the Council's costs of monitoring the demolition and construction process and secured within the s106 legal agreement.

Highways Summary:

- 9.193 In summary the proposed school roll would decrease from the previous schools peak of 600 pupils and 40 staff to a maximum of 420 pupils and 44 staff (by 2020). In order to mitigate the impacts of the proposal

on the safety of school children and the free-flow of traffic a number of mitigation measures are to be secured, which when taken as a whole, would ensure that the development would not have an unacceptable impact on the surrounding highways network, ensure pupil safety on the surrounding footways and improve the safety of drop off.

Planning Obligations, Community Infrastructure Levy and local finance considerations

Community Infrastructure Levy (CIL)

- 9.194 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's Community Infrastructure Levy (CIL) and Islington CIL are chargeable against developments on grant of planning permission. The CIL comprise contributions calculated in accordance with the Mayor's and Islington's adopted Community Infrastructure Levy Charging Schedules. As the development comprises provision of a new school, the proposal is considered to benefit from CIL relief and therefore no CIL contributions are applicable.

Planning obligations

- 9.195 The officer recommendation of approval is subject to the Heads of Terms as set out in Appendix 1 – Recommendation B, to be included in a Section 106 Agreement attached to any planning permission, in order to secure compliance with planning policy and mitigate the impacts of the development on surrounding infrastructure.
- 9.196 Islington's CIL Regulation 123 infrastructure list specifically excludes measures that are required in order to mitigate the direct impacts of a particular development. This means that the measures required to mitigate the negative impacts of this development in terms of carbon emissions, lack of accessible parking spaces and impact on the highway cannot be funded through Islington's CIL. Separate contributions are therefore sought to pay for the necessary carbon offset, accessible transport, highway reinstatement and local accessibility investment required to ensure that the development does not cause unacceptable impacts on the local area.
- 9.197 None of the financial contributions included in the heads of terms represent general infrastructure, so the pooling limit does not apply. Furthermore, none of the contributions represent items for which five or more previous contributions have been secured.
- 9.198 The carbon offset and accessible transport contributions are site-specific obligations, both with the purpose of mitigating the negative impacts of this specific development. The carbon offset contribution figure is directly related to the projected performance (in terms of

operation emissions) of the building as designed, therefore being commensurate to the specifics of a particular development. This contribution does not therefore form a tariff-style payment. Furthermore, in the event that policy compliant on-site accessible car parking spaces had been provided by the development (or other accessibility measure) a financial contribution would not have been sought. Therefore this is also a site-specific contribution required in order to address a weakness of the development proposal, thus also not forming a tariff-style payment.

- 1.199 The highway and footway reinstatement requirement is also very clearly site-specific. The total cost will depend on the damage caused by construction of this development, and these works cannot be funded through CIL receipts as the impacts are directly related to this specific development.
- 1.200 None of these contributions were included in Islington's proposed CIL during viability testing, and all of the contributions were considered during public examination on the CIL as separate charges that would be required in cases where relevant impacts would result from proposed developments. The CIL Examiner did not consider that these types of separate charges in addition to Islington's proposed CIL rates would result in unacceptable impacts on development in Islington due to cumulative viability implications or any other issue.

11. SUMMARY AND CONCLUSION

- 11.1 The proposed use of the site for education purposes is consistent with Development Management Policies (2013) policy 4.12 and with the direction of the Secretary of State, which is a material consideration of considerable weight. Taking into consideration the fact that the southern part of the wider site will be brought forward for housing comprising a significant proportion of affordable housing, taken together, the proposal also complies with the Site Allocation (OIS10) and the adopted Planning Brief. It is concluded that the proposed education use which also allows community access to facilities outside of school hours, is therefore appropriate, in accordance with the NPPF, adopted planning policies and the material considerations referenced above.
- 11.2 The existing building has inherent architectural and historical significance through the use of a cladding system which was revolutionary for its time. However, it is apparent that the components of the curtain walling system are nearing the end of their usable life and in order to maintain a safe and efficient school building, it would be necessary to replace the material and thus lose the very fabric that contributes to its particular merit and warranted its local listing. Neither retaining the building nor retaining it and adding to it, would allow the opportunity for the degree of significant public benefits to come forward

as would allowing a redevelopment of the site and the provision of a new building. The loss of significance that would arise through total replacement of the curtain walling in order to retain the building would result in the total loss of the building amounting to less than substantial harm to the conservation area.

