



ISLINGTON

Development Management Service
 Planning and Development Division
 Environment and Regeneration
 Department
 PO Box 333
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PLANNING COMMITTEE REPORT

PLANNING COMMITTEE		
Date:	16 December 2014	NON-EXEMPT

Application number	P2014/2131/FUL
Application type	Full Planning Permission
Ward	St Peter's
Listed building	n/a
Conservation area	n/a
Development Plan Context	Site allocation BC10 Bunhill and Clerkenwell key area Duncan Terrace / Colebrooke Row Conservation Area (adjacent) Regent's Canal (East) Site of Importance for Nature Conservation – Metropolitan Importance (adjacent)
Licensing Implications	n/a
Site Address	37-47 Wharf Road, London, N1 7SA
Proposal	Demolition of existing buildings and residential redevelopment of the site to provide 98 dwellings (18x 1-bedroom, 50x 2-bedroom, 24x 3-bedroom and 6x 4-bedroom units) in a part 2-, part 8-storey building, together with cycle parking and amenity spaces. Note: amendments were made during the life of the application – 99 residential units were initially proposed.

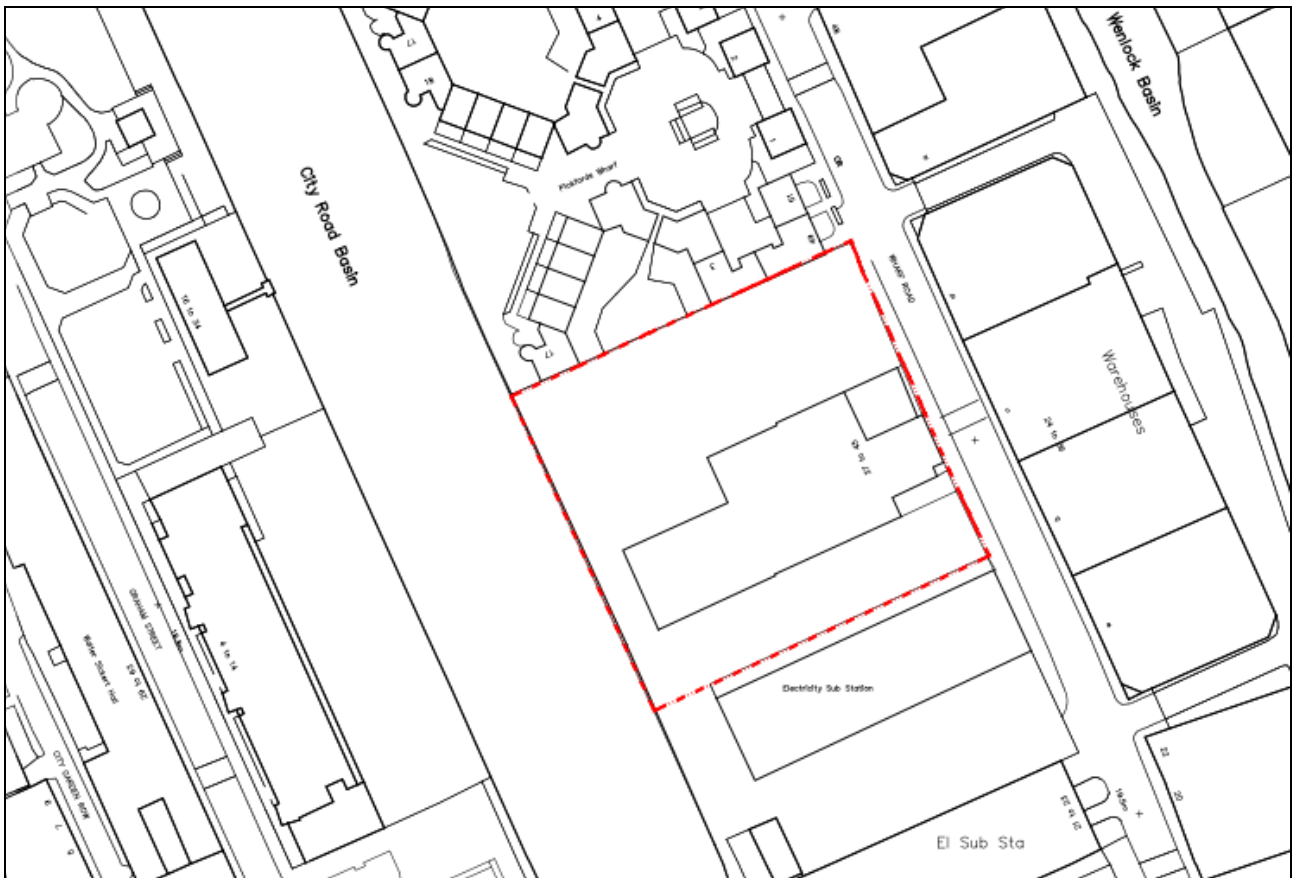
Case Officer	Victor Grayson
Applicant	Family Mosaic
Agent	CMA Planning

RECOMMENDATION

The Committee is asked to resolve to GRANT planning permission:

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

SITE PLAN (site outlined in red)



PHOTOS OF SITE/STREET



Photograph 1: Aerial view of site and surroundings



Photograph 2: Aerial view of site and surroundings



Photograph 3: View from west bank of City Road Basin.



Photograph 4: View from Wharf Road, with 49 Wharf Road in the foreground, the nearest electricity substation at the centre, and the Canaletto and Lexicon developments under construction in the background.



Photographs 5 and 6: Views illustrating the site's relationship with Pickfords Wharf and 49 Wharf Road.

1.0 SUMMARY

- 1.1 The site at 37-47 Wharf Road is under-used and its buildings and boundary treatments are in a poor condition. The site is partly owned by the Canal and River Trust, and partly by LB Islington. The site is surrounded by low-rise residential development to the north, taller buildings (some existing, some under construction) to the east and south, and the City Road Basin to the west.
- 1.2 Site allocation BC10 allocates the site for residential development. The site is within the Bunhill and Clerkenwell key area. The adjacent waters of the basin are part of the Regent's Canal (East) Site of Importance for Nature Conservation (Metropolitan Importance), and are within the Duncan Terrace / Colebrooke Row Conservation Area.
- 1.3 The applicant proposes a two- to eight-storey development in an E-shaped building comprising a continuous block along the site's Wharf Road frontage, and three wings set perpendicular to the City Road Basin. The development would be entirely residential, providing 98 units in a range of sizes. An affordable housing provision of 78.9% (based on habitable rooms) is proposed, split 86.7% / 13.3% social rent/shared ownership.
- 1.4 Redevelopment of the site is welcomed in principle, and the application has been considered with regard to the National Planning Policy Framework (NPPF) and its presumption in favour of sustainable development.
- 1.5 The proposal is considered acceptable in terms of land use, conservation, neighbour amenity, the quality of the proposed residential accommodation, dwelling mix, affordable housing and financial viability, trees and landscaping, transportation and servicing, sustainability and energy, subject to conditions and to an appropriate Section 106 (S106) agreement, the Heads of Terms of which have been agreed with the applicant. The main shortcomings of the proposed development relate to design and inclusive design. These and other matters are outweighed by the benefits of the proposed development, are minor in nature, or can be addressed through a S106 agreement, conditions and amended plans requested from the applicant.
- 1.6 It is recommended that planning permission be granted.

2.0 SITE AND SURROUNDINGS

- 2.1 The 0.47 hectare site has a regular, almost square shape, and a street frontage of approximately 65 metres. The site includes part of the canal edge on the east side of City Road Basin. The site's existing warehouse and industrial buildings cover approximately half the site, and are one and two storeys in height. Existing boundary treatments are of timber, brick and metal, some with barbed and razor wire above. These and the site's existing buildings are in a poor condition.
- 2.2 37-47 Wharf Road is flanked by a residential development (Pickfords Wharf, including 49 and 51 Wharf Road) to the north and a major electricity substation site (comprising a UKPN substation and a National Grid substation) to the south, and there are residential and commercial uses on the opposite side of the City Road

Basin to the west. To the east, on the other side of the street and within LB Hackney, is 18-42 Wharf Road, where a part six-, part 10-storey development (“City Wharf”) is currently being constructed, to provide 327 residential units and 7,871 sqm of offices (LB Hackney ref: 2008/1753, granted 08/09/2010). Further to the south, beyond the substations, are Aquarelle House and Papyrus House, which rise to 17 storeys and which are the first phase of the development at 259 City Road (the second phase, “The Canaletto”, is currently being constructed).

- 2.3 The Duncan Terrace/Colebrooke Row Conservation Area covers the waters of the canal basin immediately adjacent (to the west) of the site. In LB Hackney, the Regent’s Canal Conservation Area covers buildings on the opposite side of Wharf Road to the east. 16 and 44-48 Wharf Road are Grade II listed buildings.
- 2.4 Wharf Road is open to two-way traffic. Double yellow lines exist on the west (LB Islington’s) side of the street immediately outside the application site, and on-street parking bays exist on the opposite (east) side within LB Hackney, however these are currently suspended to facilitate construction work. The site has a PTAL rating of three, rising to four at its southeast corner. The site is served by several bus routes along City Road, and is within walking distance of Angel and Old Street tube stations. The site has six dropped kerbs along Wharf Road, although some of these appear not to have been used for some time. The canal edge has been identified as a Local Cycle Route at Appendix 6 of Islington’s Development Management Policies.
- 2.5 The site is the subject of Site allocation BC10. It is within the Bunhill and Clerkenwell key area (as defined by Core Strategy policy CS2 and illustrated by Maps 2.1 and 2.8, which also confirm the site is within an area appropriate for mixed use development). Policy BC2 of the Finsbury Local Plan (and the accompanying Figure 10) relates to the City Road Basin area, and confirms that improved pedestrian connections through and alongside the site are required. Appendix 2 of the Finsbury Local Plan identifies public space priority projects (13 and 14) at the City Road Basin waterfront and Wharf Road.

3.0 PROPOSAL (in Detail)

- 3.1 The applicant proposes the demolition of the site’s existing buildings, and the erection of a two- to eight-storey E-shaped building, with its three wings facing the canal basin, and a continuous frontage (the “warehouse” block, identified as block A by the applicant) to Wharf Road. Block A would rise to seven storeys (with three “pop-ups” at seventh floor above), block E (nearest to the electricity substations) would rise to six storeys, block F (at the centre of the site) to four storeys, and block G (nearest to the site’s north boundary and Pickfords Wharf) to two and three storeys. Two courtyards would be provided between the three wings, and these would open onto the canal edge.
- 3.2 The development would be entirely residential, with associated cycle parking, bin stores and amenity spaces. 98 units would be provided in the following unit size mix:
 - 64 social rent units (4x 1-bedroom, 40x 2-bedroom, 14x 3-bedroom and 6x 4-bedroom units)

- 15 shared ownership units (9x 1-bedroom and 6x 2-bedroom units)
- 19 private units (5x 1-bedroom, 4x 2-bedroom and 10x 3-bedroom units)

- 3.3 79 of the units would be affordable, equivalent to 78.9% based on habitable rooms or 80.6% based on units. Within the affordable provision, an 86.7% / 13.3% social rent/shared ownership split is proposed.
- 3.4 The proposed residential units would be provided in a mix of single-storey, duplex and triplex units, and a terrace of 5x 3-storey houses are proposed in block G.
- 3.5 A total of 10 of the 98 units would be wheelchair-accessible or adaptable. These would comprise 8x social rent units, 1x shared ownership unit and 1x private sale unit.
- 3.6 No vehicular entrances into the site are proposed. Servicing would be carried out from Wharf Road, with on-street pick-up areas proposed outside the two ground floor bin stores. The development would be car-free, however four accessible on-street parking bays are also proposed. 206 cycle parking spaces are proposed in five stores at ground floor level to the rear of block A.
- 3.7 1,201sqm of new public realm (provided in the two courtyards between the development's three wings) are proposed, as is public access between Wharf Road and the basin.
- 3.8 The proposed development has been designed to achieve Code for Sustainable Homes level 4. The applicant's preferred energy strategy would achieve a saving in total CO₂ emissions of over 27% (compared with a development that complies with the 2013 Building Regulations).

