

PLANNING COMMITTEE REPORT

Development Management Service
Planning and Development Division
Environment and Regeneration
Department
PO Box 333
222 Upper Street

| PLANNING SUB-COMMITTEE B | | |
|--------------------------|--------------------------------|------------|
| Date: | 29 th November 2016 | NON-EXEMPT |

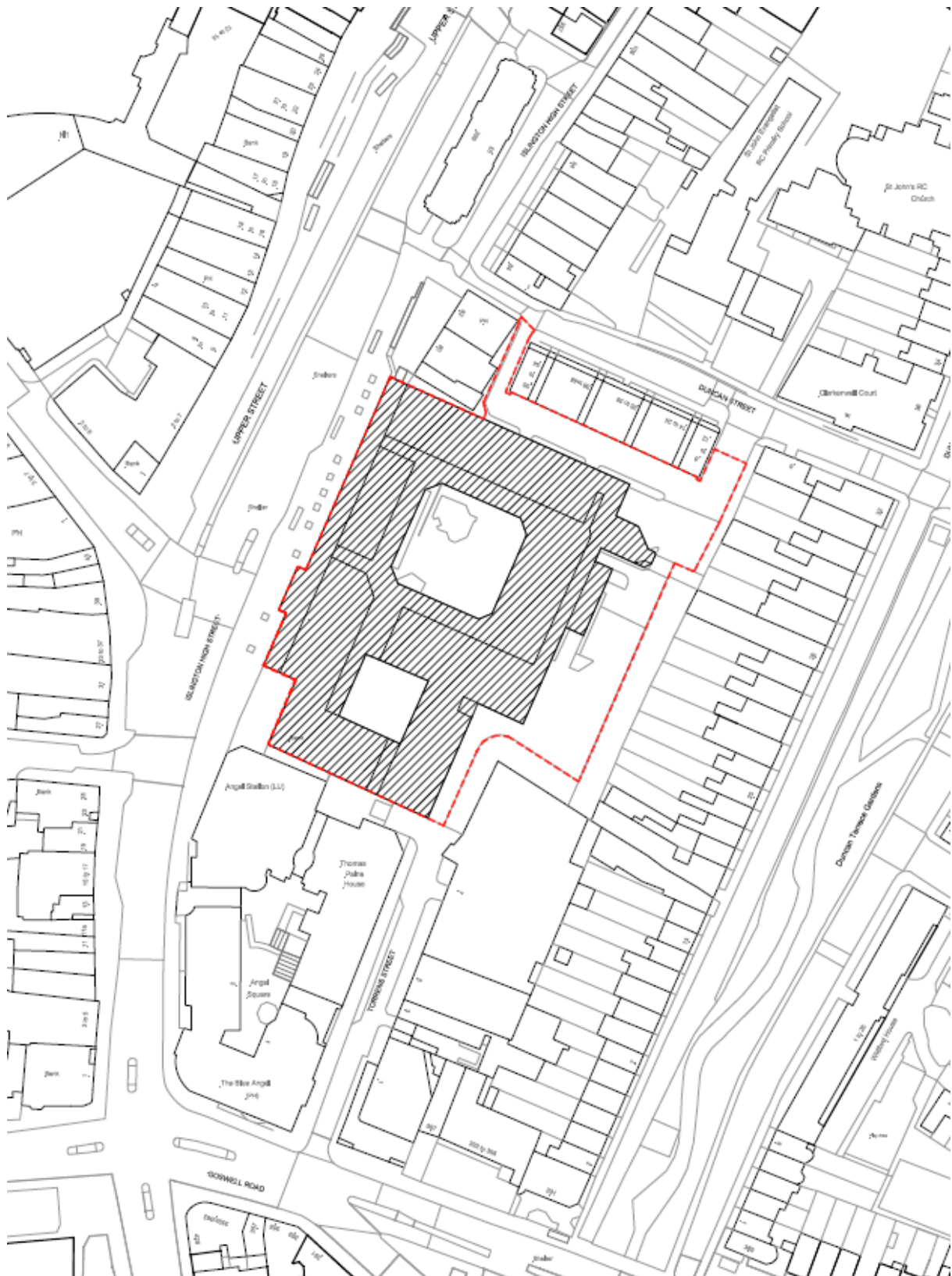
| | |
|--------------------------|---|
| Application number | P2016/2382/FUL |
| Application type | Full Planning Application |
| Ward | St. Peters |
| Listed building | Not listed |
| Conservation area | Not within a Conservation Area |
| Development Plan Context | N/A |
| Licensing Implications | None |
| Site Address | Royal Bank of Scotland Regent's House, 42 Islington High Street, N1 8XL |
| Proposal | Works to the front façade of the building facing Islington High Street including new lighting, replacement of ground floor bay windows with floor to ceiling windows, new glazing to secondary entrances and replacement roller shutters, replacement surfacing and alterations to the existing entrance. Replacement glazing above the main entrance to levels 1 to 4. To the rear in the servicing yard, new lighting, seating and bike store and alterations to the rear elevation of the building include a new entrance, to facilitate the use of the servicing yard as a gathering/ meeting area. |