- 11.3 The substantial public benefit of the retention of a school use on the site (as opposed to retaining the use in the existing building) and the significant improvement of the facilities that can be provided, access for the disabled, the better visual connection between the open spaces and the public realm combined with the provision of a building in sound environmental condition coupled with the safeguarding of the southern part of the wider site for development of housing are considered to generate significant public benefits of a degree that successfully balances the less than substantial harm caused to the conservation area by the loss of the locally listed building. In this regard paragraph 133 and 134 of the NPPF are considered to be met, and for the benefits to justify compliance with policies 7.4, 7.6 and 7.8 of the London Plan (2015), policy CS9 of the Islington Core Strategy (2011), policy DM2.3 of the Islington Development Management Policies 2013 and the Whitehall Park Conservation Area Design Guidelines.
- 11.4 The proposed school building would be appropriately located on the site in relation to safeguarding the development potential of the southern part of the wider site for housing. The height and massing of the proposed building would be similar to that of the existing building and its apparent height minimised through the change in gradient across the site. The detailed design of the building has been established through the input of the independent Design Review Panel and is considered to be high quality, subject to conditions securing high quality materials. The proposal would comply with policies 7.2, 7.6 and 7.8 of the London Plan (2015), policy CS9 of the Core Strategy (2011) and policies 2.1, 2.2, 2.3 and 6.5 of the Development Management Policies (2013), including the Whitehall Park Conservation Area design guidance (2002).
- 11.5 The proposed development would result in the loss of a total of 15 trees from the site. A total of 9 (one of which is dead) of these are protected by Tree Preservation Order and a further 6 protected by virtue of being located within a conservation area. The proposal includes provision for 28 replacement trees to be planted within the site. Whilst this is an increase, those replacement trees would not achieve the canopy spread equivalent of the trees lost, given the acknowledged priority to maximise play space for children within the site. Given the site has been split in two to deliver housing on the southern part of the wider site, the site has significant pressures and in this regard wholly exceptional circumstances were present, allowing for opportunity for off-site financial mitigation. The applicant has offered £100,000 mitigation, which is an amount at the limit of their funding capability but that falls short of the value needed to fully mitigate the loss. Again having regard to the fact that the site has been divided in

two and the need to more appropriately locate the school building north east of the site this amount is considered acceptable in this particular instance where a new school is being delivered and allows for maximising the efficient use of land. The scheme therefore on balance is considered to accord with policies DM6.5 and DM2.3 of the Development Management Policies (2013).

- 11.6 The scheme is not considered to have a detrimental or adverse impact on the amenity of the surrounding residential occupiers or future occupiers of the southern part of the site. The proposed building is no greater in height or massing than the current building on site, albeit it is repositioned on the site. Furthermore the building is located in excess of the 18m eye to eye distance normally considered acceptable to prevent undue overlooking and does not result in any reduction in overall day/sunlight to surrounding occupiers. In this respect the redeveloped school site is considered to respect the surrounding amenity of both the existing and future residents and complies with policy DM2.1 of the Development Management Policies (2013).
- 11.7 The proposed development would subject to the imposition of planning conditions and clauses in the s106 legal agreement provide for an acceptable level of energy efficiency and total carbon dioxide emissions reduction 22% (including the payment of an off-set contribution). The scheme would utilise efficient fabric, air source heat pumps and gas fired boilers to deliver heating, cooling and hot water supplemented by photovoltaic panels to deliver some of this via renewable sources. Conditions would continue to require the school to discuss connecting to a potential CHP at the adjoining housing site immediately to the south. In this regard, the proposal accords with policies 5.1, 5.2, 5.3, 5.4, 5.4A, 5.5, 5.6, 5.7, 5.9, 5.18, 5.19, 5.20, 5.21 of the London Plan (2015), policy CS10 of the Islington Core Strategy (2011), Development Management Policies (2013) DM7.1 and 7.4 and the Environmental Design SPD.
- 11.8 The schemes sustainability measures are considered to adequately address local policies subject to planning conditions to secure the provision of a green roof beneath the solar photovoltaic panels, further details of the storage capacity and detailed design of the below ground attenuation tank and confirmation via landscaping condition of the use of the maximum extent of permeable paving. In this regard, policies 5.1, 5.2, 5.3, 5.11, 5.12, 5.13, 5.14, 5.15, 5.17, 5.18, 5.19, 5.20, 5.21 of the London Plan (2015), policy CS10 of the Islington Core Strategy (2011), Development Management Policies (2013) DM7.1, 7.3, 7.4 and 7.5 and the Environmental Design SPD are complied with.
- 11.9 The proposed schemes likely impacts on the highway network and provision to enhance sustainable transport choices for staff and pupils are considered to be acceptable subject to planning conditions and s106 mitigation. Cycle parking is sufficient subject to final details, as is waste storage capacity, alterations to the highway are able to be safely accommodated and anticipated impacts from the proposal mitigated by

way of alterations to the highway, the provision of a single wheelchair parking space onsite and two off-site wheelchair spaces to be secured via s106 agreement. Servicing details can be further detailed within a planning condition as well as the final details of construction processes and how the impacts will be minimised through that construction plan.