Revision 1

- 3.9 The amendments received on 06, 07 and 22/10/2014 removed one shared ownership unit from the ground floor of block F, added one "pop-up" at seventh floor level, included amendments intended to address concerns relating to inclusive design, and set out revised landscaping proposals. Other more minor amendments were also made.

4.0 RELEVANT HISTORY

Planning Applications

- 4.1 09/02/2010 – Planning permission was granted (ref: P092440) for the installation of 10 portable units, stacked double over ground and first floors.

Enforcement

- 4.2 No cases relevant to this site.

Pre-application Advice

4.3 The council issued a pre-application advice letter on 19/12/2012, when a 97-unit scheme was proposed. The main points included in that advice were:

- Principle of development – Residential development at the site is acceptable and is in accordance with site allocation BC10. Employment use(s) need not be provided.
- Affordable housing – Proposed provision of 80% noted. Application would still need to be supported by a detailed financial viability appraisal.
- Design – Proposed heights of three to seven storeys considered acceptable. E-shaped building, reflecting past development surrounding the basin, is acceptable, subject to assessment of relationship with Pickfords Wharf. Route(s) from Wharf Road to the basin need to be legible and inviting.
- Unit size mix – Within the proposed social rent element, the unit size mix (19x 2-bedroom, 13x 3-bedroom and 11x 4-bedroom units) is acceptable.
- Residential quality – Electromagnetic impacts would need to be assessed. Unit and room sizes must meet current policy. Dual aspect units must be provided. Amenity space is required in accordance with current policy. Units must receive adequate natural light.
- Neighbour amenity – Daylight and sunlight, privacy and outlook impacts will need to be addressed in the application documents.
- Inclusive design – 10% of residential units must be wheelchair accessible. Relevant guidance referred to.
- Highways and transportation – Development would be car-free in accordance with policy. Accessible parking spaces would be required. Transport impacts must be addressed in the application documents. A Full Travel Plan is required. Cycle parking, and refuse and recycling facilities are required. Reinstatement of footways and highways adjacent to the site would need to be addressed in a S106 agreement.
- Energy and sustainability – Energy assessment required, addressing policy requirements for CO₂ saving. Connection to Bunhill Heat and Power Network should be explored. Carbon offsetting required. Green Performance Plan required. Development would need to achieve Code for Sustainable Homes level 4. Details of sustainable urban drainage, rainwater and greywater recycling, water use and sustainable materials required.
- Open space, trees, landscaping and biodiversity – Site is within one of the highest priority areas for increasing provision of public open space. There is potential for a significant amount of public open space to be provided at the site. Landscaping would need to be co-ordinated with and compliment the public realm improvements recently implemented around the basin. Living/green roofs are required. Site is adjacent to a Site of Nature Conservation Interest, and impacts upon this site will need to be addressed in the application documents.
- Section 106 and Community Infrastructure Levy (CIL) – S106 agreement will be necessary. Mayoral CIL applies. An initial list of Heads of Terms was sent to the applicant team at application stage on 18/08/2014.
- Consultation – Local residents should be consulted before an application is submitted.

Planning Performance Agreement

4.4 A Planning Performance Agreement was entered into on 01/08/2014.

5.0 CONSULTATION

Public Consultation

5.1 Letters were sent to occupants of 893 adjoining and nearby properties at Baldwin Terrace, Burgh Street, City Road, Danbury Street, Graham Street, Grand Junction Wharf, Hanover Yard, Micawber Street, Noel Road, Pickfords Wharf, St Peter's Street and Wharf Road. A site notice and press advert were displayed on 10/07/2014 and 03/09/2014. The public consultation of the application therefore expired on 24/09/2014, however it is the council's practice to continue to consider representations made up until the date of a decision. A total of three responses were received from the public with regard to the application following the council's consultation. The issues raised can be summarised as follows (paragraph numbers indicate where these issues have been addressed in this report):

- Development is too close to 49A Wharf Road and front bedroom of this neighbouring property. Objection to bin store location, day or night use next to adjacent bedroom, and smell from bins in summer [7.78 and 7.159].
- Construction work could damage adjacent property [7.168].
- Test piling at 37-47 Wharf Road caused noise and vibration [7.77].
- Wharf Road is narrow and proposed on-street parking bays could cause accidents [7.149].
- This and other nearby development is significantly increasing local populations without development of infrastructure to support this. Pedestrian access along basin and Wharf Road is lacking. There is little activity provision for local young people, and permanent and improved provision needs to be secured by condition. Community facilities are required, including a meeting space, medical centre, chemist, dentist and local shop. Support for community projects and events should be secured. Better access across City Road should be encouraged, bus stops should be relocated, and commercial and public amenities either side of City Road should be planned to complement each other [7.170].
- Skyscape of the basin area is being altered significantly. Block A would be too high and would risk "canyonising" Wharf Road [7.14 to 7.15].
- Light pollution is a problem around the basin. Any external communal lighting needs to be placed low, directed to the ground, and switched off when not needed [7.130].
- Broadly approve of proposed form [7.14].
- Disagree with applicant's statement that local public were consulted in advance. No resident of Angel Waterside received invitations to the exhibition [7.169].

5.2 No reconsultation of the occupants of surrounding properties was considered necessary following the receipt of amended drawings and documents on 06, 07 and

22/10/2014, as the amendments would have negligible impacts on neighbouring amenity or were alterations affecting the internal arrangement of the scheme only.

External Consultees

- 5.3 The Canal and River Trust, on 28/07/2014, raised no objection to the proposed development, and commented that the proposed design was acceptable and that the aim to provide views towards the basin for all flats was supported. Support also expressed for the two areas of landscaping, however areas of decking should be well maintained to avoid them becoming slippery, or finished with a non-slip material. The proposed planting species are supported, will promote biodiversity, and will not cause damage to the canal wall. The lighting proposals are attractive, but should avoid any light spill over the water to limit the impact on ecology. Informative should be applied regarding works consents from the Canal and River Trust.
- 5.4 The Environment Agency commented on 24/07/2014 that the site is located on a Secondary aquifer underlain by London Clay within Source Protection Zone 2, which is an area for public water supply. The applicant's submission identifies previous uses of the site which include potential contaminants that may pose unacceptable risks arising from contamination. Planning permission could be granted to if six planning conditions are applied. Without these conditions the proposed development poses an unacceptable risk to the environment and the Environment Agency would object to the proposal.
- 5.5 The London Fire and Emergency Planning Authority commented on 14/07/2014 that there should be fire brigade access to the perimeter of the buildings and sufficient hydrants and water mains in the vicinity. Sprinkler system recommended.
- 5.6 On 08/09/2014 London Underground Limited confirmed they wished to make no comment.
- 5.7 The Metropolitan Police (Designing our Crime Officer), commenting on 25/07/2014, requested a condition be applied relating to Secured By Design.
- 5.8 Natural England commented on 14/07/2014. No objection was expressed with regard to statutory nature conservation sites. The proposal is unlikely to affect any statutorily protected site or landscapes. Natural England's Standing Advice regarding protected species should be referred to. If the application site is on or adjacent to a protected local site, the local planning authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before determination. The proposed development may provide opportunities to incorporate features which are beneficial to wildlife, such as bat roosting features or bird nest boxes. The local planning authority should consider securing measures to enhance the biodiversity of the site. The proposed development may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment, use natural resources more sustainably, and bring benefits to the local community such as green space provision and access to and contact with nature.

- 5.9 Thames Water raised no objection on 25/07/2014 in relation to sewerage infrastructure capacity, but expressed a preference for all surface water to be disposed of on-site using sustainable urban drainage as per London Plan policy 5.13. Informative recommended regarding water pressure. Condition recommended regarding piling.

Internal Consultees

- 5.10 The Design and Conservation Team Manager on 24/10/2014 and 28/11/2014 raised no objection to the overall site layout, bulk and mass as proposed. The proposed “pop-ups” are acceptable, subject to further detail being provided at conditions stage. The proposed concept of a warehouse character on Wharf Road with a distinct treatment at the rear is interesting, however details are needed. The Design Review Panel noted that the elevations to the canal did not appear special enough, and the proposed canal elevations are the one aspect of the development that let the scheme down. Constraints that drove the proposed elevational treatments are appreciated, however if these have now fallen away, the elevations need to be revised and better designed. Conditions will be required in relation to the quality of details, palette of materials and finishes. Deep reveals to the proposed brickwork are required.
- 5.11 The Energy Conservation Officer provided comments on 31/10/2014 in response to the Report on Thermal Comfort (version 2.1, received 27/10/2014) and revised Energy Strategy (version 3, received 28/10/2014). Applicant’s preferred energy strategy (Option 1) proposes connection to the Bunhill District Heating Network and would achieve a total 27.2% CO₂ saving in comparison with a development that complied with the 2013 Building Regulations. This falls short of the 39% saving required of a development that would be connected to the network, however the network is to be connected to additional lower carbon heat sources in the short term, therefore its carbon intensity is likely to be reduced and the CO₂ saving at this site (if connected) is likely to be improved. The economic viability of connection should be determined as soon as possible. The applicant’s alternative energy strategy (Option 2) involves an on-site Combined Heat and Power (CHP) facility, and would achieve a total CO₂ saving of 12.8%, falling significantly short of Islington’s 27% requirement. The 18.4% saving on regulated CO₂ emissions would also fall short of the London Plan’s 35% requirement. Applicant should consider additional/alternative measures to further reduce CO₂ emissions for a scenario where connection to the network is not made. These could include further improvements to regulated emissions through energy efficiency, measures to reduce unregulated emissions, low carbon heat supply from neighbouring developments, and water-sourced heat recovery from the City Road Basin. Applicant should verify that there is sufficient space allocated for Option 2.
- 5.12 With Option 1 implemented, a CO₂ offset levy of £131,560 would apply. With Option 2 implemented a CO₂ offset levy of £157,320 would apply. The S106 agreement should allow for reassessment of the CO₂ offset levy once the energy strategy has been approved.
- 5.13 With regard to thermal modelling, U-values should be verified.

