

PLANNING COMMITTEE REPORT

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

PLANNING COMMITTEE		AGENDA ITEM NO:
Date:	6 th February 2017	EXEMPT NON-EXEMPT

Application number	P2016/4298/FUL
Application type	Full Planning Application
Ward	Clerkenwell
Listed building	Not listed
Conservation area	Clerkenwell Green
Development Plan Context	Archaeological Priority Area; Central Activities Zone, Clerkenwell Green Conservation Area, Employment Priority Area, Bunhill and Clerkenwell Core Strategy Key Area, Mayors Protected Vista
Licensing Implications	None
Site Address	Land at Turk's Head Yard, 75A Turnmill Street, London, EC1M 5SY
Proposal	Erection of new three storey office (plus basement) building providing 1,083sqm B1(a) floorspace, with associated landscaping, servicing and parking.

Case Officer	Colin Leadbeatter
Agent	Mr Matt Bailey

1. RECOMMENDATION

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

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

2. Site Plan (Site outlined in RED)



3. PHOTOS OF SITE/STREET



Image 1 – View from the site towards Thackery Court and Dickens Mews



Image 2 – View from the site towards 6-storey office building fronting Turnmill Road.



Image 3 – View from the site towards the rear elevation of office buildings at Britton Street.

4. SUMMARY:

- 4.1 The application seeks permission for the construction of a three-storey over basement building, providing 1,083sqm B1(a) floorspace, with associated landscaping, servicing and parking.
- 4.2 The main considerations relating to this application are: The acceptability in adopted policy and land use terms of the proposed office use for the development, the design of the proposed building and its impact on the character and appearance of the site, the adjacent properties and the Clerkenwell Green Conservation Area, the amenity of neighbouring residential properties, along with transport, sustainability, archaeology and issues surrounding the provision of affordable workspace.
- 4.3 In principle, the provision of high quality office floorspace in this location is generally supported. The site is located within an Employment Priority Area (General) and the Farringdon/Smithfield Intensification Area, and is also within the Central Activities Zone.
- 4.4 The applicants have agreed Heads of Terms for a legal agreement to cover an off-site contribution for affordable workspace, an off-site affordable housing contribution, along with all other relevant requirements as set out within the Islington Financial Contributions SPD.
- 4.5 The proposal is considered to be acceptable and it is recommended for approval subject to conditions, for the reasons as set out below.

5. SITE AND SURROUNDINGS:

- 5.1 The application site is a 0.08 hectare piece of land located to the rear of 75 Turnmill Street which falls on the east side of Turnmill Street. The site is surrounded on 3 sides by buildings and to the northwest by a retaining wall. Adjoining the site to the west is a six storey office building and a residential block known as Thackery Court, which fronts onto Turnmill Street. Adjoining the site to the north is Dickens Mews, which is a 3 storey residential development and an outdoor amenity area immediately adjacent to the boundary. To the east of the site lie offices and residential units at 17-20 Britton Street and to the south is a five storey office building. The site has most recently been in use as a car park for surrounding offices and is accessed via an underpass onto Turnmill Street, adjacent to number 76. There are currently no buildings on the site. While the site is generally level, there is a slight slope of less than 1m from east to west.
- 5.2 The site is located within the Clerkenwell Green Conservation Area and is within an Archaeological Significance Area, Rail Safeguarding Area, Employment Priority Area (General), the Farringdon/Smithfield Intensification Area and Central Activities Zone (CAZ).

6. PROPOSAL (IN DETAIL):

- 6.1 The application involves the construction of a three storey over basement building comprising of 1,083m² of B1(a) office floorspace, with associated landscaping and the retention of 4 existing car parking spaces.
- 6.2 The proposed development would follow the general design, scale, mass and bulk of a previously approved residential scheme (P2014/1808/FUL, granted the 14th April 2016) which granted permission for the construction of a three storey over basement building comprising six new residential units (3 x 3 bed flats, 2 x 2 bed flats and 1 x 1 bed flat) with associated amenity space and landscaping. This planning permission is extant, and

is considered to be a material consideration to the proposals being assessed under the current application.

7. RELEVANT HISTORY:

Planning Applications:

- 7.1 **P2014/1808/FUL** - Construction of a three storey over basement building comprising six new residential units (3 x 3 bed flats, 2 x 2 bed flats and 1 x 1 bed flat) with associated amenity space and landscaping. Approved 14th April 2016.
- 7.2 **P2013/0976/FUL** - Creation of a 4 storey plus basement building comprising seven new dwellings- 2 x three bed flats, 4 x two bed flats and 1 x one bed flat, with associated landscaping. Appealed due to non-determination.

This was appealed under reference APP/V5570/A/13/2203832. Following a full assessment the LPA would have been minded to refuse the application for five reasons. Of these the inspector stated that the proposal was then of an inappropriate size, height and footprint and therefore had a detrimental effect on the Clerkenwell Conservation Area.

REASON: The proposed development, by reason of its size, height and footprint, would detract from the appearance of the surrounding area and would fail to preserve or enhance the character of the Clerkenwell Green Conservation Area, contrary to policies CS8 and CS9 of the Islington Core Strategy 2011, policies DM2.1 and DM2.3 of the Islington Development Management Policies 2013, the Clerkenwell Green Conservation Area design guidance and the Urban Design Guide (2006).

REASON: The proposed development, by reason of the inadequate levels of light, outlook and significant sense of enclosure that would be afforded to the future occupiers of the basement units, would provide an unacceptable substandard residential accommodation contrary to policies DM2.1 and DM3.4 of the Islington Development Management Policies 2013.

REASON: The site lies within an area of high archaeological potential within the precinct of a heritage asset of national significance. The proposed development, by reason of the failure of the applicant to provide an adequate desk based assessment or archaeological evaluation, would be likely to cause harm to the heritage assets of archaeological interest, contrary to paragraph 128 of the National Planning Policy Framework 2012, policy 7.8 of the London Plan 2011, policy CS9 of the Islington Core Strategy 2011 and policy DM2.3 of the Islington Development Management Policies 2013.

