R19.0150

**From:** [redacted]
**To:** planningpolicy
**Cc:** [redacted]
**Subject:** Comments to Islington"s Local Plan
**Date:** 27 September 2019 16:46:33

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Hello,
We are the owner / occupiers at 34 Brandon Road, N7 9AA (Site Allocation VR10). In response to an email received from Ben Johnson on 5 September, please see below our comments to the local plan and the site allocation documents.

**Local Plan - Policy SP3**

**Figure 2.3**
We welcome routes through from York Way to Caledonian Road.

**Policy SP3 / A**
In principle the idea of strengthening the economic uses in the LSIS is good but this should not be at the expense of the area's integration with the surrounding city. The area is becoming less of a no-go zone for pedestrians than it was 10 years ago as a result of the development at Kings Cross. However, many of the buildings are now used as storage units and we question whether the proliferation of these units contributes to the economic functioning of the LSIS.

**2.31, 2.33, 2.35**
We consider that the encroachment of non-industrial uses (office, residential, restaurant) on the edges of the site is positive. It is a way of integrating the area with the rest of the city and preventing it from becoming an unsafe / unused wasteland on the weekends.
We therefore disagree that the introduction of office and residential use compromises the economic function and future growth of the LSIS. We think that, on the contrary, a mix of uses would make the area more vibrant and more desirable for genuine light industrial uses (as opposed to storage).

**2.40**
We recognise the pinch point at Brandon Road and York Way. Has the council considered making Brandon Road a one way street?

**2.40**
We would welcome new north-south routes to improve the permeability of the area and would like to know how this could be made to work.

**Site Allocations:**

**VR10**
We commented to an earlier version of this site allocation by email on 13 January 2019; it appears that our comments have not been taken on board. To reiterate our comments:
The 'retention and intensification' of the industrial uses is at odds with the inherent delivery problems facing the site. When Matthew Marchbank first used this site as a workshop in the late 1970s there were no parking restrictions and he was able to park to make deliveries. Currently, he has to arrange for deliveries to be on the weekends or early in the morning so that they do not block the traffic. Deliveries to the site would be easier if Brandon Road were to be changed to a one way street and if parking bays were added.
With reference to the development considerations, and given that the former 1930s electricity substation occupies almost the entire site, it would not be possible to introduce "on-site servicing" without demolishing the building which the servicing is meant to serve! We therefore think that the industrial use of the site should be minimised and that the residential / office/"hybrid" use of the site should be increased.

Please contact me if you have any questions regarding the comments.
Regards,
[redacted]
([redacted])