- 5.14 The Housing Development and Regeneration Team Leader commented on 01/12/2014 that the proposed unit size mix (as amended) as acceptable, and confirmed that the rents of the affordable units would be social rents.
- 5.15 The Inclusive Design Officer commented on 06/11/2014 that most minor concerns relating to inclusive design had been addressed by the amended proposals. The main outstanding concern is the lack of step-free access to nine units in block F, contrary to Development Management Policy DM3.4 (part Giii).
- 5.16 The Pollution Projects Team noted on 22/07/2014 that the applicant proposes either connection to the Bunhill Heat and Power Network or the installation of a new CHP facility. Any CHP plant should be of an ultra-low NOx type, and this should be conditioned. Further condition recommended regarding noise from CHP and any other plant. Site is approximately 100 metres away from City Road and appears to be reasonably well shielded from traffic noise. Condition recommended regarding sound insulation and noise control measures. The site has a history of potentially polluting industrial uses, and the applicant's site investigation has found elevated levels of certain substances. With the new receptors on site and the soft landscaped amenity spaces proposed there will need to be substantial soil removal and importing of clean soils. Further sampling is required and the final remediation scheme is still to be designed – any remediation should be designed with the Category 4 screening levels in mind. Condition recommended regarding site contamination. Given the size of the proposal and the other development around the City Road Basin, disruption is likely, and a full Construction Environmental Management Plan is required for the construction and demolition works – the submitted construction operations plan is a generic document lacking in site-specific detail and is inadequate in this case. The submission shows there is an issue with electromagnetic fields affecting the site, and there will need to be further work carried out to fully evaluate the human health aspects and what screening and mitigation will be required – this will need to be conditioned.
- 5.17 The Street Environment Manager commented on 13/08/2014 that the bulky waste storage area may obstruct the collection of bins, and requested that dropped kerbs be provided on Wharf Road outside each of the bin stores.
- 5.18 The Spatial Planning and Transport team (Principal Planner) commented on 25/07/2014 that public pedestrian access should be provided through the site between Wharf Road and City Road Basin. Gating of the Wharf Road entrances would not be policy compliant. A well-managed publicly-accessible pedestrian route should also be provided along the canal basin and secured via a condition or S106 agreement. A financial contribution should be made towards the removal of the remaining gates along the eastern side of the canal path. Improvements to Wharf Road are welcomed. 215 cycle parking spaces are required, of which one in every 25 should be accessible. The 206 spaces proposed falls short of the required number, however the inclusion of space for trailers is preferable to the nine missing spaces. Proposed location of cycle storage is acceptable. Provision of scooter storage space is welcomed and comments should be provided by the Inclusive Design Officer. Proposal to include visitor cycle parking is welcomed. Applicant proposes to address planning policies regarding servicing through a Servicing and Delivery Management Plan, which is welcomed and should be agreed prior to commencement. A delivery and servicing area should be provided within the

development. Additional information regarding servicing requested. Car-free development is welcomed. Proposed changes to the highway at Wharf Road will need to be agreed via a Section 278 (S278) agreement. The development would result in a modest increase in the number of trips from the site, and the majority of these trips would be by foot, bicycle or public transport. If the site was redeveloped for B8 use, however, it would generate significantly more vehicle movements than the proposed development would. Highways reinstatement, environment/streetscape improvements, sustainable transport initiatives, a Travel Plan and changes to traffic orders should be secured in a S106 agreement, and residents' eligibility for parking permits should be removed.

- 5.19 The Sustainability Officer commented on 03/12/2014 that – in relation to drainage – the applicant needs to address Development Management Policy DM6.6 in full. Annotations on drawing 400 indicate that an 88% reduction in surface water run-off would be achieved, however a litres/second/hectare figure is needed for comparison with Islington's maximum run-off standard of 50 l/s/ha. Drainage needs to be integrated into landscaping proposals. Other drainage options need to be explored by the applicant before engineered solutions (such as the proposed attenuation tanks) are opted for in accordance with the drainage hierarchy set out in London Plan policy 5.13. Water should be controlled at surface where possible, and drainage needs to be integrated into landscaping proposals. Permeable surfaces, capped below (if contamination or ground conditions prevent infiltration techniques), could be appropriate. Drainage strategy should demonstrate compliance with Islington's policy requirement for no net run-off into the basin.
- 5.20 Green roofs are required on all areas of flat roof that are not required for other purposes. This provision would form part of the drainage strategy and should be taken into account in run-off calculations.
- 5.21 In achieving Code for Sustainable Homes Level 4, the proposed development would be policy-compliant, however the applicant should make improvements to provide a buffer, to make sure Level 4 is indeed met. Level 4 should be conditioned. The council's 95 litres per person per day water consumption target would be met, albeit narrowly.
- 5.22 Improvements to the Green Performance Plan will need to be made when resubmitted at the 6 month stage. A Green Procurement Plan should be required by condition, and this will need to ensure that 10% of the volume of materials used are derived from recycled and reused content, in accordance with Development Management Policy DM7.4.
- 5.23 The Tree Preservation Officer commented on 01/08/2014 that the site is largely devoid of any meaningful landscaping, and that there are no trees on the site. The canopy of one tree in Pickfords Wharf oversails the site boundary. The proposed development will require the tree to be pruned heavily to the site boundary, however the tree is of a species and size that can tolerate this level of pruning without threat to its long term health. Post-development conflict between the tree and the development can be managed by cyclical pruning. The amenity and screening provided by the tree to the residents of Pickfords Wharf will remain largely unaffected by the pruning.

- 5.24 The landscaping and planting proposed is of an appropriate design and will provide a functioning and desirable amenity space. Details of the landscaping scheme, including soil volumes, access to soil beyond the planters, and exploration of the potential for landscape improvements to Wharf Road, should be secured by condition.

Members' Pre-application Forum

- 5.25 The proposals were presented to the Members' Pre-application Forum on 09/09/2013, when a 97-unit scheme was proposed.

Design Review Panel

- 5.26 Islington's Design Review Panel considered the proposed development at application stage on 09/09/2014. The panel's written comments (issued on 09/10/2014) were as follows:

- General design concept welcomed.
- Proposal appeared to be overdevelopment to some degree – this was particularly evidenced at ground floor level. Ground floor needed to breathe, and issues were exacerbated by elements such as the bin and cycle stores. Losing and replanning one or two ground floor units at the middle/rear section of the site may alleviate issues.
- Commendable that the affordable units would benefit from views of the basin, however if private units also overlooked basin this might generate profit and alleviate development pressure.
- No objection to proposed heights and design of “pop-ups”, however concerns were expressed regarding the impact of the screening at roof level and the quality of the roof form. 3D images did not show these screens.
- Concern expressed regarding orientation, particularly the southwest-facing windows and sunlight access to the courtyards. There may be excessive shading which would require artificial illumination, while other units may overheat. The single aspect units in block E backing onto the substations may not receive any direct sunlight. The benefit of rear windows to this block was queried, and it was suggested that these may cause a risk of exposure to electromagnetic radiation.
- General concept of a warehouse character to Wharf Road, however wings to the rear were not distinct enough. Queried how the “playful” character of the wings could be taken further and refined. The importance of further developing details, materials and colour was highlighted. Involvement of artist was noted, however emerging designs would need to be incorporated as soon as possible to ensure the delivery of the desired character. The elevations to the canal did not appear special enough and needed further refinement and design development.
- Character of the proposed landscaping was unconvincing. The play strategy needed to be substantiated, and different areas needed to perform in different ways in order to provide successful communal spaces for all use groups. Canal access should be taken as far as it can

be, as accessibility to the canal would be of great benefit to residents and the general public.

5.27 The full written comments of the Design Review Panel – dated 09/10/2014 – are attached to this report at Appendix 3.

5.28 The application has not been considered again by the Design Review Panel following the submission of amendments on 06/10/2014, 07/10/2014 and 22/10/2014.

6.0 RELEVANT POLICIES

6.1 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

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

6.3 Since March 2014 planning practice guidance for England has been published online.

Development Plan

6.4 The Development Plan is comprised of the London Plan 2011, Islington Core Strategy 2011, Development Management Policies 2013, Site Allocations 2013 and the Finsbury Local Plan 2013. The policies of the Development Plan are considered relevant to this application and are listed at Appendix 2 to this report. Islington's Site Allocations Development Plan Document (DPD) does not include site allocations for Bunhill and Clerkenwell (these are provided in the Finsbury Local Plan instead), therefore this DPD is not considered further in this report.

6.5 Revised Early Minor Alterations to the London Plan were published in 2013, and these have been taken into account as part of the assessment of these proposals. Draft Further Alterations to the London Plan were published in January 2014, and a schedule of suggested changes was published in July 2014, and these have also been considered.

Designations

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

Islington Local Plan	London Plan
Site allocation BC10	None relevant
Bunhill and Clerkenwell key area	

Supplementary Planning Guidance (SPG) / Documents (SPD)

6.7 The SPGs and SPDs which are considered relevant are listed in Appendix 2.

7.0 ASSESSMENT

The main issues arising from this proposal relate to:

- Principle of development
- Land use
- Design and conservation
- Inclusive design
- Neighbour amenity
- Quality of residential accommodation
- Dwelling mix
- Affordable housing and financial viability
- Sustainability
- Trees and landscaping
- Energy efficiency and renewable energy
- Highways and transportation
- Contaminated land and other environmental considerations
- Planning obligations

Principle of Development

- 7.1 The site's existing buildings are vacant or under-used, and the site's open, hard-surfaced grounds are similarly unused. The site's buildings, grounds and boundary treatments are in a poor condition, and adversely affect the visual amenity of Wharf Road and the City Road Basin. Redevelopment of the site is considered acceptable in principle, and is welcomed, as it provides an opportunity to bring a relatively large and accessible site back into use, and remove the visual and aesthetic harm currently being caused. Redevelopment also provides an opportunity to create new pedestrian connections between Wharf Road and the City Road Basin, to improve the site's surface water run-off rate, to provide biodiversity enhancements adjacent to a Site of Importance for Nature Conservation, to screen the adjacent electricity substations, to extend the Bunhill Heat and Power Network, and to provide a significant quantum of housing, including affordable housing.
- 7.2 The site is the subject of site allocation BC10, confirming that the council supports and indeed promotes redevelopment of the site.
- 7.3 The above in-principle position regarding redevelopment of the site accords with the National Planning Policy Framework's presumption in favour of sustainable development.

Land Use

- 7.4 Site allocation BC10 states that the site's current/previous use is/was "vacant and warehousing", and the submitted application form states that the site currently

accommodates 1,388sqm of B8 (storage or distribution) floorspace. Site allocation BC10 allocates the site for residential development, with “active uses” expected to be provided at ground floor. Core Strategy policy CS2 and Maps 2.1 and 2.8 confirm the site (which is within the Bunhill and Clerkenwell key area) is within an area appropriate for mixed use development.