Conclusion

- 11.20 It is recommended that planning permission be granted subject to conditions and S106 agreement securing the heads of terms for the reasons and details as set out in Appendix 1 – RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

That planning permission be granted subject to the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 between the Council and all persons with an interest in the land (including mortgagees) in order to secure the following planning obligations to the satisfaction of the Head of Law and Public Services and the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service:

- a. Community use agreement to cover the use of the MUGA, Hall, meeting rooms and other facilities of the school for community use outside of school hours.
- b. Contribution of £100,000 towards the planting of trees in the vicinity of the site so as to partly mitigate for the loss of trees within the application site. Additionally, in the event that any of the trees (identified as able to be retained) should become diseased, dying or die within 5 years of the completion of the development then further financial mitigation for those lost trees would be sought, utilising the Capital Asset Value for Amenity Trees (CAVAT) valuation approach.
- c. Contribution of £7000 towards 'School Keep Clear' markings and appropriate signage on Ashmount Road, as a location for dropping off and collecting children.
- d. Footway improvements to Ashmount Road amounting to £90,000 in order to fully repave the footpath on both sides, DDA drops, TMOs and possible guardrail.
- e. The repair and re-instatement of the footways and highways adjoining the development, within Islington including the removal of redundant footway crossovers. The cost is to be confirmed by LBI Highways, paid for by the applicant / developer and the work to be carried out by LBI Highways. Existing condition surveys may be required..
- f. The repair and reinstatement of the Hornsey Lane highway and footway, including the slight realignment of the existing dropped kerb. The cost to be confirmed by LB Haringey, paid by the developer and agreed and carried out by LB Haringey.
- g. An on-street safe drop off (sufficient to enable a driver to park, assist a disabled person out of the car and into the building for 15 mins) should be secured on-street, the costs of delivering this to be borne by the developer.
- h. Compliance with the Code of Employment and Training.

- i. Facilitation of 1 work placements during the construction phase of the development, lasting a minimum of 26 weeks. LBI Construction Works Team to recruit for and monitor placements. Developer / contractor to pay wages that at least meet the London Living Wage. A fee of £5,000 to be paid for each placement not provided.
- j. Contribution of £45,172 towards offsetting projected residual CO2 emissions of the development.
- k. Compliance with the Code of Local Procurement.
- l. Compliance with the Code of Construction Practice, including a monitoring fee of £2,340 and including submission of a site-specific response document to the Code of Construction Practice for the approval of LBI Public Protection. This shall be submitted prior to any works commencing on site.
- m. Future proofing the on-site energy solution so the development can be connected to a local energy network if a viable opportunity arises in the future.
- n. Submission of a final post occupation Green Performance Plan to the Local Planning Authority following an agreed monitoring period.
- o. Submission of a draft Travel Plan for approval prior to first occupation of the new school and submission of a full travel plan 6 months after commencement of the school as a two-form entry school. Additionally updated plans must address aims to limit children's exposure to air pollution. Localized sources from car use and idling engines need to be addressed more fully. To be seen by LB Haringey
- p. The provision of 2 additional accessible parking bays
- q. Council's legal fees in preparing the S106 and officer's fees for the preparation, monitoring and implementation of the S106.

That, should the **Section 106** Deed of Planning Obligation not be completed within 4 weeks from the date when the application was determined positively at Planning Committee, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

RECOMMENDATION B

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

List of Conditions:

1	<p>Commencement (Compliance)</p> <p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	<p>Approved plans list (Compliance)</p> <p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>Site location plan; 14602/T/01-01; FSL/TOP/MAM/WPS/100 revC; KD-G(00)XX-016_D; 1879/ A/ 707 P5; 1879- A- 104 P4; 1879- A- 105 P2; 1879- A- 106 P1; 1879- A- 304 P1; 1879- A- 305 P1; 1879- A- 306 P1; 1879- A- 701 P2; 1879- A- 702 P2; 1879- A- 703 P2; 1879- A- 800 P6; 1879- A- 801 P1; 1859- A- 303 P3 1879- A- 706 P1; 1879- A- 802 P2; 1879- A- 803 P2; 1879- A- 805 P3; KD- G(00)XX- 001_H; KD- G(00)XX- 002_J; KD- G(00)XX- 003_G; KD- G(00)XX- 004_F; KD- G(00)XX- 005_F; KD- G(00)XX- 006_J; KD- G(00)XX- 007_K; KD- G(00)XX- 008_O; KD- G(00)XX- 009_J; KD- G(00)XX- 010_E; KD- G(00)XX- 011_A; KD- G(00)XX- 015_E; KD- G(00)XX- 017_E; KD- G(00)XX- 019_B KD- G(00)XX- 020_F; KD- G(00)XX- 021_G; KD- G(00)XX- 022_K; KL.282.001 revB; Construction Environmental Management Plan; Construction Logistics Management Plan; CPP- Whitehall Park Free School; G2150- Risk Assessment Whitehall Park School Ashmount Road; MS G2150- Demolition Method Statement dated 09/09/2015; Design and Access statement dated March 15; Heritage Statement dated 27/2/15 dated March 2015; Planning Statement dated March 2015 ref O/R: 527-14; Arboricultural Impact Assessment Report No: RT-MME-120148 Rev D dated September 2015</p> <p>Sustainable design and construction statement dated March 15; Transport statement rev A dated Aug 2015; Travel Plan rev A dated Aug 2015; Site Waste Management Plan version 01 dated 2nd Mar 2015; Health Impact Screening Assessment; Building Conditions Survey- Rev A dated 7th Oct 2014; Report on service life of curtain wall- issue 1 dated 07/11/2014; Daytime Bat Survey RT-NME- 118432- 02 dated 27/11/14; Prelim Ecological Assessment RT-NME- 118432-01 dated Nov 2014; Part 1- Building Assessment dated Oct 2007 Part 2- Façade Study dated Oct 2007; Part 3- Education Study Second Draft Oct 2007; Summer Overheating Study BB101 vs TM52 rev 4; Energy Statement 15-08-20 issue 4</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Materials and Samples (Details)</p> <p>CONDITION: Details including drawings at scale 1:50 of all typical elevations of the building hereby approved including samples of all facing materials used in the development shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on the</p>