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|--------------|-------------------------------|
| Case Officer | Ben Oates |
| Applicant | Royal Bank of Scotland |
| Agent | BILFINGER GVA - Sophie Hockin |

1. RECOMMENDATION

The Committee is asked to resolve to **GRANT** planning permission subject to the conditions set out in Appendix 1.

2. SITE PLAN (site outlined in black)



3. PHOTOS OF SITE/STREET



Image 1: Looking into the site in a Northerly direction

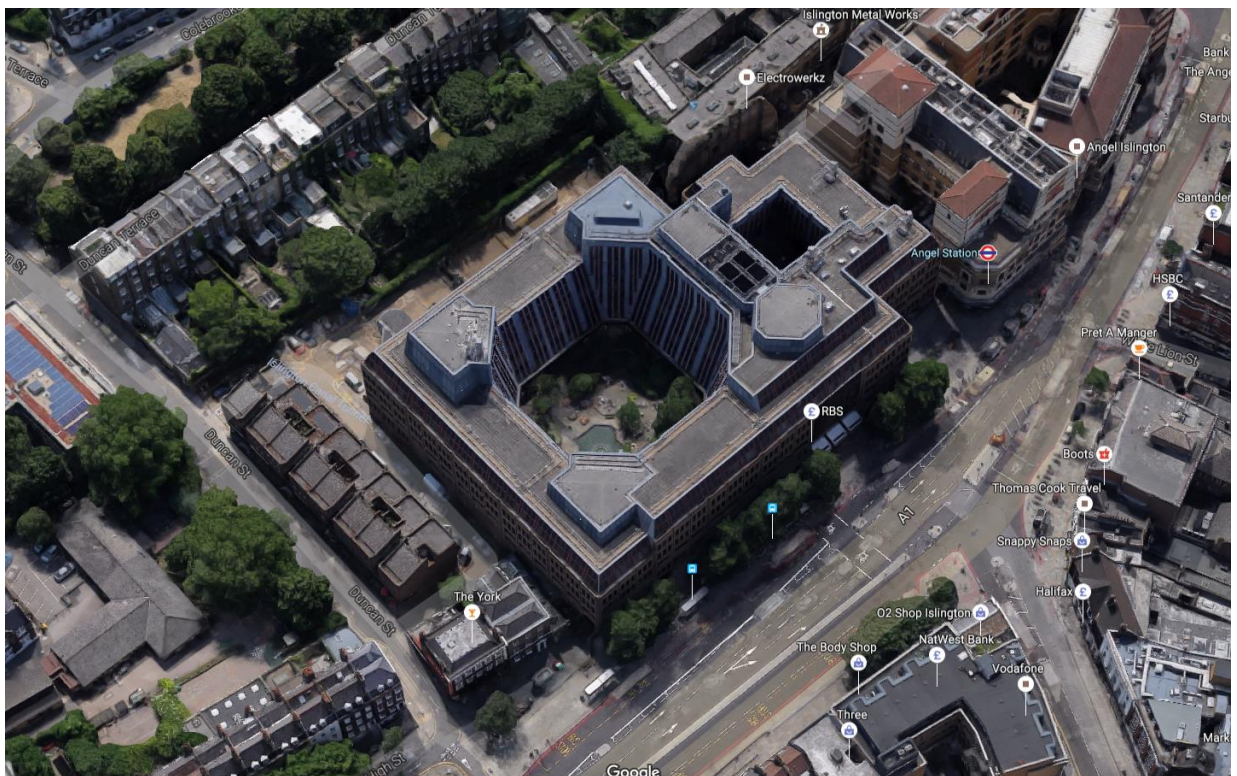


Image 2: Looking into the site in a Southerly direction.