- 7.5 Given the clear requirements of site allocation BC10, as well as the character of Wharf Road and the location and potential of this site, it is considered that there is no significant reason to require the submission of marketing and vacancy evidence to justify the loss of the site’s B8 use (as would normally be required under Development Management Policy DM5.2, contrary to the applicant’s assertion at paragraph 6.9 of the submitted Planning Statement). It is also considered that the absence of employment uses from the proposed development is justified. The proposed provision of private balconies, habitable room windows and communal entrances to the ground floor of the Wharf Road elevation, and habitable room windows and balconies above, would provide a sufficient level of activation to the street.
- 7.6 The application site is within Flood Zone 1 (and has a low probability of flooding), is less than one hectare in size, and is not within a Local Flood Risk Zone. The applicant was not required to submit a Flood Risk Assessment with the application. Sustainable urban drainage is considered in the Sustainability section of this report.

Design, Conservation and Heritage Considerations

- 7.7 The National Planning Policy Framework confirms that the Government attaches great importance to the design of the built environment, and notes that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning policies relevant to design and conservation are set out in chapter 7 of the London Plan. Policies CS8, CS9 and CS10 in Islington’s Core Strategy, and policies in chapter 2 of Islington’s Development Management Policies, are also relevant. Policy BC2 in the Finsbury Local Plan includes design policy relevant to the City Road Basin area. English Heritage’s 2011 guidance The Setting of Heritage Assets, the council’s Urban Design Guide SPD and Conservation Area Design Guidelines for the Duncan Terrace / Colebrooke Row Conservation Area, and the Mayor of London’s Character and Context SPG are also relevant to the consideration of this application.

Site and surroundings

- 7.8 The application site is surrounded by relatively low-rise residential development to the north, taller buildings to the east and south, and the City Road Basin to the west. A major development of up to 10 storeys (the City Wharf development) is currently under construction immediately opposite the application site, the electricity substations to the south are of substantial height (approximately 17 metres at the building nearest to the application site), and tall buildings exist, are under construction, or have been granted planning permission at sites further to the south. Development at 37-47 Wharf Road must mediate between these heights and those of the Pickfords Wharf development, whilst optimising housing output in accordance with London Plan policy 3.4. Finsbury Local Plan policy BC9 identifies a tightly-

defined area suitable for tall buildings to the south of the site (where the City Road Basin meets City Road), however the application site itself is not considered suitable for tall buildings.

- 7.9 Other contextual considerations include the heritage assets listed earlier in this report. In accordance with Development Management Policy DM2.3 and site allocation BC10, the character and appearance of the adjacent Duncan Terrace / Colebrooke Row Conservation Area must be conserved or enhanced, and the significance of nearby listed buildings must not be harmed by development within their setting. Section 12 of the National Planning Policy Framework, London Plan policy 7.8 and Core Strategy policy CS9 are also relevant in relation to impacts upon heritage assets.
- 7.10 The current and emerging character of Wharf Road, with its mix of residential and commercial uses, its importance as a north-south route for pedestrians, and its role in providing a transition between the emerging cluster of tall buildings to the south and the lower-rise development to the north, must be noted. The proximity and fenestration of existing residential properties to the immediate north of the application site are a further consideration relevant to design (and, in particular, heights and massing), as is the desirability of providing some screening of the electricity substations to the immediate south.

Demolition of existing buildings

- 7.11 Although the 2-storey Art Moderne building towards the middle of the site's Wharf Road frontage is of some merit, it is in a poor condition, it has been altered and damaged, it makes poor use (and prevents optimum use) of its location, and is not considered to be a non-designated heritage asset worthy of retention. There is similarly no reason to seek the retention of the site's other existing buildings.

Layout, height and massing

- 7.12 London Plan policy 7.4 states that development should have regard to the scale, mass and orientation of surrounding buildings, and that buildings should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass. London Plan policy 7.8 states that buildings should be of a proportion, composition, scale and orientation that enhances and appropriately defines the public realm, and should not cause unacceptable harm to the amenity of surrounding land and buildings. The Mayor of London's Character and Context SPG notes at paragraph 7.26 that "the key or essential characteristics of a place provide an important reference point against which change can be assessed or as a 'hook' for site planning and design".
- 7.13 At the local level, policy CS9 of Islington's Core Strategy sets out an aim for new buildings to be sympathetic in scale and appearance and to be complementary to local identity. Policy DM2.1 of Islington's Development Management Policies requires development to be based upon an understanding and evaluation of an area's defining characteristics, confirms that acceptable development will be required to respect and respond positively to existing buildings, and sets out a list of elements of a site and its surroundings that must be successfully addressed – this list includes urban form including building heights and massing. Policy BC2 in the

Finsbury Local Plan states that development in the City Road Basin area should exhibit a height and massing that relate positively to the width of surrounding streets and spaces, and successfully interface with the scale and form of neighbouring areas.



Image 1: Proposed development viewed from City Road Basin.

- 7.14 The principle of a two- to eight-storey development, arranged in an E-shape and with its taller elements located close to the site's south boundary and street frontage, is considered acceptable. The applicant's proposal to reflect the pattern of warehouse buildings (set perpendicular to the basin) that once occupied this and adjacent sites is an interesting and appropriate response to the site's history, would provide an appropriate grain that responds well to existing adjacent developments, and would enable views of the water from the majority of the residential units and the proposed development's ground level amenity spaces. These two courtyards would provide appropriate spacing between the wings of the development. The proposed massing would provide suitable enclosure and definition to Wharf Road, and would provide some welcome screening of the blank north elevation of the adjacent electricity substations.
- 7.15 The transition between the proposed development and the existing lower-rise buildings at the adjacent Pickfords Wharf site has been given much attention by the applicant team, as set out at page 17 of the submitted Design and Access Statement. The proposed development would include a 3-storey element immediately adjacent to the 3-storey building at 49 Wharf Road, and would then increase in height to five storeys, then seven, with the seventh floor pop-ups completing the stepped arrangements of heights. Block G (nearest to the site's north boundary) would be massed so that heights of only two storeys would meet existing adjacent buildings, with that block's 3-storey elements proposed away from the boundary. The proposed heights and massing are considered acceptable in aesthetic terms, and would result in the proposed development successfully mediating between Pickfords Wharf and the taller development to the south and

east, including the 10-storey development currently under construction immediately opposite the application site. The impacts of the proposed heights and massing upon the amenities of neighbouring residents are considered later in this report.

- 7.16 The deletion of one residential unit from the ground floor of block F, and the space proposed between blocks A and F in the storeys above, would address the concerns of Islington's Design Review Panel regarding the tightness and sense of overdevelopment in this part of the site.
- 7.17 Improved neighbourhood permeability is a planning objective that must be addressed in proposals for major developments where opportunities for improvements exist, in accordance with London Plan policies 6.10 and 7.1, Core Strategy Objective 17 and policy CS10, and Development Management Policies DM2.1 and 8.1. Of particular note, paragraph 8.24 in Islington's Development Management Policies document notes that connectivity is important for promoting active lifestyles and increasing social cohesion, and that all development proposals are required to provide good public connectivity for pedestrians and cyclists, and good permeability through sites where relevant. The role of improved access and permeability is also important in terms of inclusive design, everyday convenience and access to infrastructure, employment and services, and providing safer environments. Of specific relevance to 37-47 Wharf Road, site allocation BC10 states that pedestrian links between the canal and Wharf Road should be improved, with public access/space provided along the canal edge. Islington's Design Review Panel asserted that access to the basin should be taken as far as it can be, as accessibility to it would be of great benefit to residents and the general public.
- 7.18 The council is negotiating with UKPN and other stakeholders to secure public access to the east side of the basin, and UKPN's in-principle agreement to such provision has already been secured for the part of the canal edge immediately outside the electricity substations. The council now own the freehold of Pickfords Wharf. At 37-47 Wharf Road, the proposed layout allows for a publicly-accessible connection or connections to be provided between Wharf Road and the City Road Basin, as required under policy BC2 and site allocation BC10 in the Finsbury Local Plan. This connection between the basin and the street would need to be suitably inviting and legible, and while officers would normally suggest that public routes through developments should pass through full-height (open to the sky) gaps between buildings, rather than covered openings, given the character of Wharf Road and design concept of the proposed development, and the potential for still providing good visibility of the basin from the street at this site, such a treatment of the through-route is not, in this case, necessary. The two openings proposed through block A would be two storeys in height, and would be generously sized so that they can be read and understood as a public entrance to the site (and a clear route to the basin) which people would feel entitled to make use of, rather than as a threshold of a private space which the public may be deterred from entering.
- 7.19 The applicant has indicated that public access to the basin would be provided between dawn and dusk, and that the gates shown on the submitted drawings would be closed at night. While this arrangement reflects the access arrangements currently in place at Angel Waterside and Graham Street Park on the opposite side of the basin, it must be noted that the role, character of and level of activity in and around the City Road Basin will change significantly once the major developments

currently under construction become occupied, and the justification for securing areas of public realm at night will need to be reviewed accordingly. The council's Spatial Planning and Transport team have advised that it would be preferable for no gates to be installed at 37-47 Wharf Road at the outset, and it is noted that paragraph 2.10 of the Development Management Policies and page 85 of Islington's Urban Design Guide state that gated development is generally unacceptable and will normally be resisted. Notwithstanding their inclusion on the submitted drawings, an amending condition preventing the installation of gates is recommended to further ensure that a suitably inviting and legible entrance and public access is secured. If evidence later indicates that gates are required in order to prevent anti-social behaviour and/or impacts upon residential amenity, a further application to reinstate them will need to be submitted.

- 7.20 A palisade gate/fence and brick walls currently stand at the canal edge on the site's boundary shared with Pickfords Wharf. The submitted application documents indicate these would be retained (or that a replacement gate would be installed), however this would prevent north-south access along the canal edge, and it is appropriate to secure their removal through a S106 agreement. A freestanding section of wall on the canal edge would also need to be removed. Officers are currently negotiating the removal of other barriers on the canal edge immediately outside the electricity substations.
- 7.21 The definition that the proposed development would bring to Wharf Road (and the natural surveillance and activity introduced by the new windows, doors and balconies to the proposed Wharf Road elevation) would help improve a key north-south pedestrian route between the node, public transport facilities and attractions of Islington Green and Upper Street/Essex Road, and other destinations and employment locations in the south of the borough and the City of London.
- 7.22 Other aspects of layout, including the locations of amenity spaces, bin stores and cycle parking, are considered later in this report. The impacts of the proposed layout upon neighbour amenity are also considered later in this report.

Architecture and elevations

- 7.23 London Plan policies 7.4 and 7.6, Core Strategy policy CS9, Development Management Policy DM2.1, Finsbury Local Plan policy BC2 and section 2.3 of Islington's Urban Design Guide set out a requirement for high architectural quality and details which complement local character, and welcome innovative and high quality contemporary design.
- 7.24 The proposed architecture and elevational treatments are considered acceptable. A common language of robust brick elevations (2-, 3- and 5-storeys high and punctuated with window, door and balcony openings, as well as projecting window features) is proposed for all blocks. This approach reinforces the warehouse character that the applicant intends to achieve with block A, and this is considered appropriate to the character and history of Wharf Road. Metal-clad storeys are proposed above the brick elevations, and these would have a more playful appearance, with their pitched roofs (again referencing the warehouses that once surrounded the basin) and – at block A – flexing elevations. The number, locations and designs of the proposed balconies and window features to most elevations are

considered acceptable, as these features would add relief to the elevations and would help to illustrate the residential use of the blocks. The addition of bamboo screens and other fixed items to the glazed balconies could be controlled by condition. Generous window and door reveals would help to ensure adequate relief and interest to the proposed elevations, and these design features would need to be secured by condition.