REASON: The applicant has failed to provide an adequate contribution sought by the Islington Affordable Housing Small Sites Contributions SPD or to submit an agreed viability assessment to demonstrate that the full contribution is not viable and that instead a lesser contribution should be made. As such, the proposal is contrary to policy CS12 Part G of the Islington Core Strategy 2011 and the Islington Affordable Housing Small Sites Contributions SPD.'

REASON: The applicant has failed to submit written confirmation of an agreement to pay the full contribution sought by the Islington Environmental Design SPD for carbon offsetting, contrary to policy CS12 Part A of the Islington Core Strategy 2011, policy DM7.2 of the Development Management Policies 2013 and the Environmental Design SPD.'

The appeal was dismissed on the 29 January 2014 for one reason. The Inspector concluded the following:

“Although I have found no harm, on the basis discussed above, in relation to archaeology or living conditions, I consider that this is outweighed by the harm in relation to character and appearance. The proposal would make more efficient use of an urban brownfield site and add to the Borough’s housing stock through provision of seven sustainably designed dwellings in a sustainable location. However, while acknowledging the importance of these matters, I do not consider that they would outweigh the harm that I have found in this case.

Similarly, while the harm to the significance of the Conservation Area itself would be less than substantial, this would not be outweighed by the benefits just outlined. For the reasons given above and having regard to all other matters raised, including third party representations, I conclude that the appeal should be dismissed”.

Enforcement:

7.3 None.

Pre-Application Advice:

7.4 No formal pre-application discussions were held prior to the application being submitted to the Local Planning Authority.

8. CONSULTATION

Public Consultation:

8.1 Letters were sent to occupants of 122 adjoining and nearby properties on the 7th December 2016. A site notice was also displayed. The public consultation of the application therefore expired on the 05th January 2016. However, it is the Council’s practice to continue to consider representations made up until the date of a decision.

8.2 A total of 2 letters of objection were received in response to the consultation. The following issues were raised (and the paragraph numbers responding to the issues are included in brackets):

- i) The proposed development could have an impact on the structural integrity of nearby buildings (para 14.5)
- ii) Possible overlooking issues from the north elevation (para 15.5)
- iii) Potential for noise nuisance (para 15.7)
- iv) The proposed height of the building (para 11.3)

Internal Consultees:

8.3 **Conservation and Design Officer:** No objections subject to conditions.

8.4 **Waste and Recycling Officer:** No objections to the proposals received.

8.5 **Licensing:** No objections received.

8.6 **Acoustic officer:** No objections subject to conditions.

- 8.7 **Inclusive Design Officer:** A number of issues have been raised and wording for a suggested condition has been provided. The condition would be added to any eventual grant of planning permission.
- 8.8 **Highways:** No objections received, however the general arrangement is identical to the previously approved scheme, and commercial servicing would be carried out from existing servicing bays located on Turnmill Street.
- 8.9 **Sustainability:** Further information is required with regard to Sustainable Urban Drainage, greywater harvesting and green roofs. Conditions should be attached to any consent in order to seek these details.

External Consultees:

- 8.10 **Transport for London:** London Underground Infrastructure Protection raises concerns with regard to the possible impacts on their asset, and seek a condition attached to any eventual consent in order to secure structural details in consultation with LUL with regard to any buried asset and/or tunnels.
- 8.11 **Crossrail:** In response to the previous application reference P2013/0976/FUL, the following comments were provided which remain relevant:

The site of the planning application is identified within the limits of land subject to consultation under the Safeguarding Direction. As such, a condition should be placed on any approval of planning permission to ensure that no works below ground level affect the construction of Crossrail.

- 8.12 **London Fire Brigade:** No objection raised subject to a condition requiring a dry riser is installed alongside the main stair.

9. RELEVANT POLICIES

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

National Guidance

- 9.1 The National Planning Policy Framework 2012 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.

Development Plan

- 9.2 The Development Plan is comprised of the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 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 relevant SPGs and/or SPDs are listed in Appendix 2.

10. ASSESSMENT:

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

- Land Use
- Affordable Workspace
- Design
- Archaeology
- Neighbouring Amenity
- Highways and Transportation
- Sustainability and Accessibility
- Planning Obligations

11. **Land Use and Affordable Workspace**

- 11.1 The site is vacant and currently used as a car park, surrounded by existing commercial and residential properties. The site appears to have been mostly vacant for a number of years and under previous applications it has been established that the site is considered to have an established sui-generis land use as a car park.
- 11.2 While the previously approved and extant scheme was for residential use, the principle of redevelopment for B1 office use is strongly supported by the Council's Planning Policy Team. The site is located in the Central Activities Zone and in an Employment Priority Area (General) in the Finsbury Local Plan. The key policy is BC8 in the Finsbury Local Plan, which sets out that for developments within Employment Priority Areas, proposals should incorporate the maximum amount of business floorspace reasonably possible on the site.
- 11.3 The site's planning history in the form of a dismissed appeal and extant consent (P2014/1808/FUL) has established parameters around an appropriate height and massing taking into consideration general design principles and the impact on the character and appearance of the Clerkenwell Green Conservation Area. Therefore, given that the scheme proposes 100% business floorspace, it can reasonably be said to be providing the maximum amount of office floorspace reasonably possible on site without having any undue impact on the amenity of neighbouring properties with regard to height, mass and scale.
- 11.4 Policy BC8 of the Finsbury Local Plan sets out the council's specific policy approaches to the different areas designated within the CAZ. This site lies within the designation of Employment Priority Area (General), in which developments must not provide unfettered B1a office space but must also provide one or more various other functions including B1a space suitable for accommodation by SMEs and/or affordable workspace, with an indicative starting point of 5% of total gross uplift.
- 11.5 The submitted Planning and Heritage Statement sets out that an off-site contribution for affordable workspace has been proposed to be included in a section 106 agreement, for the sum of £58,265. Policy DM5.4F, which applies throughout the borough, does prioritise on-site provision, but it is recognised in this case that 5% would equate to a small quantum of floorspace, which would be equivalent to 54sqm. An off-site contribution is therefore considered to be acceptable in this instance as such a small quantum of floorspace delivered on-site would not create any significant usable floorspace for SME occupiers.
- 11.6 With regards to policy BC8(D), provision of an off-site contribution equivalent to 20% of the uplift in B1 floorspace in lieu of on-site housing provision, this equals to £86,640 and is supported in policy terms and is considered to be acceptable. It is considered that the maximisation of B1 floorspace at this location should take priority over provision of housing on-site.