Image 3: Main front entrance



Image 4: View of front elevation from Islington High Street



Image 5: Front covered walkway



Image 6: View of entrance to public courtyard



Image 7: View of rear elevation



Image 8: Rear deliveries area

4. SUMMARY

- 4.1 Planning permission is sought for works to the front façade of the building facing Islington High Street including new lighting, replacement of ground floor bay windows with floor to ceiling windows, new glazing to secondary entrances and replacement roller shutters, replacement surfacing and alterations to the existing entrance. The proposal also includes replacement glazing above the main entrance to levels 1 to 4 and at the rear in the servicing yard, new lighting, seating and bike store and alterations to the rear elevation of the building include a new entrance, to facilitate the use of the servicing yard as a gathering / meeting area.
- 4.2 The application property, Regent's House, occupies a 9,000sqm site located on the east side of Islington High Street, adjacent to Angel underground station. The building consists of eight storeys above ground and three subterranean storeys. It has been part of the Royal Bank of Scotland Ltd (RBS) property real estate under a 30 year lease agreement since 2007. Prior to this, the building was owned and occupied by RBS. Due largely to an evolving financial landscape and current day banking methods, the cash counting centre, cash vault and loading bays at lower ground and basement level are no longer in use and are void of activity.
- 4.3 The alterations are proposed as part of an extensive internal refurbishment of the building, which is becoming dated and in need of improvements. The internal refurbishments, which don't constitute development, would significantly enhance the existing office space to give the internal space a cutting edge appearance. However, the existing external appearance of the building poorly reflects the forthcoming high quality internal office space.
- 4.4 The application is brought before the Planning Sub-Committee because of the number of objections recieved.
- 4.5 Whilst Regent's House fronts onto the busy and vibrant heart of the Angel Town Centre, the site backs onto a residential terraced row of properties to the rear, which is within the Duncan Terrace / Colebrook Row Conservation Area.
- 4.6 The existing building is large and contemporary and the proposed alterations are considered to be an improvement on the existing by uplifting its tired and aged external appearance to the Angel Town Centre frontage. The alterations at the rear would not be publicly visible; however there would be changes to the way it is used, which has raised concerns of impacts to the amenity of the neighbouring properties. It is considered that the proposal has been sensitively designed to mitigate harmful noise and light impacts to the nearby residential properties.
- 4.7 The application has also been amended to remove the closing in of the front entrance to ensure that pedestrian permeability along the high street won't be impacted. The site is identified within the safeguarding area for Crossrail 2; however the proposed works will not impact on any of its infrastructure or future interests in the land. Instead the proposed refurbishment will ensure

that the building continues to provide high quality office floorspace for the foreseeable future.

5. SITE AND SURROUNDING

- 5.1 The application property is Regent's House, which occupies a 9,000sqm site located on the east side of Islington High Street, adjacent to Angel underground station. The building consists of eight storeys above ground and three subterranean storeys. It has been part of the Royal Bank of Scotland Ltd (RBS) property real estate under a 30 year lease agreement since 2007. Prior to this, the building was owned and occupied by RBS. Due largely to an evolving financial landscape and current day banking methods, the cash counting centre, cash vault and loading bays at lower ground and basement level are no longer in use and are void of activity.
- 5.2 Whilst Regent's House fronts onto the busy and vibrant heart of the Angel Town Centre, the site backs onto a residential terraced row of properties to the rear, which is within the Duncan Terrace / Colebrook Row Conservation Area.