- 7.25 Notwithstanding the above conclusions, the design of the proposed development is significantly let down by the elevational treatments of the wings facing the basin. At pre-application and application stage, windowless elevations were proposed at ground floor level, resulting in a lack of interest and activity in these parts of the development (contrary to site allocation BC10), a poor relationship between the development and the open space provided by the basin, a lack of natural surveillance of the canal edge, and a waste of an opportunity to provide residents with direct views of the water from ground floor rooms. The applicant team maintained that windowless elevations were necessary so that shielding could be provided within the ground floor walls to protect future residents from electromagnetic radiation emanating from the cables that run beneath the canal edge to the adjacent substations. Although the radiation levels were within the legal ICNIRP limits, they were found to exceed “precautionary” levels, and therefore shielding was proposed.
- 7.26 The applicant subsequently (on 13/11/2014) submitted a further report regarding magnetic field emissions, and confirmed to officers (on 28/11/2014) that the shielding was no longer required. Although the applicant wishes to leave the canal elevations windowless (citing privacy concerns as the reason), officers are currently negotiating the submission of amended elevations, including windows at ground floor level, for consideration at the meeting of the Planning Committee. It is recommended that, if no acceptable design is submitted prior to the application being determined, these amendments be secured by condition.
- 7.27 The largely blank south elevation to block E is considered acceptable, as it enables development at 37-47 Wharf Road to extend close to the site boundary (and therefore optimise use of the site), and provide some screening of the electricity substations. No shielding from electromagnetic radiation is proposed in this elevation.
- 7.28 The proposed palette of materials is considered acceptable in principle, however the applicant has not yet specified a brick or a metal cladding system for the proposed elevations. A condition requiring the submission of details and samples of all materials (including those of windows, doors and balconies) would be appropriate to ensure the products to be used would be of a suitably high quality and satisfactory appearance.
- 7.29 A condition, requiring the submission of a Green Procurement Plan to demonstrate how the procurement of materials for the proposed development would promote sustainability, is also necessary.
- 7.30 Details of initial artist-designed proposals for the gates proposed to Wharf Road, and for the ground floor level elevations facing the canal, were submitted for information during the life of the application. The applicant’s intention to include

artworks within the development is welcomed, however given that the recommended amending conditions require the deletion of the gates and the redesign of the canal elevations, alternative proposals will need to be developed by the applicant and the commissioned artist.

Impacts on heritage assets

- 7.31 Given the acceptability of the proposed heights and massing, the reference that the proposed development would make to the pattern of warehouse development that once surrounded the City Road Basin, the appropriate materials proposed, and the amendments that are to be secured to improve the canal elevations of the proposed wings, it is considered that the proposed development would conserve (and may enhance) the character and appearance of the Duncan Terrace / Colebrooke Row Conservation Area.
- 7.32 The setting and appreciation of nearby listed buildings would not be adversely affected by the proposed development, given its appropriate heights (relative to those of existing and emerging development which also forms part of the setting of the nearby listed buildings), the materials proposed, and the detailed design of the proposed Wharf Road elevation.
- 7.33 The site is not within an Archaeological Priority Area.

Density

- 7.34 London Plan policy 3.4 states that – taking into account local context and character, design principles set out elsewhere in the London Plan, and public transport capacity – development should optimise (which does not necessarily mean “maximise”) housing output for different types of location within the relevant density range set out in Table 3.2. Paragraph 7.21 of the London Plan notes that building form and layout should have regard to the density and character of surrounding development. Part D of policy CS12 in Islington’s Core Strategy requires development to follow and to not exceed the densities set out in the London Plan.
- 7.35 With 342 habitable rooms proposed in 98 units in a site of 0.47 hectares, a residential density of 209 units per hectare and 728 habitable rooms per hectare would be achieved.
- 7.36 With a Public Transport Accessibility Level (PTAL) falling within the three to four range, the site is on the cusp of the “urban” and “central” setting categories (as set out in London Plan policy 3.4 and the accompanying Table 3.2), however given the setting definitions which accompany Table 3.2, and given the character and qualities of its surroundings, the site can be considered as being more “central” than “urban”. In such a location, a residential density of 650 to 1100 habitable rooms per hectare is appropriate. The proposed development’s residential density sits within, but is appropriately towards the bottom of, the range suggested in the London Plan for a central site.
- 7.37 While the decision to grant or refuse permission would not be based purely on the grounds that there is a statistical compliance or non-compliance with the relevant London Plan range, the density figures set out above provide further confirmation

(to be considered alongside the recommendations regarding heights, massing and residential quality made elsewhere in this report) that an appropriate density is proposed by the applicant.

Inclusive Design

- 7.38 Paragraph 57 of the NPPF is relevant to the current proposal in relation to inclusive design. London Plan policy 7.2 requires all new development to achieve the highest standards of accessible and inclusive design, and refers to the Mayor's Accessible London SPG. London Plan policy 3.5 requires new residential developments to meet the changing needs of Londoners over their lifetimes, and policy 3.8 requires all new housing to be built to Lifetime Homes standards, and 10% of new housing to be wheelchair accessible. Islington's Core Strategy policy CS12 (part H) requires all new housing to comply with "flexible homes" standards (as set out in the Inclusive Design in Islington SPD), with at least 10% wheelchair housing provided as part of all new developments. Islington's Development Management Policy DM3.4 clarifies that this 10% is to be calculated against the number of habitable rooms, and that the accommodation is to be wheelchair accessible *or* easily adaptable for residents who are wheelchair users. It adds that the wheelchair accessible units should be provided across all tenures and unit sizes. Policy DM2.2 requires all developments to demonstrate that they i) provide for ease of and versatility in use; ii) deliver safe, legible and logical environments; iii) produce places and spaces that are convenient and enjoyable to use for everyone; and iv) bring together the design and management of a development from the outset and over its lifetime. The Inclusive Design in Islington SPD also provides detailed guidance relating to inclusive design.
- 7.39 A total of 10 of the 98 units would be wheelchair-accessible or adaptable. With only 29 of 342 habitable rooms proposed to be wheelchair-accessible/adaptable, the provision falls short of the 10% requirement detailed above, however the significant size of some of the units is noted, and it is not recommended that permission be refused due to a shortfall in provision. The wheelchair-accessible/adaptable accommodation would comprise 8x social rent units, 1x shared ownership unit and 1x private sale unit, and this spread across the proposed development's tenures is considered acceptable. Nine of the wheelchair-accessible/adaptable units would have two bedrooms, and one would have one bedroom, which is considered acceptable.
- 7.40 The submitted Design and Access Statement confirms at page 27 that all dwellings will be designed to Lifetime Homes standards and to standards set out in the Inclusive Design in Islington SPD.
- 7.41 Parking spaces for family cycles and trailers are proposed in the cycle stores to the rear of block A. Spaces for the storage of mobility scooters are also proposed, and it is recommended that further details of these facilities (to ensure their sizes and transfer spaces are adequate) be secured by condition.
- 7.42 In accordance with page 66 of Islington's Planning Obligations (Section 106) SPD, an accessible parking bay would be required for each of the wheelchair-accessible/adaptable residential units. Four on-street accessible car parking bays (2 directly outside the application site, two outside the electricity substations) are proposed, with transfer spaces and bollard protection. A further six accessible

parking bays would be required, and these should be located such that the total distance between a dwelling entrance and its associated parking space would be no more than 75m, in accordance with paragraph 5.12 of the Inclusive Design in Islington SPD. It is recommended that a survey, to ascertain where such spaces could be provided, be secured by condition. An appropriate financial contribution towards the provision of on-street spaces would need to be secured through a S106 agreement. If no suitable locations for the accessible parking spaces are available, the S106 contribution may be put towards alternative accessible transport projects.

- 7.43 A small number of residential units at the far (canal) ends of the three wings would be more than 50 metres away (walking distance, taking into account the proposed site layout) from the proposed bin stores, however this is considered acceptable given the small number of units affected, the other benefits of the proposed layout, and the need for bin stores to be located close to Wharf Road.
- 7.44 The proposed development's main shortcoming in terms of inclusive design is the lack of step-free access to the nine units (F7 to F15) in the upper storeys of block F. These units would have no ground floor accommodation, and no lift access to their first, second and third floor accommodation. This would mean the units would not be visitable by people using wheelchairs. While this must be regarded as a shortcoming of the proposed development, the relatively small number of units affected and the effect of redesigning the 4-storey block F to address the concerns (accommodation in the dual-aspect, wheelchair-accessible units at ground floor level would be lost) must be taken into account when attaching weight to this shortcoming in the final balance of planning considerations.

Neighbouring Amenity

- 7.45 The National Planning Policy Framework identifies as a core planning principle that planning should always seek a high quality of design and a good standard of amenity for all existing and future occupants of land and buildings.
- 7.46 London Plan policy 7.6 (part B) states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Policy 7.15 (part B) states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals; separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation; and promoting new technologies and improved practices to reduce noise at source.
- 7.47 Development Management Policy DM2.1 (part Ax) confirms that, for a development proposal to be acceptable it is required to provide a good level of amenity including consideration of noise and the impact of disturbance, hours of operation, vibration, pollution, fumes between and within developments, overshadowing, overlooking, privacy, direct sunlight and daylight, over-dominance, sense of enclosure and outlook. These considerations apply to the amenities of existing residents, and of future residents of proposed developments. Paragraph 2.13 states that the design and layout of buildings must enable sufficient sunlight and daylight to penetrate into and between buildings, and ensure that adjoining land or properties are protected

from unacceptable overshadowing. This supporting text goes on to specifically reference relevant guidance prepared by the Building Research Establishment (BRE).

- 7.48 The City Wharf development under construction at 18-42 Wharf Road is not yet occupied. The nearest sensitive properties adjacent to the application site are the residential properties at Pickfords Wharf, including 49 and 51 Wharf Road.
- 7.49 An objection to the proposed development has been received from the occupant of 49A Wharf Road, citing amenity impacts as a primary concern.
- 7.50 The applicant carried out consultation with neighbouring occupants at pre-application stage (as detailed in the appendix of the submitted Planning Statement, and page 32 of the Design and Access Statement).