12. **Design and Archaeology:**

- 12.1 The application site is located within the Clerkenwell Green Conservation Area, and is also located within an Archeological Priority Area. While the site is landlocked behind existing buildings, a high quality design is still sought in this location. The Clerkenwell Green Conservation Area Design Guidance seeks any new development to preserve and enhance the special character of the Conservation Area.
- 12.2 The immediate surrounding buildings are all of a scale that range from three to six storeys in height, including a three-storey residential mews development to the immediate north side of the application site, with higher buildings fronting Turnmill Street.
- 12.3 The design of the current proposals has been significantly led by those for the previously approved scheme (P2014/1808/FUL). The proposed building has a near identical footprint, along with near identical massing, height and scale. It is considered that the proposed building form is acceptable as it has been previously established under an extant planning permission, which has been taken as a material consideration as part of the application being assessed here.
- 12.4 The proposed development would be formed by a building with a predominantly brick façade, with recessed windows within deep reveals, and elements of extruding glass boxes forming window details serving the proposed offices. The proposed building would step up in height from the southern boundary of the application site, away from the existing office development at 24 Britton Street, incorporating terraces at first and second floor levels facing the south of the application site.
- 12.5 As with the previously approved scheme, the articulation in the building's brick façade and balcony features provide relief from the proposed massing. The development would be contemporary in design terms and it is considered that it would not detract from the character and appearance of this part of the Clerkenwell Conservation Area, by reason of the position of the plot of land being landlocked by existing buildings, in effect being screened by these existing buildings which have a similar height.
- 12.6 The proposed development differs from the previously approved scheme visually with an increased, more uniform fenestration pattern and a flat roof covered with a Photo Voltaic array and biodiverse green planting, rather than a residential terrace as previously approved. The proposed design is considered to be acceptable as it is considered that it would result in a high quality building with an attractive design on this under-developed site.
- 12.7 The scheme has been reviewed by the Design and Conservation Team who raise no objection to the proposals. Conditions are recommended in order to ensure that all external materials, including brickwork, are submitted to and approved by the Local Planning Authority prior to works commencing on site.
- 12.8 Overall, the proposed development is considered acceptable in design terms and in accordance with policies CS8 and CS9 of Islington's Core Strategy 2011, policies DM2.1 and DM2.3 of Islington's Development Management Policies Document June 2013 and the Conservation Area Design Guidelines. The Council's Urban Design and Conservation Team have responded to the consultation and have confirmed that they believe the updated proposals mark an improvement over the previously approved scheme.

13. **Archaeology**

- 13.1 The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasizes that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments (DBA), and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision.
- 13.2 The application lies within the Clerkenwell Archaeological Priority Area (APA1) as defined in Islington's Local Plan. The site lies in an area of high archaeological potential.
- 13.3 A desk based archaeological assessment has been provided with this application. This report is identical to that submitted with the previously approved extant permission. This report concluded that it is unlikely that there would be any significant buried heritage assets beyond 19th/20th century development on the site, however there is a chance there could be evidence of earlier development in parts of the site. A condition is therefore proposed to seek details of archaeological evaluation, in line with the recommendations contained within the 2013 MOLA report.
- 13.4 With the condition above in place it is considered that there would be no conflict with the objectives of London Plan Policy 7.8, Islington Core Strategy Policy CS 9 or Islington Development Management Policy DM2.3.

11. Principle of Basement Development:

- 14.1 The application was submitted after the adoption of the Islington's Supplementary Planning Document for Basement Extensions. This submission includes the same 'Structural Engineering Planning Report' (dated February 2013) and 'Archaeological desk-based Assessment' (dated March 2013) as were submitted under the previously approved scheme. As the previous approval constitutes a material consideration, this planning application is being recommended for approval subject to the same conditions as the previous consent requiring the approval of a Construction Method Statement and a Sustainable Design and Construction Statement before any building works commence.
- 14.2 The site is rectangular and has buildings on three sides and a boundary wall to the north. The Structural Engineering Planning Report mentions that *"it is clear that properties on at least three sides have existing basements. There is also an existing basement beneath the site which extends approximately three quarters of the length of the North West elevation. It is thought that this basement extends into the site by approximately 5 metres, but this is subject to further investigation"*.
- 14.3 Given the predominance of basement developments within the immediate setting, the prevailing scale of development in the area and the fact that there is an existing basement adjacent to the site, the principle of a basement development to enable the creation of additional floorspace under ground level is considered acceptable.
- 14.4 In the absence of trees within the site or any other structure that might be affected with the construction of a basement, it is considered to be acceptable, subject to the conditions listed above.
- 14.5 An objector raised concerns with regard the stability of neighbouring properties as a result of basement excavation. The applicants have provided a Structural Engineering Planning Report which concludes that nearby structures would not be affected. It is also noted that the extant planning permission allowed for an identical basement, and

notwithstanding this issues surrounding structural integrity (that fall outside the scope of the Islington Basement Development SPD) are considered to be a civil matter.