	<p>development. The drawings, details and samples shall include but not be limited to the following:</p> <p>The development shall be carried out strictly in accordance with the elevations so approved and shall be maintained as such thereafter.</p> <ul style="list-style-type: none"> a) Facing brickwork(s); sample panels of proposed brickwork to be used showing the colour, texture, bond, and pointing; b) Curtain walling system including spandrel panels; c) Trespa cladding including final colour scheme; d) Windows, including materials, profile, reveal depth (minimum 150mm) and detailing (details at 1:20); e) Entrance doors; f) Entrance canopy; g) Roof top play fencing details, including details demonstrating that it is constructed in a way to minimize noise and vibration from balls bouncing off netting; and h) any other materials used. <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In order to ensure that the resulting appearance and construction of the development is of an acceptably high standard, so as to preserve and enhance the character and appearance of the surrounding townscape and conservation area.</p>
4	CAC - Contract for Redevelopment (Details)
	<p>CONDITION: No demolition shall take place unless and until a contract for the associated re-development of the site has been secured and evidence of such contract(s) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: To prevent premature demolition in a Conservation Area, in order to protect the heritage asset including the character and appearance of the designated heritage asset (conservation area) and prevent a gap site from occurring.</p>
5	Demolition Environmental Management Plan (Details)

	<p>CONDITION: No demolition work shall take place on site unless and until a Demolition Environmental Management Plan (DEMP) assessing the environmental impacts of the demolition phase of the development including (but not limited to) noise, air quality including dust, smoke and odour, vibration, and TV reception has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The report shall assess impacts during the demolition phase of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details so approved at all times and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In order to minimise impacts on the amenity of neighbouring residents and school pupils. These details are required to be finalised prior to any demolition works commencing so as to ensure that the carrying out of those works protect the amenity of adjoining properties during that process.</p>
6	<p>Construction Environmental Management Plan (Details)</p>
	<p>CONDITION: No superstructure works shall commence on site unless and until a Construction Environmental Management Plan (CEMP) assessing the environmental impacts of the construction phase development including (but not limited to) noise, air quality including dust, smoke and odour, vibration, and TV reception) of the development has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The report shall assess impacts during the construction phase of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details so approved at all times and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In order to minimise impacts on the amenity of neighbouring residents and school pupils.</p>
7	<p>Construction Logistics and Management Plan (Details)</p>
	<p>CONDITION: No development (including demolition works) shall take place on site unless and until a Construction Logistics and Management Plan (CLMP) has been submitted to the Local Planning Authority and approved in writing. The CLMP shall include:</p> <ul style="list-style-type: none"> a) Proposed access routes for construction traffic; vehicular numbers and type; b) Permitted hours of access for construction;

	<p>c) Proposed on-site management measures to ensure that movement of vehicles in and out of the site is safe (and in forward gear);</p> <p>d) Using freight operators who can demonstrate their commitment to best practice - for example, members of our Freight Operator Recognition Scheme (FORS);</p> <p>e) Consolidating deliveries so fewer journeys are needed; and</p> <p>f) Using sustainable delivery methods.</p> <p>The report shall assess impacts during the demolition and construction phases of the development on the road network, nearby residents and other occupiers together with means of mitigating any identified impacts.</p> <p>REASON: In order to minimise impacts on the safe movement of traffic in and around the site including safeguarding the pupils coming to and from the school adjacent. This is required to be finalised prior to any works commencing as it is to agree how those works will take place in a safe and effective manner for the specific road network and uses surrounding the site.</p>
8	Arboricultural Method Statement
	<p>CONDITION: No site clearance, preparatory work or development shall take place until a scheme for the appropriate working methods (the arboricultural method statement, AMS) in accordance with British Standard BS 5837 2012 – Trees in Relation to Design, Demolition and Construction has been submitted to and approved in writing by the local planning authority</p> <p>Specific issues to be dealt with in the AMS:</p> <ul style="list-style-type: none"> a. Location and installation of services/ utilities/ drainage b. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees. c. Details of construction within the RPA or that may impact on the retained trees. d. Tree protection during construction indicated on a tree protection plan (TPP) construction activities clearly identified as prohibited in these areas. e. The level changes with the RPA of protected trees and the engineering solutions proposed to minimise impacts to the trees. f. The location of a cross overs and method for delivery of materials onto site