Daylight and sunlight

- 7.51 An analysis of the proposed development's impacts upon natural light received by occupants of neighbouring properties is provided in the applicant's Daylight and Sunlight Report, dated 02/06/2014.
- 7.52 The submitted Daylight and Sunlight Report assesses impacts upon the following neighbouring properties:
- 49 Wharf Road
 - 51 Wharf Road
 - 1 to 17 (odds) Pickfords Wharf
- 7.53 The applicant's chosen methodology follows guidance provided in the Building Research Establishment's "Site Planning for Daylight and Sunlight" document (2011), and uses four tests to assess natural light impacts, namely the Vertical Sky Component (VSC), Daylight Distribution (DD), Average Daylight Factor (ADF), and Annual Probable Sunlight Hours (APSH) tests. It should be noted that the ADF test is normally applicable to *proposed* residential units, but in some cases is used as supplementary information (rather than key assessment criteria) to provide a clearer picture regarding impacts upon existing properties.
- 7.54 When using the BRE guidance to assist in the assessment of daylight and sunlight impacts, paragraph 1.6 of the BRE guidance must be noted. This confirms that:
- "The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstances the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings".*
- 7.55 With this advice in mind, it must be noted that 37-47 Wharf Road is an urban/central London site with reasonably high level of accessibility, and relatively high residential

densities in the area immediately to the south (and, in the near future, to the east). It is also within an area identified by the council's planning policies and the relevant site allocation as being appropriate for a significant quantum of development.

- 7.56 A recent appeal decision (ref: APP/V5570/A/13/2195285) must, however, be noted. This decision, dated 15/01/2014 and related to a major site in the south of the borough at Pentonville Road, acknowledged that BRE guidance should be applied flexibly in central locations, and noted the appellant's assertion that there are schemes elsewhere in London that have been granted planning permission without adherence to the BRE numerical guidelines. The Inspector concluded, however, that in the absence of alternative targets for access to daylight and sunlight for such a central location, the BRE guidance should be referred to, and the appeal decision generally indicates that closely adhering to BRE guidance is appropriate to ensure neighbour amenity is protected (paragraphs 14, 27 and 28 of the appeal decision must be noted).
- 7.57 Finally, it must also be noted that the occupants of the less dense development to the immediate north of the application site may have relatively high expectations of good levels of amenity, and may reasonably expect development to cause little or no reduction to natural light to their properties.

Daylight

- 7.58 The BRE guidance notes that where VSC figures are greater than 27%, enough daylight should still be reaching the window of the existing building. If the VSC, with the new development in place, is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in daylight. The results of the applicant's VSC testing can be summarised as follows:

Address	Number of residential windows tested	Windows failing 27% and 0.8x value test	Percentage of windows failing
49 Wharf Road	17	7	41.2%
51 Wharf Road	19	0	0%
1 Pickfords Wharf	11	0	0%
3 Pickfords Wharf	8	2	25%
5 Pickfords Wharf	17	3	17.6%
7 Pickfords Wharf	15	2	13.3%
9 Pickfords Wharf	6	0	0%
11 Pickfords Wharf	6	0	0%
13 Pickfords Wharf	6	0	0%
15 Pickfords Wharf	6	3	50%
17 Pickfords Wharf	8	1	12.5%
TOTAL	119	18	15.1%

- 7.59 The submitted Daylight and Sunlight Report states at section 4.0 that the applicant's consultant did not seek or gain access to any of the properties surrounding the application site. For many of the assessed windows, the use(s) of the rooms behind them have not been confirmed in the appendices of the Daylight and Sunlight Report, while for other rooms it appears that assumptions have been made

regarding uses. The appendices also do not identify the assessed windows on plans, elevations and 3D diagrams. Finally, the Daylight and Sunlight Report does not acknowledge that some of the above addresses do not form a single property – 49 Wharf Road, for example, comprises units A, B and C.

- 7.60 Given the lack of information and verification provided by the Daylight and Sunlight Report, the council must consider a “worst case scenario” and assume that all of the assessed windows serve habitable rooms, even though it is likely that many do not.
- 7.61 The most significant impacts upon daylight received by neighbouring residential windows (in terms of the number of windows affected, as illustrated by the applicant’s VSC test results) would be at 49 Wharf Road and 15 Pickfords Wharf, where half or close to half of the tested windows would be subjected to a noticeable loss of daylight.
- 7.62 In situations where post-development VSC figures fail to comply with the levels suggested by the BRE, a further test can be carried out to measure the overall amount of daylight in a room. This is the Daylight Distribution (No Sky Line, or NSL) test. BRE guidance state that if the NSL moves so that the area of the existing room which does receive direct skylight is reduced to less than 0.8 times its former value, then this will be noticeable to the occupants, and more of the room will appear poorly lit.
- 7.63 The applicant’s Daylight Distribution assessment indicates that three failings would occur. These are at 49 Wharf Road where two rooms described as entrances would fail, and 3 Pickfords Wharf where one room (the use of which is not stated) would fail.
- 7.64 Although the submitted Daylight and Sunlight Report does not provide all of the information normally needed to assess amenity impacts (in addition to the concerns set out above, it is unclear how the applicant has ascertained the sizes of rooms in properties surrounding the application site for the purposes of Daylight Distribution assessment), given that the majority of neighbouring windows would pass the VSC test, and given that the proportion of windows that pass the VSC test would increase once non-habitable room windows are discounted from the worst case scenario, it is considered that the impacts of the proposed development upon daylight received by neighbouring properties can be considered acceptable for an urban/central site such as this.
- 7.65 The applicant has also provided a daylight impact assessment for the residential properties under construction at 18-42 Wharf Road. The accuracy and completeness of this assessment is not questioned, as the applicant’s consultant has made use of approved drawings of that major development, and has not relied on assumptions regarding room uses and sizes. 90 (19%) of 474 windows of this development would fail the VSC test, with the worst affected windows being in that development’s lower levels. The applicant predicts a similar failure rate of the Daylight Distribution test, however this level of failure is considered acceptable given that the affected windows face a relatively narrow street and are in closer proximity to the cluster of tall buildings emerging at the City Road Basin – at such a location, it is reasonable to expect that some losses of amenity would occur. Also of

note, 37-47 Wharf Road was identified by the council as a potential major development site as early as 2004 (as site F in the now-superseded City Road Basin Masterplan), long before planning permission was granted by LB Hackney for the development currently under construction at 18-42 Wharf Road. It is therefore reasonable to assume that LB Hackney, the developer of that site, and any future occupants who have already bought flats in that development, would have been aware of the possibility of major development coming forward at this nearby site.

Sunlight

- 7.66 With regard to sunlight, the applicant has used the APSH test to ascertain whether the centre of adjacent windows (facing within 90° of due south) would receive 25% of annual probable sunlight hours, including at least 5% of those hours in the winter months between 21st September and 21st March. If the available sunlight hours are both less than these amounts and less than 0.8 times their former value, occupants will notice a loss of sunlight.
- 7.67 The applicant tested 75 windows of properties within Pickfords Wharf that face within 90° of due south. A room at 49 Wharf Road would fail the APSH test, and the applicant has referred to the impact upon this room as “major”. Other rooms at 49 Wharf Road would also fail the relevant test, and it must again be assumed that these rooms may be habitable (the applicant’s assertion that most of these are “entrance” rooms/areas is not verified). One room at 3 Pickfords Wharf would also fail the APSH test. Relatively few adjacent rooms at Pickfords Wharf, however, would fail the APSH test, and the overall impact of the proposed development upon existing residential properties to the north would not be significant in terms of sunlight.
- 7.68 Impacts upon sunlight that would be received by the development currently under construction at 18-42 Wharf Road are predicted to be more significant, particularly in the lower floors where several rooms would fail the APSH test, however the width of Wharf Road, the reasonable expectations of future residents, and the designation of 37-47 Wharf Road as a potential development site must again be noted, and it is not considered reasonable to refuse planning permission on the basis of these predicted impacts.

Outdoor spaces

- 7.69 The submitted Daylight and Sunlight Report also provides assessment and illustrations of the proposed development’s impact upon the sunlighting of outdoor spaces which surround the application site, including the waters of City Road Basin. At paragraph 3.3.7 of the BRE guidance it is suggested that at least 50% of amenity areas should receive at least two hours of sunlight on 21st March, and that a two hours sun contour can be plotted on plans to illustrate a development’s impact.
- 7.70 Appendix 4 of the report illustrates that the majority of Area 02 (the courtyard surrounded by 1 to 7 Pickfords Wharf) would still receive at least two hours of sunlight on 21st March, post-development, and that Area 03 (Pickford Wharf’s open space facing the basin) and Area 04 (the waters of the basin) would be unaffected by overshadowing at this time of year. Area 01 (the courtyard surrounded by 3 to 17 Pickfords Wharf) would receive less than two hours of sunlight on 21st March, post-

development, however it is not recommended that permission be refused on these grounds, given that the nearest part of the proposed development (block G) would only be two and three storeys in height, and that a further reduction in the proposed massing (to address this impact) would result in unbalanced massing across the site and a development that may not optimise housing output for such an accessible urban/central site.

Outlook

- 7.71 The proposed development's impacts upon the outlook currently enjoyed by neighbouring residents (to the north of the application site) from their habitable room windows and outdoor spaces are considered acceptable. As noted earlier in this report, the proposed massing would successfully respond to the relatively low-rise development at Pickfords Wharf. The seven- and eight-storey elements of the proposed development would not be tall enough or close enough to neighbouring habitable room windows to adversely affect outlook.
- 7.72 The proposed development would have a greater impact upon the outlook of the future residents of the lower floors of the emerging development at 18-42 Wharf Road, however it must again be noted that at such a location it is reasonable to expect some losses of amenity would occur.

Privacy

- 7.73 Paragraph 2.14 of Islington's Development Management Policies states that "To protect privacy for residential development and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms".
- 7.74 Windows are not proposed in the north elevation of block G, however roof terraces at second floor level have the potential to cause overlooking of existing neighbouring properties at Pickfords Wharf, and a condition requiring details of appropriate screening is recommended.
- 7.75 The 18 metre minimum distance requirement referred to above is not normally applied to situations involving overlooking across a public highway, therefore there are no concerns in relation to the privacy of future residents of 18-42 Wharf Road. To the south of the site is a non-residential use, and to the west the nearest residential properties are approximately 60 metres away.

Noise

- 7.76 The proposed residential use of the site is not considered inappropriate in terms of the noise and activity that would be introduced to this site and this part of Wharf Road.
- 7.77 The generic Demolition and Site Operations Plan submitted with the application lacks site-specific details and is inadequate, therefore a condition requiring the submission of a Construction Environmental Management Plan (CEMP) is recommended. Although no roof-level plant is shown on the submitted drawings, plant will be required in connection with the heating of the proposed development, and a condition relating to plant noise is recommended.

7.78 The comments of the occupant of 49A Wharf Road are noted. These include an objection to the location of one of the proposed bin stores, which would be immediately adjacent to this neighbouring property, and would have its doors in a new front elevation that would be flush with the front wall of 49A Wharf Road. Only a short brick wall exists between the application site and the forecourt of this neighbouring property, and there is certainly potential for significant amenity impacts to occur here. The location of the proposed development's bin stores, however, is determined not only by amenity considerations, but also the need for convenient access for residents (including those with disabilities), and practical considerations, including the distances bins would need to be moved by janitors and refuse collectors. The Waste Management Plan referred to later in this report would need to prescribe appropriate times for bin movements and collections in order to minimise impacts upon neighbouring properties. Hard surfacing materials for the area immediately outside the bin store would need to be carefully selected to ensure that noise from bins being moved from the store would be minimised. A condition requiring submission and approval of details of these materials is recommended.