6. PROPOSAL (in Detail)

- 6.1 The application proposes works to the front façade of the building facing Islington High Street including new lighting, replacement of ground floor bay windows with floor to ceiling windows, new glazing to secondary entrances and replacement roller shutters, replacement surfacing and alterations to the existing entrance. Also, replacement glazing above the main entrance to levels 1 to 4. To the rear in the servicing yard, new lighting, seating and bike store and alterations to the rear elevation of the building include a new entrance, to facilitate the use of the servicing yard as a gathering / meeting area.

7. RELEVANT HISTORY:

PLANNING APPLICATIONS:

- 7.1 P2016/4326/FUL - Erection of vehicular and pedestrian security gates, security lighting and CCTV monitoring at the Duncan Street site entrances to Regents House, 42 Islington High Street. LIVE APPLICATION
- 7.2 P2016/0473/ADV - Sign 1) Aluminium fascia powder coated with aluminium powder coated roundel with acrylic Williams & Glyn letters with vinyl face. Internally illuminated. Sign 2) Aluminium fascia powder coated with aluminium powder coated roundel with acrylic Williams & Glyn letters with vinyl face. Internally illuminated. Sign 3) Aluminium powder coated projection sign with acrylic ampersand. Sign 6) Wall mounted Heritage Welcome Sign. Aluminium powder coated tray with screen printed text and logos. Sign 8) No. 3 Specialist ATM plastic surround with opal returns and Williams & Glyn text. Internally halo illuminated. Approve with conditions - 23/03/2016.

- 7.3 P2015/3175/FUL - Replacement of 1no. Air Handling Unit within concealed roof space Replacement of 7 no. condenser units within concealed roof space. Approve with conditions - 19/10/2015.
- 7.4 P2015/1738/FUL - Replacement of 3no generators within the existing roof enclosure. Approve with conditions - 20/07/2015.
- 7.5 P120596 - Installation of 2 x externally illuminated fascia signs and 1 x non-illuminated hanging sign to replace existing signs. Approve with conditions - 17/07/2012.
- 7.6 P072673 - Installation of two standby generators within internal courtyard. Approve with conditions - 18/12/2007.
- 7.7 991279 - Installation of clear windscreen at the front. Approve with conditions - 20/07/1999.
- 7.8 970752 - Erection of a ground floor infill extension, an enlarged entrance area and a new canopy. Refused - 15/08/1997.

ENFORCEMENT:

- 7.5 None.

PRE-APPLICATION ADVICE:

- 7.6 Q2016/0846/MIN - Revisions to the internal layout and removal of the cash handling facility at basement level and its use as an events space, alterations to the ground floor lobby and façade fronting Islington High Street, alterations to the goods entrance to the rear of the building. Response provided: 03 June 2016 – Advised that there are no land use issues resulting from the proposal; the alterations to the front elevation are welcomed except that enclosing the entrance would impact pedestrian movement; rear alterations would need to be supported by substantial details to demonstrate that impacts on nearby residents would be mitigated.

8. CONSULTATION

Public Consultation

- 8.1 Letters were sent to occupants of adjoining and nearby properties on 07/07/2016 and a second round of consultation was carried out on 08/09/2016. A site notice and public advertisement were displayed on 15/09/2016. The public consultation of the application therefore expired on 06/10/2016, however it is the Council's practice to continue to consider representations made up until the date of a decision.
- 8.2 At the time of the writing of this report 8 objections and 5 general comments received had been received from the public with regard to the application. The

issues that were raised can be summarised as follows (including the corresponding paragraphs in the report addressing the issues in brackets):

- Concern regarding noise from events (10.);
- Concern regarding event finishing times (10.);
- Concern regarding light pollution from the service yard (10.);
- Concern regarding the likelihood of the space being used for concerts (10.);
- Concern regarding the environmental quality of Duncan Street (10.);
- Concern regarding construction noise and timings, including in relation to the removal works which are currently underway (10.); and
- That the application should be refused due to the Crossrail Safeguarding route (10.).
- Concern of construction traffic and safety to the nearby school ()