	<p>g. The method of protection for the retained trees indicated on the TPP Development shall be carried out in accordance with the approved details.</p> <p>REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with policies: 5.10, 7.19 and 7.21 of the London Plan 2015, policies: CS7, CS15A, B and F of the Islington Core Strategy 2011 and 6.5 of the DM policy 2013.</p>
9	Site Supervision
	<p>CONDITION: A scheme of supervision and monitoring for the arboricultural protection measures outlined in Condition (see above) and in accordance with para. 6.3 of British Standard BS5837: 2012 - Trees in Relation to Design, Demolition and Construction - recommendations has been approved in writing by the local planning authority. The scheme of supervision shall be carried out as approved and will be administered by a qualified tree specialist instructed by the applicant. This scheme will be appropriate to the scale and duration of the works and will include details of:</p> <ul style="list-style-type: none"> a. Induction and personnel awareness of arboricultural matters; b. Identification of individual responsibilities and key personnel; c. Statement of delegated powers; d. Timing and methods of site visiting and record keeping, including updates e. Procedures for dealing with variations and incidents. <p>This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of contemporaneous monitoring and compliance by the pre-appointed tree specialist during construction.</p> <p>REASON: To ensure that the development does not prejudice the life, health and stability of trees to be retained on and adjacent to the site, in accordance with policy 7.21 of the London Plan 2015 and policy DM6.5 of Islington's Development Management Policies 2013.</p>
10	Roof balustrade– amended design
	<p>CONDITION: Notwithstanding the details hereby approved, no permission is given for the roof balustrade as indicated on the submitted plans.</p> <p>Prior to superstructure works commencing details of an alternative, lighter weight and more architectural solution for the roof (such as use of tensile steel cables) shall be submitted to the Local Planning Authority and approved in writing.</p>

	<p>REASON: In order to ensure that the apparent height and massing of the building is not unnecessarily exaggerated by the roof top balustrading and to ensure that the detailed finish is of a quality that is appropriate to the sites location within the Whitehall Park Conservation Area.</p>
11	<p>Canopies – Final colour finish, maintenance strategy</p> <p>CONDITION: Notwithstanding the details hereby approved, prior to installation of the 5 (five) canopies hereby approved to be installed along the Ashmount Road frontage, details of:</p> <ul style="list-style-type: none"> a) final colour of the canopies to be installed in order to guard against unsightly discolouring over time from their position below large mature trees; and b) maintenance and cleaning strategy to minimise discolouring. <p>REASON: In order to ensure that the resulting visual appearance of the development in particular the canopies along the Ashmount Road frontage are of an appropriate final appearance so as to minimize the degree of weathering and potential discolouring that could lead to harm to the character and appearance of the Whitehall Park Conservation Area.</p>
12	<p>Security & General Lighting (Details)</p> <p>CONDITION: Details of the location of general and any security outdoor lighting, including full specification of all luminaries, lamps and support structures and hours of use, shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.</p> <p>The development shall be carried out strictly in accordance with the details so approved prior to the first occupation of the development hereby approved and shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interests of good design, protecting the setting of and character of the designated heritage assets, security and protecting neighbouring and future residential amenity and existing and future habitats from undue light-spill.</p>
13	<p>Sustainable Urban Drainage (Details)</p> <p>CONDITION: Notwithstanding the details hereby approved (drawing 1879-A-706 P1), prior to superstructure works commencing, details of the SUDS features including the:</p> <ul style="list-style-type: none"> a) Geocellular drainage system (below ground attenuation tank); b) Rainwater harvesting butts; and c) Permeable paving as referenced to the landscaping condition. <p>shall be submitted to and approved in writing.</p> <p>The updated details shall include confirmation that the position of the below</p>

	<p>ground attenuation tank to be located in a position that safeguards all trees to be retained on the site.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity and maximises the sustainable urban drainage (SUDs) benefits of the scheme in order to minimise the potential for increased floodrisk as a result of the development in accordance with the NPPG and government ministerial statements.</p>
14	Landscaping (Details)
	<p>CONDITION: Details of a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The landscaping scheme shall include the following details:</p> <p>Proposed trees, including their location, species, size, and confirmation that existing and proposed underground services would not intrude into root protection areas;</p> <p>Soft planting, including details of any grass and turf areas, shrub and herbaceous areas;</p> <p>Topographical survey, including details of any earthworks, ground finishes, any topsoiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types;</p> <p>Enclosures, including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;</p> <p>Hard landscaping materials, including ground surfaces including their permeability, kerbs, edges, steps and synthetic surfaces;</p> <p>Permeable paving details confirmed for use on the MUGA;</p> <p>Play equipment and other furniture- elevations and location, material and colour</p> <p>Confirmation that all areas of hard landscaping, together with the communal amenity and playspace areas have been designed in accordance with Islington’s Inclusive Landscape Design;</p> <p>A Landscaping Management Plan describing how the landscaping would be maintained and managed following implementation for a period of 2 years.</p> <p>Any other landscaping feature(s) forming part of the scheme.</p> <p>The landscaping scheme shall be completed prior to occupation of the proposed development, with the exception of the soft landscaping which shall be completed/planted during the first planting season following practical completion</p>