Quality of Residential Accommodation

7.79 The National Planning Policy Framework's relevant core planning principle (that planning should always seek a high quality of design and a good standard of amenity for all existing and future occupants of land and buildings) is again noted. London Plan policies relevant to the quality of residential accommodation include 3.5, 7.1 and 7.15. Core Strategy policy CS12 (part A) and policy DM2.1 (part A) in the Development Management Policies document confirm that developments should provide a good level of amenity, including in terms of noise, fumes, privacy, outlook and natural light. Policy DM3.4 sets out detailed requirements for new residential accommodation. The Mayor of London's Housing SPG and the London Housing Design Guide (Interim Edition) are also relevant.

Daylight and sunlight

7.80 The BRE's ADF test takes into account room and window sizes, and is commonly used in assessments of the levels of daylight that would be received by residential accommodation proposed in new developments. Page three of the BRE guidance suggests ADF values for dwellings of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms are appropriate.

7.81 The submitted Internal Daylight, Sunlight and Overshadowing Report states at page two that 80% of rooms within the proposed development would meet the BRE's guidance in terms of the ADF test, and adds that the rooms falling short of the BRE's recommendations do so because they would have balconies which would reduce the levels of daylight available indoors. Given the site's urban/central location, the width of Wharf Road, and the amenity provided by the balconies referred to by the applicant's consultant, it is considered that this level of access to daylight is acceptable.

7.82 The submitted Internal Daylight, Sunlight and Overshadowing Report states at page seven that the "sunlight potential of the proposed scheme is good overall, with most

rooms complying with the BRE's recommendations both for the whole year and for the winter months". A definition of "most" has not been provided, and full APSP data has not been set out in the report's appendices, however the applicant's colour-coded elevations – while of limited use – suggest that the majority of tested windows would meet, or would come close to meeting, the BRE's recommendations. In order to reduce the number of failing windows, a reorientation or reduction in the massing of the proposed development would be necessary, which would result in the layout and massing no longer reflecting the historic pattern of development that once existed around the basin, fewer residential units having views of the water, and a development that may not optimise housing output for such an accessible urban/central site. It is therefore considered that the proposed development's access to sunlight is acceptable.

Outlook

- 7.83 Outlook throughout the proposed development would be adequate for such an urban/central site, and the applicant has made efforts to ensure that the majority of residential units across all tenures would benefit from views (oblique or direct) of the waters of the City Road Basin. No units would be reliant on outlook over the site's southern boundary, and only glass blocks, metal mesh screens to the access decks, and a small number of (mostly staircase) windows would face the tall, close and blank north wall of the electricity substations. Further improvements to outlook should be achieved with the submission of amended drawings of the elevations facing the basin.

Privacy

- 7.84 Elevation-to-elevation distances of 17.5 metres would be maintained across the proposed development's open spaces, where distances of 18 metres would normally be required, however this shortfall is minor, and any resulting compromised privacy between properties in the same development would not normally be of as much concern as situations where existing neighbouring privacy is compromised.
- 7.85 The proposed development would not be closely overlooked by residential properties to the south and west. In respect of the emerging mixed use development at 18-42 Wharf Road, it is again noted that the council's 18 metre minimum distance requirement is not normally applied to situations involving overlooking across a public highway. To the north, existing windows at Pickfords Wharf may overlook some of the windows and rear outdoor amenity spaces of proposed block G, however these would be limited and/or oblique views, and appropriate screening of the new roof terraces could be provided. It is recommended that details of such screening be secured by condition.

Unit and room sizes

- 7.86 Table 3.2 of the Development Management Policies sets out overall minimum unit size standards for residential development, and Table 3.3 reiterates the Mayor of London's room size standards. Page 27 of the submitted Design and Access Statement confirms that the proposed development has been designed to these standards, and floor plans submitted by the applicant indicate that these standards

would be significantly exceeded in several units. The proposed development is considered acceptable in terms of internal space provision.

Aspect

- 7.87 Dual aspect flats must be provided in all situations in accordance with Core Strategy policy CS9 (part F) and part D of Development Management Policy DM3.4, unless exceptional circumstances can be demonstrated.
- 7.88 Of the 98 residential units proposed, 26 would be single aspect (21 in block A, five in block E). Of the other 72 units, many would benefit from true dual aspect, with windows on opposite sides of their blocks, enabling natural cross-ventilation and improved amenity for their occupants. This level of provision of dual aspect units is welcome, and should weigh positively in the final balance of planning considerations.

Playspace

- 7.89 Development Management Policy DM3.6 sets out requirements for playspace.
- 7.90 Page 42 of the submitted Planning Statement sets out the applicant's child yield calculations for the proposed development. A child population of 93 (40x under-5s, 32x 5- to 11-year-olds, and 21x over-12s) was predicted when a 99-unit scheme was proposed. Applying the requirement of policy DM3.6 for 5sqm of playspace to be provided per child, an overall provision of 465sqm would be needed.
- 7.91 The amended Landscape Design Statement (dated October 2014) intends to address the comments of the Design Review Panel, and sets out proposals for playspace within the northern courtyard, where 222sqm of "toddler space" is proposed. In addition, other areas within the two courtyards would be playable, and the applicant has indicated that older children would more appropriately make use of existing play provision at Graham Street Park, Shepherdess Walk, King Square Gardens and Shoreditch Park, although it is noted that the latter two spaces would require children to cross busy roads, and are more than 400 metres away from the application site (and therefore exceed the maximum walking distance set out in the Mayor of London's Play and Informal Recreation SPG).
- 7.92 Contributions towards playspace provision are no longer collected through S106 agreements, and are instead now collected through Islington's Community Infrastructure Levy (CIL), and it may be appropriate to allocate CIL funds to improving the existing playspaces within walking distance of the application site.
- 7.93 With the proposed development being at least partly reliant upon existing playspaces outside the site, reciprocal, full public access to the outdoor spaces proposed at 37-47 Wharf Road should be provided and secured through a S106 agreement.

Amenity space

- 7.94 Development Management Policy DM3.5 states that all new residential development and conversions will be required to provide good quality private

outdoor space in the form of gardens, balconies, roof terraces and/or glazed ventilated winter gardens. Part C of the policy states that the minimum requirement for private outdoor space is 5sqm on upper floors and 15sqm on ground floors for 1-2 person dwellings. For each additional occupant, an extra 1sqm is required on upper floors and an extra 5sqm on ground floors up to a minimum of 30sqm for family housing (three bedroom residential units and above).

- 7.95 Private amenity spaces are proposed in the form of small defensible spaces outside ground floor units, balconies (some recessed, some projecting), and roof terraces. Every residential unit across all tenures would have access to some form of private outdoor amenity space, and residents would additionally have full access to the proposed development's two courtyards and canal edge. The overall provision is considered acceptable and largely compliant with Development Management Policy DM3.5.

Open space

- 7.96 Development Management Policy DM6.2 states that developments in excess of certain sizes, or where a specific need has been identified by the council, are required to provide on-site publicly-accessible public open space. With a total floorspace of 12,543sqm (GEA), the proposed development is required to provide open space under this policy. Map 3.10 in the Core Strategy confirms St Peter's Ward is a priority area for increasing the quantity of public open space. At 37-47 Wharf Road, site allocation BC10 states that public space should be provided along the canal edge. The proposed development's two courtyards, which would be accessible to the public, address this requirement.
- 7.97 The submitted Internal Daylight, Sunlight and Overshadowing Report states at page seven that more than 50% of the two proposed courtyards would receive at least two hours of sunlight on 21st March.

Refuse and recycling

- 7.98 Bin stores are proposed at either end of block A. The submitted Waste Management Addendum to the Design and Access Statement confirms that space for 28x 1,280-litre Eurobins are proposed. A Waste Management Plan would need to be provided, clarifying arrangements for the separate storage of recyclable waste within the bin stores, arrangements for the transfer of waste from the residential units to the bin stores, details of measures to avoid impacts upon the amenities of residents immediately to the north of the application site, janitor responsibilities, collection times, and details of measures designed to avoid obstruction of the bin stores when bulky waste is being stored, in order to address the concerns of the council's Street Environment Manager.

Other residential quality matters

- 7.99 Proposed access deck lengths and the number of residential units served by each core are considered acceptable. In most cases, no more than six units would be served by a single core or deck on each floor. 10 units would be served by a single corridor (with three stair cores and a lift) at 5th floor level in block A, however this is considered acceptable given the relatively small number of units involved.

7.100 With regard to Development Management Policy DM3.7, residents' exposure to noise would need to be addressed through a scheme for sound insulation, which can be secured by condition.

7.101 Islington's Development Management Policies reiterate the guidance of the Mayor of London's Housing SPG (which states that 2.6 metre floor-to-ceiling heights should be provided in new residential developments). Supplementary drawings 460_D_005 and 015 confirm that floor-to-ceiling heights of 2.6m are proposed.

Dwelling Mix

7.102 Policy CS12 (part E) requires developments to provide a range of unit sizes to meet needs in the borough, and maximise the proportion of family accommodation in both affordable and market housing. In the Development Management Policies document, paragraph 3.14 (which supports policy DM3.1) states that developments should provide for a mix of unit sizes in accordance with Table 3.1, which sets out the following required unit size/tenure mix:

Tenure	1 bed	2 bed	3 bed	4 bed+
Market	10%	75%	15%	0%
Intermediate	65%	35%	0%	0%
Social Rented	0%	20%	30%	50%

7.103 The unit size/tenure mix proposed by the applicant following the amendments made during the life of the application is as follows:

Tenure	1 bed	2 bed	3 bed	4 bed
Market	5 (26.3%)	4 (21.1%)	10 (52.6%)	0 (0%)
Intermediate	9 (60%)	6 (40%)	0 (0%)	0 (0%)
Social Rented	4 (6.3%)	40 (62.5%)	14 (21.9%)	6 (9.4%)

7.104 The proposed proportions of 1-, 2- and 3-bedroom intermediate (shared ownership) units closely match the requirements of Table 3.1, and are considered acceptable. In accordance with the footnote at Table 3.2, no studio units are proposed in any tenure.

7.105 Other aspects of the proposed unit size mix do not closely match the requirements of Table 3.1, however the proposed unit size mix within the social rent tenure is considered acceptable, given the advice of the Housing Development and Regeneration Team Leader, and given the application site's location, where an exception to certain policy requirements (in particular, the requirement for 50% of social rent units to have four bedrooms) can be accepted due to affordability considerations.