Internal Consultees

- 8.4 **Design and Conservation:** Advised that enclosing the walkway is not supportable and concern raised regarding alterations to the main façade and its integration with the existing building and additional clutter from treatment to columns. There were no objections to the proposed lighting and rear alterations. Following amendments to the scheme the Council's design officer advised that the concerns has been sufficiently addressed and provided an attractive and functional scheme that would improve the appearance of the building.
- 8.5 **Public Protection:** No objection to the proposed lighting. Advised that the use of the rear courtyard could generate noise and that a condition be included to limit its use to 9pm and only for 12 days per year.
- 8.6 **Highways:** Enclosing the walkway and entrance would impact on permeability along the busy thoroughfare and it should be kept open.
- 8.7 **Planning Policy:** The use of the basement and courtyard area would continue to be an ancillary use of the main office building and therefore no objection is raised.

External Consultees

- 8.8 **Transport for London (Road Network):** No objection subject to sufficient provision of cycle parking and inclusion of a condition for further details within a construction management plan to be submitted for approval by the local authority in consultation with TfL.
- 8.9 **Transport for London (Underground):** No objection subject to inclusion of a condition for a construction method statement to be submitted for approval by the local authority in consultation with TfL.
- 8.10 **Crossrail 2:** No objections - informative provided to ensure the applicant is aware that there are scheduled works for Crossrail 2 in the vicinity; however this would not commence before 2020.

- 8.11 **Crime Prevention:** Potential for adverse impacts on the use of the ATM machines as a result of the enclosed entrance.

9. RELEVANT POLICIES

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

National Policy and Guidance

- 9.1 The National Planning Policy Framework 2012 and Planning Policy Guidance (PPG) seek to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF and PPG are material considerations and have been taken into account as part of the assessment of these proposals.

Development Plan

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

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10. ASSESSMENT

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

- Impact on the character and appearance of the existing building and surrounding area;
- Impact on the amenity of adjoining properties; and
- Impacts on highways and pedestrian safety.

Impact on the character and appearance of existing building

- 10.2 The proposed works to the front elevation include:
- Alterations to the central glazed façade to levels 1 through to 4 above the main entrance to allow a greater degree of transparency to the upper floor activity.
 - Alterations of the ground floor main entrance to create a landmark arrival point aligned with the type of activity accommodated within the building.
 - Alterations to the covered walkway along Islington High Street to enhance the public space and strengthen public access to the inner courtyard.



- 1 Glazed facade above main entrance
- 2 Main entranceway
- 3 Covered walkway

Image 9: Front elevation alterations.

- 10.3 The existing north eastern facade of Regents House spans approximately 100m along Islington High Street from Angel underground station in the south to Duncan Street in the north. The ground floor facade is recessed 4.5m from the external column line to create an undercroft and covered pedestrian walkway. At ground floor, the facade is permeated by two openings that provide access to the inner courtyard and form a protected public right of way. The glazed main entrance provides the major reference point along the rhythm of the brick outer skin, and remains relatively understated on approach along the undercroft from the north or south.
- 10.4 The proposed new glazing panels to the upper levels of the main entrance will maximise transparency to reveal the inner activity and improve its relationship with the town centre high street. The proposed restoration works to the external cladding will retain the facades across level 2 to level 4 to continue to existing rhythm provided by the existing treatment.
- 10.5 The ground floor facade will be opened to become double height, creating a void that clearly announces the entranceway. It is considered that it would provide a bright and welcoming entrance in a crisp and contemporary style that would significantly improve the dated and rather uninviting existing facade. The proposed framework will be finished in a dark grey finish to match the existing framework on the vertical façade and would improve the building's appearance.



Image 10: Proposed main entrance

10.6 The alterations proposed to the covered walkway include replacing the existing bay windows with new floor to ceiling glazed panels with a brickwork plinth, recladding the ceiling soffit and installing improved ground and ceiling lighting. The proposed design will resonate with the alterations to the main entrance by modernising its appearance whilst creating a brighter and more welcoming environment. The walkway will be transformed from an unremarkable and poorly illuminated space to an active, well-lit and enhanced urban environment with a strengthened public right of way through to the internal courtyard.



Image 11: Proposed covered walkway.