	<p>of the development hereby approved.</p> <p>The landscaping and tree planting shall have a maintenance/watering provision following planting and any trees or shrubs which die, become severely damaged or diseased shall be replaced with the same species or an approved alternative and to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details (including the Landscape Management Plan) so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interests of sustainability, to ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity, to ensure the development is of an inclusive design, and to ensure that a satisfactory standard of visual amenity is provided.</p>
15	Cycle Parking (Details)
	<p>CONDITION: Details of the internal layout, design and external appearance of the bicycle storage areas shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite.</p> <p>The storage shall be a minimum of 42 spaces for pupils and 6 spaces for staff, including 5 spaces for mobility scooters.</p> <p>The bicycle storage areas shall be provided strictly in accordance with the details so approved and installed prior to the first occupation of the development, and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport. Furthermore, given the cycle storage is external to the buildings, to ensure that their enclosures are of an appropriate final design and material finish so as to complement the appearance of the building and the character of the conservation area.</p>
16	Refuse/Recycling storage (Details)
	<p>CONDITION: Details of the external appearance of the refuse enclosure shown on the approved plans shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The refuse / recycling enclosure shall be provided strictly in accordance with the details so approved and 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 in a design and finish that would be appropriate for the site's location within a conservation area.</p>
17	Building Management System (BMS)

	<p>CONDITION: Prior to superstructure works commencing on the site, details of a Building Management System (BMS) (or Building Automation System) shall be submitted to the Local Planning Authority and approved in writing.</p> <p>The computer-based control system shall in particular control and monitor the building's mechanical and electrical equipment such as ventilation, lighting, power systems, fire systems, and security systems.</p> <p>The development shall be constructed with the approved BMS incorporated and shall be used effectively from first occupation of the development onwards.</p> <p>REASON: Given the degree of glazing proposed to be used to construct the building the use of a BMS would significantly minimise the potential for wasteful use of energy and lighting, which would minimise potential for lightspill to cause a nuisance to nearby residential properties and also reduce potential energy usage to the benefit of the energy and carbon efficiency of the building.</p>
18	Brick Cleaning (compliance)
	<p>CONDITION: Prior to occupation of the development hereby approved, the existing brickwork on the Hornsey Lane and Ashmount Road elevations shall be cleaned.</p> <p>REASON: To enhance the appearance of the boundary treatment and in order for it to more closely match the colour of brick to be used on the western most two storey building fronting Hornsey Lane, which in turn would enhance the appearance of the conservation area.</p>
19	Green/Brown Biodiversity Roofs (Compliance)
	<p>CONDITION: Notwithstanding the details hereby approved, details of a biodiversity (green/brown) roof to be positioned beneath the photovoltaic panels on the roof (drawing KD-G(00)XX-005_F) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The biodiversity (green/brown) roof(s) shall be:</p> <ul style="list-style-type: none"> a) biodiversity based with extensive substrate base (depth 80-150mm); and c) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum). <p>The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p>

	<p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
20	<p>Plumbing (No pipes to outside of building) (Compliance)</p> <p>CONDITION: Notwithstanding the plans hereby approved, no plumbing, down pipes, rainwater pipes or foul pipes other than those shown on the approved plans shall be located to the external elevations of buildings hereby approved without obtaining express planning consent unless submitted to and approved in writing by the local planning authority as part of discharging this condition.</p> <p>REASON: The Local Planning Authority considers that such plumbing and pipes would potentially detract from the appearance of the building and undermine the current assessment of the application.</p>
21	<p>Energy Strategy</p> <p>CONDITION: The energy efficiency measures/features and renewable energy technology(s) including gas condensing boiler, air source heat pumps and 137sqm rooftop photovoltaic cells, which shall provide for no less than 22% on-site total CO₂ reduction (as compared to Building Regulations 2013) as detailed within the 'Energy Statement' shall be installed and operational prior to the first occupation of the development.</p> <p>Should, following further assessment, the approved renewable energy option be found to be no-longer suitable:</p> <p style="padding-left: 40px;">a revised scheme of renewable energy provision, which shall provide for no less than 27% onsite CO₂ reduction (against Building Regulations 2013), shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The final agreed scheme shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO₂ emission reduction targets by energy efficient measures/features and renewable energy are met</p>
22	<p>Connection to adjoining housing site or other shared network including future proofing a connection</p> <p>CONDITION: Prior to superstructure works commencing on the site, the applicant shall submit evidence of detailed discussion and negotiations having been undertaken with the adjoining land owner (southern part of the former Ashmount Primary school site) to secure a shared heat (and possibly cooling) network between the two sites.</p> <p>The Local Planning Authority will expect that all avenues for a connection to be made will need to have been exhausted in order to discharge the condition in the event a connection is not proposed.</p>