15. **Neighbouring Residential Amenity**

- 15.1 Development Management Policy DM2.1 states that developments are required to 'provide a good level of amenity including consideration of overshadowing, overlooking, privacy, direct sunlight and daylight, over-dominance, sense of enclosure and outlook'.
- 15.2 There is a requirement to safeguard the existing residential amenity of the occupiers of adjacent residential units and ensure there is no unacceptable overlooking or loss of privacy.
- 15.3 The proposal being assessed is of near identical dimensions to that previously approved under P2014/1808/FUL
- 15.4 Adjoining the site to the southwest is a 6 storey office building and a residential block known as Thackery Court, which front onto Turnmill Street. Adjoining the site to the northwest is Dickens Mews, a 3 storey residential development with small 'pods' on top and an outdoor amenity area immediately adjacent to the shared boundary. To the southeast of the site lies the rear of offices with residential flats at 17-20 Britton Street and to the south the 5 storey office building behind Montford House.
- 15.5 A concern was raised under the previous application with regard to the adjacent premises to the north-west of the application site where an Dickins Mews is located. The distance between the proposed development and the existing residential use fails to meet the 18 metre distance between windows serving habitable rooms. It is however noted that there is no specific distance requirement with regard to habitable to non-habitable windows, so it is not considered that it is relevant to apply in this instance. There are 4 windows facing out from the north elevation, located at first and second floor level towards the east of the application site. While it is unlikely that these windows will cause any significant overlooking or loss of privacy to neighbouring residential properties, a condition is proposed in order to ensure these windows are obscure glazed and fixed shut.
- 15.6 Concerns were previously raised (under application reference P2014/1808/FUL) over how development of the application site would prejudice any further development at No. 76 – 86 Turnmill Street. This is a five storey building with a set-back sixth floor called Layden House, permission was recently granted under reference P2015/5260/FUL (12/12/2016) for the redevelopment of this site. The redevelopment included extensions to the rear, and the change of use of the ground floor and basement from B1 office to a flexible retail and restaurant use (A1/A3). This extant permission is now capable of being implemented, and is a material consideration which must be considered. There is not considered to be any conflict with the proposed layout between the application being considered here and the details of the extant permission at Layden House. It is also the case that the previous proposal for the application site had the same massing as the current proposal, and was considered at the same time as the application for Layden House.
- 15.7 All new developments are subject to an assessment of their impact on neighbouring amenity in terms of loss of daylight, sunlight, privacy and the potential for an increased sense of enclosure. A development's likely impact in terms of air quality, dust, safety, security, noise and disturbance is also assessed. In this regard, the proposal is subject to assessment against London Plan Policy 7.14 and 7.15 as well as Development Management Policies DM2.1 and DM6.1, which requires for all developments to be safe

and inclusive and to maintain a good level of amenity, mitigating impacts such as noise and air quality.

15.8 Moreover, London Plan Policy 7.6 requires for buildings in residential environments to pay particular attention to privacy, amenity and overshadowing. In general, for assessing the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.

15.9 The daylight/sunlight assessment is carried out with reference to the 2011 Building Research Establishment (BRE) guidelines which are accepted as the relevant guidance. The supporting text to Policy DM2.1 identifies that the BRE 'provides guidance on sunlight layout planning to achieve good sun lighting and day lighting'.

Daylight: the BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:

- The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or
- The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value.

Sunlight: the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment, it is considered that there would be no real noticeable loss of sunlight where:

- In 1 year the centre point of the assessed window receives more than 1 quarter (25%) of annual probable sunlight hours (APSH), including at least 5% of Annual Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March – being winter; and less than 0.8 of its former hours during either period; and
- In cases where these requirements are breached there will still be no real noticeable loss of sunlight where the reduction in sunlight received over the whole year is no greater than 4% of annual probable sunlight hours.

15.10 Where these guidelines are exceeded then sunlighting and/or daylighting may be adversely affected. The BRE Guidelines provide numerical guidelines, the document though emphasises that advice given is not mandatory and the guide should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.

Vertical Sky Component (VSC)

15.11 The impact of the development on light received by neighbouring properties at Thackery Court, 19 Britton Street and 20 Britton Street. Of these properties, Thackery Court is confirmed as being a building in residential use.

15.12 All windows pass the Vertical Sky component of the test and the daylight distribution test. The biggest fail to any window in terms of VSC is 8.46% (R5/24, 4th Floor, Thackery Court), well below the 20% limit suggested by the BRE test.

Daylight Distribution

- 15.13 All windows pass the daylight distribution test, bar a single window to the ground floor of Thackery Court which will experience a 21.77% reduction over existing levels (R3/10 window 3), however this fail is marginal (1.77% over the required 20%) and the room is served by two windows, the second of which passes the BRE test. It is considered that as the extant planning permission has a near identical scale and mass to the proposed scheme, along with the only marginal fail that this impact is acceptable.
- 15.14 An objector raised concerns with regard to the possibility of occupants of the proposed office building creating a noise nuisance to the occupants of adjacent residential properties. While it is acknowledged that the proposed office use would generate more footfall with regard to employees arriving at and leaving the application site than the 6 residential units previously approved, it is not considered that the proposed office use is incompatible with neighbouring residential uses. While it is acknowledged that any development on this site would have the possibility of creating more noise nuisance over the existing mostly vacant use of the site, It is considered that due to the removal of residential terraces from the scheme as previously approved hat the likelihood of noise nuisance or disturbance to existing residential properties has been reduced over what has previously been consented.

16. Transport

- 16.1 The application site has a high PTAL rating of 5. The proposed development would be generally car-free with employees expected to visit the site on foot, by bicycle or by using other means of public transport (including Farringdon Station, which is less than 50m from the application site), however four existing parking spaces are proposed to be retained for an existing commercial occupant of a neighbouring building. Therefore, it is considered that the proposal would not result in a material increase in parking pressure on surrounding roads. It is considered that the proposed development would not have a material impact on highway safety or the free flow of traffic on surrounding roads.
- 16.2 Although the proposed scheme retains four parking spaces from the existing car park, these are subject to a lease with the adjoining office building fronting Turnmill Street, which is positioned above the arched entrance to the site. A condition is recommended which secures these car parking spaces to remain in use for office use and not used as residential parking.
- 16.3 The proposal includes the provision of 14 secure bicycle storage paces located through the north façade. Showering and changing facilities would also be provided, however further details of these facilities are required in connection with the Council's Access Officer comments.