10.7 The proposed works to the rear of the property include a new entrance way to the basement level accommodation, new cycle storage area, new fire escape

and introduction of landscaping and associated lighting. The area is largely concealed from public views and its original purpose was for a controlled delivery point for heavy vehicles. With the changing function of the building the controlled delivery area has become redundant and provides an opportunity to repurpose the area. The proposed alterations to the rear of the building, due to its lower ground level and distance from the street entrance, would not be noticeable from the public realm. Despite this, it is considered that the proposed alterations would improve the appearance of this part of the property and there would be no impact on the appearance of the neighbouring conservation area.

- 10.8 The design of the proposal is considered to be acceptable in accordance with the guidance provided under the Urban Design Guide 2006, policies DM2.1 and DM2.3 of the Development Management Policies 2013, policies CS8 and CS9 of the Core Strategy 2011 and the NPPF 2012.

Impact on the Amenity of Neighbouring Properties

- 10.9 The proposed alterations to the front elevation facing Islington High Street, due to its nature, the existing town centre environment and distance to neighbouring properties, would not result in any adverse impacts to the amenity of neighboring properties.
- 10.10 The proposed alterations to the rear of the property would not cause loss of light, overlooking or overbearing impacts given its lower ground level location and the nature of the proposed alterations being largely cosmetic changes to the building. The proposed cycle storage unit would only be single storey and would also not create harmful amenity impacts.



Image 12: Proposed rear courtyard

- 10.11 The primary concerns that have been raised in regards to the proposed rear alterations relate to noise and light disturbance arising from the new use of the area. The refurbishments would transform the former loading bay into a

corporate event space with capacity to cater for 150 people. The space would only be used by the business occupying the building and not accessible to the public. The event space would be internal and well insulated given that the rear elevation would remain enclosed with the only opening being bi-fold doors at the basement level, which would be a significant decrease in the size of the existing opening. It is therefore considered that the noise from the internal use of the event space would be well contained within the building.

- 10.12 The proposal also includes landscaping improvements to provide a courtyard area accessible from the event space. Concerns were raised from neighbouring properties that the use of the courtyard during events would lead to noise disturbance issues. However, the area has been used for deliveries from heavy vehicles and therefore has regularly been of a noisy nature.
- 10.13 The environmental circumstances of the area also help of mitigate noise emissions from the rear courtyard. It is at lower ground level and there is a large retaining wall along the rear boundary with a vegetated trellis above in addition to mature vegetation within the adjoining green strip along the rear boundary. Furthermore, there is approximately 40m of separation to the rear elevation of the nearest residential building within Duncan Terrace. It is therefore considered that these environmental factors collectively mitigate harmful noise impacts to the nearby residential properties. However, the details in the application state that the duration of time and frequency in which the service yard would be used in support of events would be limited to 2 hour periods between the hours of 10am and 7pm, occurring daily in support of internal events and up to 9pm on a limited number of 24 preselected dates throughout the year.
- 10.14 The Council's public protection officer acknowledges both the potential noise from the use of the proposed courtyard area and its historic use for deliveries and therefore does not object to the proposal. Furthermore, being an ancillary area to the office building it is expected that there would be some activity in this location that could generate noise. Therefore, the Council's public protection officer has recommended a condition limiting its hours of use in order to mitigate noise impacts to neighbouring properties, which has been included.
- 10.15 The lighting strategy details within the application also demonstrate that it has been carefully designed to reduce adverse light pollution impacts to neighbouring properties. Lighting would all directed downwards and back towards Regents House with the exception of small bollard lighting; however this would only be located close to the proposed cycle store, which would block light spillage to the rear adjoining properties. The Council's public protection officer has advised that the proposed lighting strategy is for low level LED lighting, which would be appropriately directed and screened, and therefore would not result in adverse impacts to the amenity of the neighbouring properties. As such it is considered that the proposal would not result in adverse light impacts to neighbouring properties.
- 10.16 In accordance with the above assessment it is considered that the proposal has been sensitively designed to mitigate amenity impacts on neighbouring

properties in accordance with the NPPF and policy DM2.1 of the Development Management Policies 2013.