	<p>In the event timing is an issue, this development shall be future proofed to facilitate a future connection to the adjoining site heat (and cooling) network or alternative shared or district network that may come available.</p> <p>REASON: In the interests of securing the most energy efficient development at this site possible, in accordance with aims to mitigate the impacts of climate change and to reduce the buildings carbon footprint in accordance with the Council's zero carbon policies.</p>
23	BREEAM (compliance)
	<p>CONDITION: The development hereby approved shall achieve a BREEAM New Construction rating (2014) of no less than 'Excellent'.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development, in accordance with policy CS10 of the Islington Core Strategy 2011.</p>
24	Plant Noise (Compliance)
	<p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level $L_{Aeq, Tr}$ arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level $L_{AF90, Tbg}$.</p> <p>The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.</p> <p>REASON: To protect the amenities of the neighbouring occupiers</p>
25	Roof-level structures (Details)
	<p>CONDITION: Details of any roof-level structures (including lift over-runs, flues/extracts, plant, photovoltaic panels and window cleaning apparatus) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing.</p> <p>The details shall include a justification for the height and size of the roof-level structures, their location, height above roof level, specifications and cladding.</p> <p>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.</p> <p>No roof-level structures shall be installed other than those approved.</p> <p>REASON: In the interests of good design and also to ensure that the Local Planning Authority may be satisfied that any roof-level structures do not have a harmful impact on the surrounding conservation area, setting of listed buildings and streetscene more generally.</p>
26	Servicing and Delivery Plan (Details)

	<p>CONDITION: A delivery and servicing plan (DSP) detailing servicing arrangements including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfL) prior to the first occupation of the development hereby approved.</p> <p>The details shall include:</p> <ul style="list-style-type: none"> a) expected delivery times; b) delivery frequency; c) the largest vehicles that will enter the site; and d) swept path diagrams that demonstrate that the largest vehicles are able to enter and exit the site in forward gear. <p>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic.</p>
27	Inclusive Design (compliance)
	<p>CONDITION: The development shall incorporate all inclusive features indicated on the drawings hereby approved.</p> <p>The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority</p> <p>REASON: In order to facilitate and promote inclusive and sustainable communities ensuring that the school is fully accessible for all pupils, staff and visitors to the school.</p>
28	Accessible WC's
	<p>CONDITION: Notwithstanding the drawings hereby approved, prior to any superstructure works commencing on site, details illustrating that accessible WC facilities are provided in each location where general needs facilities are provided should be submitted to and approved in writing by the Local Planning Authority.</p> <p>The proposal shall be implemented in accordance with the approved details.</p> <p>REASON: To facilitate and promote inclusive and sustainable communities, ensuring that the school is fully accessible for all pupils, staff and visitors to the school.</p>

29	School Emblem (compliance)
	<p>CONDITION: Notwithstanding the plans hereby approved, no permission is granted for the for the school emblem fronting Hornsey Lane.</p> <p>REASON: The Local Planning Authority considers that the emblem would detract from the appearance of the building and its prominence and visibility on the building would be harmful to the character and appearance of the Whitehall Park conservation area.</p>

List of Informatives:

1	S106
	<p>SECTION 106 AGREEMENT</p> <p>You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.</p>
2	Superstructure
	<p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
3	Water Infrastructure
	<p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>
4	Working in a Positive and Proactive Way
	<p>To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which are available on the Council's website.</p> <p>A pre-application advice service is also offered and encouraged.</p> <p>The LPA and the applicant have worked positively and proactively in a collaborative manner through both the pre-application and the application stages to deliver an acceptable development in accordance with the requirements of the NPPF</p> <p>The LPA delivered the decision in a timely manner in accordance with the requirements of the NPPF.</p>
5	Materials

	INFORMATIVE: In addition to compliance with condition 3, 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.
6	The applicant is informed that should any internal on site fencing be attached to the listed boundary walls, this would require listed building consent prior to the commencement of those works.
7	The applicant is informed that listed building consent is required prior to any works on the eastern and western listed flank walls of the existing building.

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 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

Policy 3.2 Improving health and addressing health inequalities	Policy 6.3 Assessing effects of development on transport capacity
Policy 3.6 Children and young people's play and informal recreation facilities	Policy 6.9 Cycling
Policy 3.18 Educational facilities	Policy 6.10 Walking
Policy 4.12 Improving opportunities for all	Policy 6.13 Parking
Policy 5.2 Minimising carbon dioxide emissions	Policy 7.1 Building London's neighbourhoods and communities
Policy 5.3 Sustainable design and construction	Policy 7.2 An inclusive environment
Policy 5.5 Decentralised energy networks	Policy 7.3 Designing out crime
Policy 5.6 Decentralised energy in development proposals	Policy 7.4 Local character
Policy 5.7 Renewable energy	Policy 7.5 Public realm
Policy 5.9 Overheating and cooling	Policy 7.6 Architecture
Policy 5.10 Urban greening	Policy 7.8 Heritage assets and archaeology
Policy 5.11 Green roofs and development site environs	Policy 7.13 Safety, security and resilience to emergency
Policy 5.13 Sustainable drainage	Policy 7.14 Improving air quality
Policy 5.14 Water quality and wastewater infrastructure	Policy 7.15 Reducing noise and enhancing soundscapes
Policy 5.15 Water use and supplies	Policy 7.19 Biodiversity and access to nature
Policy 5.17 Waste capacity	Policy 8.2 Planning obligations
	Policy 8.3 Community infrastructure levy

B) Islington Core Strategy 2011

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

Policy CS10 (Sustainable Design)