Servicing

- 16.4 The servicing is proposed to be largely carried out through the existing 4.2m high undercroft entrance to Turnmill Street. It is envisaged that the commercial use would be serviced predominantly by small and 'Transit' sized vans, which would have the ability to access and egress the site in forward gear. Refuse collection would be carried out from Turnmill Street itself as the headroom of the undercroft would not allow for refuse vehicles to pass through, however this would be identical to the arrangement previously agreed under the residential scheme proposals. 2 x 1100 litre wheeled Eurobins would be provided at the ground floor of the building, and wheeled out as necessary to a private refuse collection company. The servicing and delivery arrangements are considered to be acceptable, and are considered to be compatible with the size of the site and the existing road network.

17. Accessibility

- 17.1 The relevant policies are 7.2 of the London Plan 2011 and Development Management Policy DM2.2, which seeks inclusive, accessible and flexibly designed accommodation throughout the borough. The London Plan Policy requires all new development in London to achieve the highest standards of accessible and inclusive design, by ensuring that developments: (i) can be used safely, easily and with dignity by all members of society; (ii) are welcoming and convenient with no disabling barriers, (iii) are flexible and responsive to peoples' needs and (iv) are realistic, offering more than one solution to future users.
- 17.2 Islington's Development Management Policies require all developments to demonstrate that they provide for ease of and versatility in use; that they deliver safe, legible and logical environments and produce places and spaces that are convenient and enjoyable to use for everyone. Any development needs to be assessed against this policy background to ensure that they are genuinely inclusive from the outset and remain so for the lifetime of the development.
- 17.3 The new office floorspace would include level access and accessible toilet and shower facilities. While these features are welcomed, the Council's Access Officer has raised concerns with regard the detailed design of the access features across the proposed development. All inclusive design features would be secured by dischargeable condition to ensure that they are acceptable and provided for the lifetime of the development, in accordance with London Plan Policy 7.2 and Development Management Policy DM2.2.

18. Sustainability

- 18.1 The London Plan (adopted July 2011) Policies 5.1 and 5.2 stipulates a London-wide reduction of carbon emissions of 60 per cent by 2025. Policy 5.2 of the plan requires all development proposals to contribute towards climate change mitigation by minimising carbon dioxide emissions through energy efficient design, the use of less energy and the incorporation of renewable energy. London Plan Policy 5.5 sets strategic targets for new developments to connect to localised and decentralised energy systems while Policy 5.6 requires developments to evaluate the feasibility of Combined Heat and Power (CHP) systems.
- 18.2 Islington's Core Strategy Policy CS10 'Sustainable Design' requires all developments to minimise on-site carbon dioxide emissions and sets an overall target for all development to achieve a 40% reduction in comparison with total emissions from a building that complies with Building Regulations 2006, unless it can be demonstrated that such a target is not feasible. This translates to a 30% reduction in comparison with total emissions from a building that complies with Building Regulations 2010.
- 18.3 The Core Strategy also requires developments to address a number of other sustainability criteria such as climate change adaptation, sustainable transport, sustainable construction and the enhancement of biodiversity. Development Management Policy DM7.1 requires for development proposals to integrate best practice sustainable design standards and states that the council will support the development of renewable energy technologies, subject to meeting wider policy requirements. Details and specifics are provided within Islington's Environmental Design SPD, which is underpinned by the Mayor's Sustainable Design and Construction Statement SPG.

18.4 Development Management Policy DM7.4 requires the achievement of BREEAM 'Excellent' on all non-residential major development. Major developments are also required to comply with Islington's Code of Practice for Construction Sites and to achieve relevant water efficiency targets as set out in the BREEAM standards. While the applicants have committed to achieving a BREEAM rating of 'Very Good', the pre-assessment which accompanies the application demonstrates that the building would achieve a very high score, almost achieving an 'Excellent' rating. The BREEAM methodology assesses developments on the basis of credits for a set of performance criteria covering issues such as energy, transport, water materials, waste, pollution, health and well-being, management and ecology.

18.5 The recommendation includes a requirement to submit additional details (via planning conditions) in relation to:

- Green roofs;
- Sustainable urban drainage systems;
- Rainwater harvesting feasibility;

Evidence has been provided to demonstrate that neither connection to a district heat network nor an on-site CHP is feasible. Nevertheless, the proposal still results in a carbon reduction of 30% below a Building Regulations compliant building. This is achieved through providing an energy-efficient building including improved insulation and an efficient gas HAVAC boiler. All energy and sustainability measures would be suitably conditioned to ensure that the development complies with relevant planning policies, in particular London Plan Policy 5.2, Islington Core Strategy Policy CS10 as well as Development Management Policy DM7.1 and 7.4.

18.6 The applicant has agreed to pay a CO2 off-setting contribution to bring the carbon dioxide emissions down to zero, addressing policy CS10A.

19. Affordable Housing

19.1 With regards to policy BC8(D), provision of an off-site contribution equivalent to 20% of the uplift in B1 floorspace in lieu of on-site housing provision, for the sum of £86,640 as proposed by the applicant is supported in policy terms and is considered to be acceptable.

20. Planning Obligations, Community Infrastructure Levy and local finance considerations

20.1 The proposal seeks to increase the amount of office floorspace through the construction of a new building. The additional capacity would accommodate approximately 85 - 100 employees and those additional people would introduce impacts on the surrounding infrastructure that must be mitigated.

20.2 The heads of terms that have been agreed with the applicant would suitably mitigate any impacts of the development. They are considered to be fairly and reasonably related in scale and kind to the scale and nature of the proposals. 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. The full list of contributions is set out at Appendix 1 of this report.