Highways and Transport

- 10.17 The proposed alterations to the front elevation would further open it up and considered to improve the permeability of this busy pedestrian environment. The enhanced lighting strategy would also increase pedestrian safety.
- 10.18 The proposed cycle store would provide 100 new cycle parking spaces and there are no new car parking spaces in accordance with policy DM8.5. There is no proposed uplift of floorspace that would require planning permission and therefore there is no policy requirement for additional cycle parking spaces for the proposed development. However, the proposed provision of a new cycle parking facility is supported in accordance with policy DM8.4. The Transport Statement submitted with the application demonstrates that the retained delivery and servicing area not subject to the proposed rearrangements will continue to provide acceptable facilities to cater for the office building and vehicles will be able to enter and exit in a forward gear.
- 10.19 Transport for London (TfL) Road Network has advised that there is no objection to the application subject to sufficient provision of cycle parking and inclusion of a condition for further details within a construction management plan to be submitted for approval by the local authority in consultation with TfL. TfL Underground has also advised that there is no objection to the proposal subject to the inclusion of a condition for approval of a construction method statement to ensure that the development does not impact on TfL road networks and infrastructure. The conditions have therefore been included accordingly. Crossrail 2 have advised that the property is within a railway safeguarding area; however the proposed development is only for refurbishment works to facilitate its continued use. Therefore it would not impact on underground railway infrastructure or on the future ability of Crossrail 2 activities.

Other Issues:

- 10.20 Concerns were raised in regards to the likelihood of the proposed event space being used for concerts; however the use of the building is for B1 Office and the event space would be used ancillary to this main use. Primarily it would be an event space for presentations and corporate events, which would be contained within the existing building, and not for concerts.
- 10.21 Concerns were also raised in regards to the construction noise, traffic and timings, including those currently underway. There is expected to be a level of noise and disruption with any building work and this proposal is not considered to represent any additional harm to neighbouring occupiers than reasonably expected. The Council has powers under the Control of Pollution Act to restrict the hours of noisy working. Notwithstanding this, the council's public protection officer has recommended that a condition be including requiring a construction environment management plan for approval prior to commencement to ensure that the disruption during the construction of the

proposed development is minimised. The current work that is being carried out on site is not part of this application; however it is subject to the abovementioned restrictions to limit hours of noisy work.

11. SUMMARY AND CONCLUSION

Summary

- 11.1 The proposed development is acceptable in design and visual appearance and would form a contextual alteration to the host building without adversely impacting on the character of the area. The proposed design would integrate well with the host building and would adequately address the surrounding town centre environment. The proposal would also not result in any material adverse impact on adjoining resident's amenity levels including noise and light emissions. The proposed new bicycle facilities would benefit the existing office building and the existing pedestrian environment would be improved.
- 11.2 As such, the proposed development is considered to accord with the policies in the London Plan 2015, Islington Core Strategy 2011, Islington Development Management Policies 2013 and the National Planning Policy Framework 2012 and as such is recommended for approval subject to appropriate conditions.

Conclusion

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

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

List of Conditions:

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| 1 | Commencement |
| | <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 | Approved plans list |
| | <p>CONDITION: The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>1592-PP-LO-01 Rev A, 1592-PP-ST-01 Rev A, 1592-PP-00-BA Rev A, 1592-PP-00-BMZ Rev A, 1592-PP-00-01 Rev A, 1592-PP-00-04 Rev A, 1592-PP-20-00 Rev C, 1592-PP-20-BA Rev B, 1592-PP-20-BMZ Rev B, 1592-PP-20-01 Rev B, 1592-PP-20-04 Rev A, 1592-PP-30-01 Rev B, 1592-PP-30-02 Rev B, 1592-PP-31-01 Rev B, 1592-PP-31-02 Rev C, 1592-PP-55-01 Rev B, 1592-PP-55-02 Rev B, 1592-PP-55-03 Rev B, 1592-PP-55-04 Rev A, 1592-PP-55-05 Rev A, Design and Access Statement Rev B, Transport Statement, Construction Management Plan, Planning Statement.</p> <p>REASON: To comply with Section 70(1) (a) of the Town and Country Planning Act 1990 as amended and also for the avoidance of doubt and in the interest of proper planning.</p> |
| 3 | Cycle Parking Provision (Compliance) |
| | <p>CONDITION: The bicycle storage area(s) hereby approved, which shall be covered and secure, shall be provided prior to the first occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p> |
| 4 | Hours of Operations (Compliance) |
| | <p>CONDITION: The rear courtyard area hereby approved shall not operate outside the hours of:</p> <ul style="list-style-type: none">- 10:00am to 7:00pm Monday to Friday; and- Up to 9:00pm on no more than 24 pre-selected dates throughout the year. <p>REASON: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity.</p> |
| 5 | Construction Method Statement (Details) |
| | <p>CONDITION: The development hereby permitted shall not be commenced until a construction method statement has been submitted to and approved in writing by the local planning authority (in consultation with TfL – Underground and TfL – Road Network), which shall demonstrate the following:</p> |