Policy CS11 (Waste)

CS15 (Open space and green infrastructure)

CS17 (Sports and recreation provision)

Development Management Policies June 2013

DM2.1 Design

DM2.2 Inclusive Design

DM2.3 Heritage

DM4.12 Social and strategic infrastructure

DM6.1 Healthy development

DM6.5 Landscaping, trees and biodiversity

DM6.6 Flood prevention

DM7.1 Sustainable design and construction statements

DM7.2 Energy efficiency and carbon reduction in minor schemes

DM7.3 Decentralised energy networks

DM7.4 Sustainable design standards

DM7.5 Heating and cooling

DM8.1 Movement hierarchy

DM8.2 Managing transport impacts

DM8.4 Walking and cycling

DM8.5 Vehicle parking

DM8.6 Delivery and servicing for new developments

DM9.1 Infrastructure

DM9.2 Planning obligations

DM9.3 Implementation

3. Designations

The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013:

Whitehall Park Conservation Area

TPO No. no: 325 (2007)

Site Allocation OIS10

Locally Listed Building

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

The following SPGs and/or SPDs are relevant:

Islington Local Development Plan

- Environmental Design
- Inclusive Design
- Inclusive Landscape Design
- Planning Obligations and S106
- Urban Design Guide
- Whitehall Park Conservation Area
- Design Guidance

London Plan

- Accessible London: Achieving an Inclusive Environment
- Sustainable Design & Construction
- Providing for Children and Young Peoples Play and Informal Recreation
- Planning for Equality and Diversity in London



APPENDIX 3- DESIGN REVIEW PANEL RESPONSE

CONFIDENTIAL

ATT: Rebecca Skinner
JLL
30 Warwick Street
London
W1B 5NH

Planning Service
Planning and Development
PO Box 333
222 Upper Street
London
N1 1YA
T 020 7527 2389
F 020 7527 2731
E Luciana.grave@islington.gov.uk
W www.islington.gov.uk

Our ref: Q2014/2163/MJR

Date: 06 March 2015

Dear Rebecca Skinner,

ISLINGTON DESIGN REVIEW PANEL
RE: Former Ashmount Primary School

Thank you for attending Islington's Design Review Panel meeting on 13 February 2015 for a second assessment of the above scheme. The proposed scheme under consideration is for the demolition of the existing School building and the erection of a new, 3 storey (plus an enclosed roof terrace) school building to accommodate the 2 form entry 'Whitehall Park Free School', including ancillary play space.

Review Process

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. The scheme was reviewed by Richard Portchmouth (chair), Thomas Lefevre, Paul Reynolds, Charles Thomson, Tim Ronalds and Ben Gibson on 13 February and included site visit, a presentation from the design team followed by a question and answers session and deliberations at the offices of the London Borough of Islington. The views expressed below are a reflection of the Panel's discussions as an independent advisory body to the council.

Panel's observations

Form and footprint

The Panel was encouraged by the full rethink that the proposal has undergone and found the amended version a vast improvement in terms of footprint, orientation and site strategy compared to the initial proposal.

Elevations and materiality

The Panel felt that the elevations lacked the sophistication, simplicity and integrity of the existing building. The Panel argued that the different elements of the façade should reflect interior functions. The Panel argued that the orientation of the building needs to be considered in the design of the façades. The Panel questioned the brick frames around the windows, which it argued made the individual elements appear very large.

Internal layout and access

The Panel repeated previous concerns over the internal layout and contrasted it with the rigorous layout of the existing building. The Panel found the internal layout to be very complicated for a modest school building and questioned the lack of sectional relationship between the ground and first floor. The Panel raised concerns over circulation within the building and warned that it would become very congested. The Panel felt that there was a lack of communal space on entering the building. The Panel reiterated previous concerns around arrival, departure and gathering and argued that this issues need to be better considered in the outline of the site. The Panel also questioned how the kitchen would be serviced.

Sustainability

The Panel raised concerns over the south elevation and suggested that the fully glazed circulation spaces would become very warm. The Panel suggested that if the circulation spaces are intended to rely on natural ventilation, then the elevation treatment would need to be adjusted to avoid overheating. The Panel argued that the suggested variation in glazing needs to be given further detail to avoid being rationalised at later stages.

Summary

The Panel was encouraged by the revised proposal, which it felt was a positive step forward, particularly in terms of the orientation and footprint of the proposed building. The Panel argued that further improvements to the elevations were required to give the building the quality of the building it is replacing. The Panel argued that, while it is not necessary for the new building to replicate the existing, it is imperative that the architecture should be of a high quality. The facades should exhibit a coherence and integrity which express an understanding of the functions of the building and the demands of the site. The Panel reiterated previous raised concerns over the internal layout and suggested that the circulation areas should be made larger and freer to avoid congestion. The Panel recommended that the proposed glazing on the southern elevation needs to be designed to take potential overheating into account.

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

Confidentiality

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

taken into account by the council in the assessment of the proposal and determination of the application.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Lucy' or 'Luciana', written in a cursive style.

Luciana Grave

Design Review Panel Coordinator
Design & Conservation Team Manager