- 20.3 These obligations sought by the Council satisfy the statutory tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (and paragraph 204 of the NPPF), as set out below:
- Necessary to make the development acceptable in planning terms
 - Directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.

21. National Planning Policy Framework

- 21.1 It is recognised that the proposal would introduce significant benefits, which would considerably outweigh any potential disbenefits. The proposal seeks to provide the maximum increase in office floorspace achievable given the site context and heritage constraints.
- 21.2 The NPPF sets out 12 core planning principles that should underpin decision-taking. Of these, the current proposal is particularly strong in relation to the economy, heritage, design, effective reuse of brownfield land and sustainable transport. With regard to the 3 dimensions of sustainable development, the current proposal is particularly relevant to the economic roles of the planning system, i.e. contributing to building a strong, responsive and competitive economy.
- 21.3 Thus, the proposal is considered to be compliant with the NPPF's planning policies regarding building a strong, competitive economy (section 1) promoting sustainable transport (section 4), good design (section 7), meeting the challenge of climate change (section 10) and conserving and enhancing the historic environment (section 12).
- 21.4 The proposal is considered to support the growth of the economy in an appropriately accessible location, significantly improving the quality of design of the existing building and the quality and historic environment. The proposal is considered to represent a sustainable development and to accord with the aims of the NPPF and is therefore recommended for approval.

22. SUMMARY AND CONCLUSION:

Summary

- 22.1 The application seeks permission for the erection of a three-storey building in order to enable the creation of 1081m² of B1(a) office floorspace. The principle of office development on this land is considered acceptable and the proposed building would not detract from the character and appearance of the Clerkenwell Green Conservation Area.
- 22.2 The impact on neighbours has been assessed and it is considered that the development would not harm the amenities of adjoining neighbouring properties in terms of loss of light, overlooking or overbearing effect.
- 22.3 The redevelopment of the site does not provide additional vehicle parking on site in accordance with Islington Core Strategy CS10 Section H, which identifies that all new development shall be car free. The site also has sufficient space for cycle storage in accordance to the Council's Policies.
- 22.4 The applicants have agreed to enter into a Section 106 agreement in order to secure payments to mitigate the impacts of the proposed development in line with adopted Council policy, and the Council's Planning Obligations SPD.

Conclusion

23. It is recommended that planning permission be granted subject to conditions and S106 Agreement for the reasons and details as set out in Appendix 1 – RECOMMENDATIONS:

APPENDIX 1 – RECOMMENDATION:

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 Area Team Leader:

- The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Condition surveys may be required.
- Compliance with the Code of Employment and Training.
- Facilitation, during the construction phase of the development, of the following number of work placements: 1

Each placement must last a minimum of 26 weeks. The London Borough of Islington's approved provider/s to recruit for and monitor placements, with the developer/contractor to pay wages. Within the construction sector there is excellent best practise of providing an incremental wage increase as the operative gains experience and improves productivity. The contractor is expected to pay the going rate for an operative, and industry research indicates that this is invariably above or well above the national minimum wage and even the London Living Wage (£9.15 as at 04/04/15). If these placements are not provided, LBI will request a fee of £5000.

- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £1083, and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- The provision of an additional number of accessible parking bays: 2, or a contribution towards bays or other accessible transport initiatives of £4000.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount: £30,360.
- Connection to a local energy network, if technically and economically viable (burden of proof will be with the developer to show inability to connect). In the event that a local energy network is not available or connection to it is not

economically viable, the developer should develop an on-site solution and/or connect to a neighbouring site (a Shared Heating Network) and future proof any on-site solution so that in all cases (whether or not an on-site solution has been provided), the development can be connected to a local energy network if a viable opportunity arises in the future.

- Submission of a Green Performance Plan.
- Submission of a draft framework Travel Plan with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Council's legal fees in preparing the S106 and officer's fees for the preparation, monitoring and implementation of the S106.
- Payment towards employment and training for local residents of a commuted sum of : £9,715.
- Affordable workspace – or equivalent provision to be agreed with the applicant and the Council – of a commuted sum of: £58,265.
- A contribution towards Crossrail of : £151,620.
- For proposals with an increase in office floorspace in the Central Activities Zone, the provision of a mix of uses including housing or a contribution towards provision of off-site affordable housing where it is accepted that housing cannot be provided on site. A contribution towards provision of off-site affordable housing of : £86,640.

All payments to the Council are to be index linked from the date of Committee and are due upon implementation of the planning permission.

That, should the **Section 106** Deed of Planning Obligation not be completed within the timescales set within the Planning Performance Agreement, the Service Director Planning and Development / Head of Service – Development Management or in their absence the Area Team Leader may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation the proposed development is not acceptable in planning terms.

ALTERNATIVELY should this application be refused (including refusals on the direction of The Secretary of State or The Mayor) and appealed to the Secretary of State, Service Director Planning and Development / Head of Service – Development Management or in their absence the Area Team Leader be authorised to enter into a Deed of Planning Obligation under section 106 of the Town and Country Planning Act 1990 to secure the heads of terms as set out in this report to Committee.

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>3 YEAR CONSENT PERIOD: 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>DRAWING AND DOCUMENT NUMBERS: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>Design and Access Statement (excluding Proposed Drawings) dated November 2016, Daylight and Sunlight Report dated April 2014, Archaeological Desk-Based Assessment dated March 2013, Draft Site Waste Management Plan, Travel Plan dated October 2016, Environmental Noise Survey and Mechanical Plant Assessment dated 07/09/2016, Transport Statement dated October 2016, HUDU Rapid Health Impact Assessment, Biodiversity Report, Planning and Heritage Statement dated October 2016, Delivery and Servicing Management Plan, 16288A_02_P, 10, A-01-99, A-01-00, 01, 02, 03, A-02-01, 02, A-03-01. 02, 03, 04, Turk's Head Yard Views (updated to show Photovoltaic Panels).</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 (Details)</p> <p>CONDITION: Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) brickwork; b) cladding; c) window treatment (including sections and reveals); d) roofing materials; e) balustrading treatment (including sections); <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
4	<p>Construction Method Statement (Details)</p> <p>CONDITION: No development works shall take place on site unless and until a Construction Method Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:</p> <ul style="list-style-type: none"> i. the parking of vehicles of site operatives and visitors ii. loading and unloading of plant and materials iii. storage of plant and materials used in constructing the development