| | |
|--|--|
| | <ul style="list-style-type: none"> - provide details on use of tall plant, scaffolding or hoardings; - provide confirmation that entrance to the London Underground station and its emergency access will not be obstructed at any time; - provide an Environment Impact Statement confirming that no dust particles will affect London Underground assets to ensure safety of railway, passenger and staff; - accommodate the location of the existing London Underground structures; - provide details for the protection of all trees along the A1 highway frontage; - provide vehicle tracking plots to show how the size and type of vehicles required during construction can access and egress the site via Duncan Street. (The non-A1 Islington High Street and Duncan Street are very narrow, with tight turns to and from the A1, so TfL would be concerned if difficulty in manoeuvring led to unlawful waiting and loading on the A1 frontage). - confirmation that all necessary licenses will be obtained from TfL as highway authority for any works that affect the A1 highway <p>REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and Land for Industry and Transport Supplementary Planning Guidance 2012.</p> |
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List of Informatives:

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| 1 | Positive Statement |
| | <p>To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website.</p> <p>A pre-application advice service is also offered and encouraged.</p> <p>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 accordance with the requirements of the NPPF.</p> |
| 2 | Crossrail 2 Safeguarding |
| | <p>Please note that the proposed site does fall within an area which is of interest to Crossrail 2 (Site A). Site A, the site of the Royal Bank of Scotland building, would be used for station tunnelling works and construction of the station entrance, station box and station shaft. If Crossrail 2 gets the go ahead construction would not start before 2020.</p> <p>In addition, the latest project developments can be found on the Crossrail 2 website www.crossrail2.co.uk which is updated on a regular basis.</p> |

APPENDIX 2: RELEVANT POLICIES

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

1. National Guidance

The National Planning Policy Framework 2012 and Planning Policy Guidance (PPG) seek to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF and PPG are material considerations and have 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 2.15 Town centres
- Policy 7.4 Local Character
- Policy 7.6 Architecture
- Policy 7.8 Heritage assets and archaeology
- Policy 6.2 Providing public transport capacity and safeguarding land for transport
- Policy 6.9 Cycling
- Policy 6.10 Walking

B) Islington Core Strategy 2011

Strategic Policies

- Policy CS 5 – Angel and Upper Street
- Policy CS 8 – Enhancing Islington's character
- Policy CS 9 - Protecting and enhancing Islington's built and historic environment

C) Development Management Policies June 2013

- DM2.1 Design
- DM2.3 Heritage
- DM7.1 Sustainable design and construction
- DM8.2 Managing transport impacts
- DM8.3 Public transport
- DM8.4 Walking and cycling
- DM8.5 Vehicle parking
- DM8.6 Delivery and servicing for new developments

3. Designations

- Central Activities Zone

Angel Town Centre
Angel & Upper Street - Core Strategy Key Area
Archaeological Priority Area
Mayors Protected View – Alexandra Palace viewing terrace to St Pauls
Crossrail 2 safeguarding area
Royal Bank of Scotland Site Allocation
Frontage onto TLRN
Rail Land Ownership – TfL tunnels & surface
Cycle Routes (Major and Strategic)

4. SPD/SPGS

Islington Urban Design Guidelines 2006
Environmental Design SPD 2012