	<p>iv. measures to control the emission of dust and dirt during construction</p> <p>v. a scheme for recycling/disposing of waste resulting from demolition and construction works</p> <p>vi. measures to control the emission of noise and to protect air quality during construction</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the development does not adversely impact on neighbouring residential amenity.</p>
5	<p>Sustainable Design and Construction (Details)</p>
	<p>CONDITION: A Sustainable Design and Construction Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall detail how the dwellings hereby permitted achieve best practice sustainability standards with regard to water, materials, energy, ecology and adaptation to climate change. The statement must demonstrate how the dwellings will achieve a 19% reduction in Regulated CO2 emissions when compared with a building compliant with Part L of the Building Regulations 2013, and not exceed water use targets of 95L/person/day.</p> <p>REASON: To ensure a sustainable standard of design interest of addressing climate change and to secure sustainable development.</p>
6	<p>Refuse and Recycling Store (Details)</p>
	<p>CONDITION: Details of the dedicated refuse / recycling storage shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved. The approved refuse / recycling stores shall be completed prior to the first occupation of the new flats and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
7	<p>Green / Brown Roofs (Details)</p>
	<p>GREEN/BROWN BIODIVERSITY ROOFS (DETAILS): Details of the biodiversity green roofs 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> <p>a) biodiversity based with extensive substrate base (depth 80-150mm);</p> <p>b) 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> <p>The biodiversity green 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>

	REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.
8	Parking (Compliance)
	CONDITION: The four retained parking places shall be used for office use only. REASON: In the interests of sustainability.
9	Archaeology (Details)
	<p>CONDITION: A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.</p> <p>B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then no development may commence until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.</p> <p>C) No development or demolition shall take place other than in accordance with the contents and requirements of the Written Scheme of Investigation approved under Part (B).</p> <p>D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.</p> <p>REASON: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF.</p>
11	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 LAeq 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 LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997.</p> <p>REASON: To protect the residential amenities of the future occupiers.</p>
12	Crossrail (Compliance)
	<p>CONDITION: No works below ground level comprised within the development hereby permitted shall be undertaken at any time when Crossrail are undertaking tunnelling or shaft works within 100m of the land on which the development hereby permitted is situated, unless specifically agreed in advance and in writing by Crossrail Limited.</p> <p>REASON: To ensure that no works below ground level would affect the</p>

	construction of Crossrail.
13	<p>Land Contamination (Details)</p> <p>CONDITION: No development shall take place until the following assessments in response to the NPPF and in accordance with CLR11 and BS10175:2011 have been submitted to and approved in writing by the Local Planning Authority</p> <p>a) A land contamination investigation.</p> <p>Following the agreement to details relating to point a); details of the following works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site:</p> <p>b) A programme of any necessary remedial land contamination remediation works arising from the land contamination investigation.</p> <p>The development shall be carried out strictly in accordance with the investigation and any scheme of remedial works so approved and no change therefrom shall take place without the prior written approval of the Local Planning Authority.</p> <p>c) Following completion of measures identified in the approved remediation scheme a verification report, that demonstrates the effectiveness of the remediation carried out, must be produced which is subject to the approval in writing of the Local Planning Authority in accordance with part b).</p> <p>REASON: In the interest of sustainability.</p>
14	<p>Noise Exposure (Details)</p> <p>CONDITION: Groundborne noise shall not exceed 35dB LAmax,Slow as measured in the centre of any residential room.</p> <p>REASON: To safeguard residential amenity.</p>
15	<p>Inclusive Design (Details)</p> <p>CONDITION: The following details with regard to Access and Inclusive Design shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site:</p> <p>a) Public Realm - footway and carriageway design (including levels, gradients and materials); method of delineation between pedestrians, cycles and motorised vehicles; and location and type of street furniture, including seating, bins, signage and lighting where provided.</p> <p>b) Transport - accessible bicycle storage (Accessible cycle parking spaces shall be served by a route at least 1,500mm in width and the spaces shall be wider than standard cycle parking spaces. Such spaces could be provided at the end of a rack of cycle parking.); and design of designated accessible parking bay, drop-off bays and vehicle waiting / loading areas.</p> <p>c) Office Accomodation:</p> <ul style="list-style-type: none"> - approach and entrance into the building - all counters and reception desks in accordance with BS8300: 2009 and Inclusive Design SPD - wheelchair accessible WC and WC/shower provision;

	<p>- stair and lift access to upper and lower floor accommodation. - evacuation lift/means of escape provision</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 therefrom 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, in accordance with policy 7.2 of the London Plan, policy CS9 of the Islington Core Strategy 2011, and policy DM2.2 of Islington's Development Management Policies 2013.</p>
16	<p>Cycle Parking (Details)</p> <p>CONDITION: CYCLE PARKING PROVISION (DETAILS): Details of the layout, design and appearance of the bicycle storage spaces shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite. The storage shall be covered, secure and provide for no less than 14 cycle spaces.</p> <p>The bicycle storage area(s) shall be provided strictly in accordance with the details so approved, provided/erected 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.</p>
17	<p>London Underground (Details)</p> <p>The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground), have been submitted to and approved in writing by the local planning authority which:</p> <ul style="list-style-type: none"> i) provide details on all structures ii) accommodate the location of the existing London Underground structures and tunnels iii) provide details on the use of tall plant <p>The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.</p> <p>REASON: In order to protect buried London Underground Assets and tunnels.</p>
18	<p>Windows in the North Elevation (Compliance)</p> <p>All windows serving the north elevation of the development hereby approved shall be obscure glazed and fixed shut for the lifetime of the development.</p> <p>REASON: In order to protect the privacy of nearby residential occupiers.</p>
19	<p>BREEAM</p> <p>CONDITION: The development shall achieve a BREEAM Office (2015) rating of</p>

	<p>no less than 'Excellent' in accordance with the BREEAM pre-assessment submitted.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development, in accordance with Development Management Policy DM7.4.</p>
20	<p>Rainwater Harvesting</p> <p>CONDITION: Details of the rainwater and grey water recycling system or where this is not possible a feasibility assessment shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite. The details shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.</p> <p>Where approved the rain water / grey water recycling system shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the sustainable use of water.</p>
21	<p>Sustainable Urban Drainage</p> <p>CONDITION: No development shall take place unless and until a detailed Sustainable Urban Drainage System (SUDS) scheme inclusive of detailed implementation and a maintenance and management plan of the SUDS scheme has been submitted to and approved in writing by the Local Planning Authority. Those details shall include:</p> <ol style="list-style-type: none"> I. a timetable for its implementation, and II. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. <p>No building(s) hereby approved shall be occupied unless and until the approved sustainable drainage scheme for the site has been installed/completed strictly in accordance with the approved details.</p> <p>The scheme shall thereafter be managed and maintained in accordance with the approved details.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>
22	<p>London Fire Brigade (Compliance)</p> <p>CONDITION: A dry rising main (in compliance with British Standard BS 9990) shall be fitted within the main stair of the development hereby approved, and maintained as such in perpetuity.</p> <p>REASON: To ensure the development can be accessed by the Fire Service in the event of an emergency.</p>

Informatives:

1	Car-Free Development
	CAR-FREE DEVELOPMENT: All new developments are car free. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.
2	Foundations
	FOUNDATIONS: The foundations of the new buildings must comply with the National House Building Council's Guidance NHBC Standards 2007, part 4.
3	Section 106
	SECTION 106 AGREEMENT: You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.
4	Sustainable Sourcing of Materials
	SUSTAINABLE SOURCING OF MATERIALS: 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.

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, The Finsbury Local Plan 2013 and the Islington Development Management Policies 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

1 Context and strategy

Policy 1.1 Delivering the strategic vision and objectives for London

2 London's places

Policy 2.9 Inner London
 Policy 2.11 Central Activities Zone – strategic functions
 Policy 2.18 Green infrastructure: the network of open and green spaces

4 London's economy

Policy 4.1 Developing London's economy

6 London's transport

Policy 6.1 Strategic approach
 Policy 6.3 Assessing effects of development on transport capacity
 Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
 Policy 6.9 Cycling
 Policy 6.11 Smoothing traffic flow and tackling congestion
 Policy 6.13 Parking

7 London's living places and spaces

Policy 7.1 Building London's

Policy 4.2 Offices
Policy 4.12 Improving opportunities for all

5 London's response to climate change

Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.4 Retrofitting
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.18 Construction, excavation and demolition waste

neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.7 Location and design of tall and large buildings
Policy 7.8 Heritage assets and archaeology
Policy 7.9 Heritage-led regeneration
Policy 7.13 Safety, security and resilience to emergency
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.18 Protecting local open space and addressing local deficiency
Policy 7.19 Biodiversity and access to nature

8 Implementation, monitoring and review

Policy 8.1 Implementation
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS7 (Bunhill and Clerkenwell)
Policy CS8 (Enhancing Islington's Character)

Strategic Policies

Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)
Policy CS10 (Sustainable Design)

Policy CS13 (Employment Spaces)
Policy CS14 (Retail and Services)
Policy CS15 (Open Space and Green Infrastructure)

Infrastructure and Implementation

Policy CS18 (Delivery and Infrastructure)
Policy CS20 (Partnership Working)

C) Islington's Development Management Policies 2013

DM2.1 (Design)
DM2.2 (Inclusive Design)
DM2.3 (Heritage)
DM2.5 (Landmarks)
DM4.3 (Location and concentration of uses)
DM4.8 (Shopfronts)
DM5.1 (New Business Floorspace)
DM5.4 (Size and Affordability of Workspace)
DM6.1 (Healthy development)

DM6.5 (Landscaping, trees and biodiversity)
DM6.6 (Flood prevention)
DM7.1 (Sustainable design and construction)
DM7.3 (Decentralised Energy Networks)
DM7.4 (Sustainable design standards)
DM7.5 (Heating and cooling)
DM8.1 (Movement hierarchy)
DM8.2 (Managing transport impacts)
DM8.3 (Public transport)

DM6.2 (New and Improved Public Open Spaces)

DM8.4 (Walking and cycling)

DM8.5 (Vehicle parking)

DM8.6 (Delivery and servicing for new developments)

DM9.1 (Infrastructure)

DM9.2 (Planning obligations)

D) Finsbury Local Plan 2013

BC3 (Old Street)

BC8 (Achieving a balanced mix of uses)

BC10 (Implementation)

3 Designations

The site has the following designations under the London Plan 2011, Islington Finsbury Local Plan

- Clerkenwell Green CA
- Central Activities Zone
- Local view from Farringdon Road/Clerkenwell Road
- Local view from Archway Road
- Within 100m of TLRN road
- Local view from Archway Bridge
- Local view from Dartmouth Park Employment Priority Area (General)
- Archaeological Priority Area

4 Supplementary Planning Guidance (SPG) / Documents (SPD)

The following SPGs and SPDs are relevant:

Islington Development Plan

Conservation Area Design Guidelines
Sustainable Transport Planning Guidance Note
Sustainable Design and Construction guidance
Environmental Design SPD
Inclusive Landscape Design SPD
Planning Obligations (Section 106) SPD
Streetbook SPD
Urban Design Guide

London Plan

Accessible London: Achieving an Inclusive Environment SPG
Sustainable Design and Construction SPG
Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance SPG
Planning for Equality and Diversity in London SPG