Affordable Housing and Financial Viability

- 7.106 Core Strategy policy CS12 (part G) sets out a requirement that 50% of additional housing to be built in the borough over the plan period should be affordable, and that the maximum reasonable amount of affordable housing is provided at individual sites. Paragraph 47 of the NPPF is relevant to the proposed development in relation to affordable housing, as is London Plan policy 3.12. Policy 3.11 in the London Plan (as amended by the Revised Early Minor Alterations to the London Plan, 2013) sets out a preference for 60% of affordable housing provisions to be for social and affordable rent and 40% for intermediate rent or sale, however Core Strategy policy CS12 (part G) sets out a required 70% social housing / 30% immediate housing split. Paragraph 4.4.42 of the Mayor of London's Housing SPG (2012) and paragraphs 9.46 and 9.47 of Islington's Planning Obligations (Section 106) SPD confirm that post-approval reassessment(s) of a development's financial viability may be appropriate in some cases.
- 7.107 Approximately 20% of the application site is currently owned by LB Islington with the other 80% currently leased by the council for approximately 80 years unexpired from the Canal and River Trust. As part of its land deal with the applicant, the council intends to forego a majority proportion of its capital receipt for its freehold and long leasehold interests in order to facilitate a higher affordable housing provision. The proposed affordable housing offer is also dependent on Recycled Capital Grant Funding (RCGF) and further subsidy by Family Mosaic.
- 7.108 The proposed affordable housing offer would deliver:
- 64 social rent units (4x 1-bedroom, 40x 2-bedroom, 14x 3-bedroom and 6x 4-bedroom units)
 - 15 shared ownership units (9x 1-bedroom and 6x 2-bedroom units)
- 7.109 Although the submitted Design and Access Statement refers to "affordable rent", this tenure is not proposed, and the submitted Planning Statement correctly refers to social rent units.
- 7.110 Based on habitable rooms, the proposed development would deliver a 78.9% affordable provision (80.6% based on units). A total affordable provision of 79 units would be delivered. Within this provision, a tenure split of 86.7% social rent / 13.3% shared ownership would be achieved.
- 7.111 The applicant submitted a financial viability appraisal prepared by Douglas Birt Consulting and dated 28/05/2014. This notes the land deal specific to this site, the RCGF being used, and the lower profit level that the applicant is prepared to accept, and concludes that the scheme is able to provide 81% affordable housing.
- 7.112 The council's financial viability consultant, BPS, examined the applicant's financial viability appraisals and related documents, and issued a report dated 31/07/2014. BPS asserted that the build costs and affordable housing values suggested by the applicant's consultant were reasonable. BPS noted that the private sales values could be increased marginally to reflect recent sales growth, but noted that this would still result in profit levels considerably lower than those typically targeted by developers, and the overage agreement would in any case address any such increase in sales values. Although the applicant has allowed for S106 and CIL contributions higher than those that are actually required, due to the detail of the

land deal struck with the vendors, this difference in contributions would not materially affect BPS's conclusions regarding the scheme's viability. In conclusion, BPS state that they are satisfied that the applicant cannot viably deliver any additional affordable housing or payments towards planning obligations.

- 7.113 On 04/12/2014 the applicant confirmed that the loss of one shared ownership unit had a largely neutral impact upon the proposed development's financial viability, as a small increase in private residential floorspace was proposed in the same amendments received on 06, 07 and 22/10/2014.
- 7.114 The applicant has agreed to the inclusion (in a S106 agreement) of a further review of the proposed development's financial viability in the event that implementation is delayed.
- 7.115 A redacted version of BPS's report is attached to this report at Appendix 4.
- 7.116 The proposed social rent units would be located in the wings and part of block A. The shared ownership units would be located at the south end of block A, with the proposed private units occupying the top storeys of block A. This arrangement of tenures is considered fair, no single tenure would be concentrated in a significantly compromised or favourable location, the majority of units (across all tenures) would benefit from views of the basin, and the proposed elevational treatments would ensure the development is "tenure blind".

Sustainability

- 7.117 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and policies relevant to sustainability are set out throughout the NPPF. Further planning policies relevant to sustainability are set out in chapter 5 of the London Plan, Core Strategy policy CS10 and chapter 7 of the Development Management Policies. Islington's Environmental Design SPD is also relevant.
- 7.118 Information relating to sustainability was provided in the appendices of the Energy Strategy. These included a draft Green Performance Plan, a Code for Sustainable Homes Pre-Assessment, and a water consumption calculation for a typical residential unit. A separate Drainage Layout drawing provides pre- and post-development surface water run-off figures.
- 7.119 In relation to drainage, the applicant has not addressed Development Management Policy DM6.6 in full. Annotations on drawing 400 indicate that an 88% reduction in surface water run-off would be achieved, however a litres/second/hectare figure is needed for comparison with the requirements of policy DM6.6, which states that major developments must be designed to reduce flow to a "greenfield rate" of run-off (8 litres/second/hectare) where feasible. Where it is demonstrated that a greenfield run-off rate is not feasible, rates should be minimised as far as possible, and the maximum permitted run-off rate will be 50 litres/second/hectare.
- 7.120 Alternative drainage options need to be explored by the applicant before engineered solutions (such as the proposed attenuation tanks) are opted for in accordance with the drainage hierarchy set out in London Plan policy 5.13. Water

should be controlled at surface where possible, and integrated into the proposed landscaping. Permeable surfaces, capped below (if contamination or ground conditions prevent infiltration techniques), could be appropriate. The applicant's drainage strategy should demonstrate compliance with Islington's policy requirement (set out under part G of Policy BC2 in the Finsbury Local Plan) that development proposals should provide sustainable drainage techniques that result in zero net run-off to the canal basin.

- 7.121 An appropriate condition, requiring the submission of an updated drainage strategy that addresses the requirements of Development Management Policy DM6.6, is recommended.
- 7.122 The proposed development has been designed to achieve Code for Sustainable Homes Level 4, in accordance with Development Management Policy DM7.4. It is recommended that this be secured by condition, and officers will continue to encourage the applicant to aspire to meet Level 5. The council's 95 litres per person per day water consumption target (set out under Core Strategy policy CS10) would be met, albeit narrowly, and it is also recommended that this be conditioned.
- 7.123 A requirement for a complete and updated Green Performance Plan is included in the recommended S106 Heads of Terms. Improvements to the plan will need to be made prior to its resubmission (which, in accordance with Appendix 3 of the council's Environmental Design SPD, would be within six months of occupation of the development). This will need to ensure that 10% of the volume of materials used are derived from recycled and reused content, in accordance with Development Management Policy DM7.4.
- 7.124 The applicant's submission does not clarify whether green/brown roofs would be provided, however these are required on all areas of flat roof that are not required for other purposes under Development Management Policy DM6.5 (part C) and Finsbury Local Plan policy BC2 (part G). A condition, requiring the maximisation of green/brown roof provision and requiring green/brown roofs to meet the council's standard requirements (which set out under policy DM6.5 and the council's Environmental Design SPD), would be necessary. This provision would form part of the drainage strategy and should be taken into account in run-off calculations.
- 7.125 Map 3.12 in the Core Strategy confirms the application site is within an area deficient in access to nature. Development Management Policy DM6.5 requires developments to protect and enhance the biodiversity value of development sites and their surroundings. This policy requirement is particularly relevant to 37-47 Wharf Road, given the site's location immediately adjacent to the Regent's Canal (East) Site of Importance for Nature Conservation (Metropolitan Importance).
- 7.126 An Ecological Appraisal, based on a survey carried out on 11/02/2014, was submitted with the application. It found that the site's derelict warehouse provides roosting potential for bats during the bat active season, but that the site was unlikely to be used by any other protected species. The appraisal concluded that the site is of low ecological value, but made recommendations intended to enhance and minimise impacts upon wildlife.

7.127 It is recommended that these measures be accepted and secured by condition. In addition, it is recommended that a further bat survey – carried out at an optimum time of year when bats are more active – be required by condition. Conditions relating to green/brown roofs, and to the landscaping of the site, are appropriate to ensure further enhancements in relation to biodiversity are achieved.

Trees and Landscaping

7.128 The applicant's submissions demonstrate that the proposed development would have little impact upon existing trees. The proposed development would necessitate pruning of one tree – a false acacia – that currently oversails the site boundary, however trees of this size and species can tolerate such pruning, as well as the pruning that would be necessary later to avoid post-development conflict.

7.129 The proposed tree planting scheme is considered acceptable, subject to details of tree sizes and soil volumes being submitted at conditions stage. The proposed landscaping scheme is considered acceptable, however a condition requiring full details of landscaping would be necessary.

7.130 The applicant's External Lighting Strategy Plan includes bollard lighting along the basin edge, uplighters and lighting set within planter walls. A condition, requiring full details of general and security outdoor lighting (including details of luminaire models and spill) is recommended. These details will need to be considered in the light of inclusive design considerations, and the need to limit impacts upon neighbouring residents, wildlife and the adjacent Site of Importance for Nature Conservation.

Energy Efficiency and Renewable Energy

7.131 Islington's Core Strategy policy CS10 (part A) states that all major development should achieve an on-site reduction in total (regulated and unregulated) carbon dioxide emissions of at least 40% in comparison with total emissions from a building which complies with the Building Regulations 2006, unless it can be demonstrated that such provision is not feasible. This 40% saving is equivalent to a 30% saving compared with the 2010 Building Regulations, and 27% compared with the 2013 Building Regulations. A higher saving (50% in comparison with total emissions from a building which complies with the Building Regulations 2006, which translates into a 39% saving compared with the 2013 Building Regulations) is required of major development in areas where connection to a decentralised energy network (DEN) is possible. Development Management Policy DM7.3 requires all major developments to be designed to be able to connect to a DEN, and connection is required if a major development site is within 500 metres of an existing or a planned future DEN. Part J of Core Strategy policy CS7 and part F of Finsbury Local Plan policy BC2 set out aims and requirements relating to expansion of existing DENs.

7.132 The Bunhill Heat and Power Network exists relatively close to the site. Distribution pipework is already in place along Ironmonger Row and Central Street. Expansion of the network to within 250 metres of the site boundary is due to be completed by late 2015/early 2016. Two additional low carbon heat sources are also due to be connected to the network within this timeframe.

- 7.133 The applicant's updated (version 3.0) Energy Strategy sets out two options in relation to energy. The applicant's preferred strategy involves connection to the Bunhill Heat and Power Network (in compliance with policy DM7.3), and would achieve a saving in total CO₂ emissions of 27.2% in comparison with a scheme that complied with the 2013 Building Regulations. This would fall short of the 39% saving required by Core Strategy policy CS10, however this is considered acceptable at this particular site, given that the performance of the network (in terms of CO₂ emissions) is due to be improved (and, therefore, the carbon intensity of the proposed development would also be improved) once connections are made in the short term to local sources of lower carbon heat.
- 7.134 The applicant's second, fallback strategy (Option 2) includes a proposed CHP facility, and is not considered acceptable, as it would achieve a total CO₂ saving of only 12.8%, falling significantly short of the council's 27% requirement. If it transpires that Option 1 is not feasible, Option 2 would only be considered acceptable if significant improvements were made to this saving, which could include improved energy efficiency, measures to reduce unregulated emissions, use of a low carbon heat supply from neighbouring developments, and/or alternative on-site low carbon heat generation. It is recommended that the S106 agreement be worded to make clear that Option 2 should only be implemented if such improvements are made. Appropriate measures to future-proof the development for later connection to the Bunhill Heat and Power Network would also need to be included in the necessary S106 Heads of Terms.
- 7.135 Energy efficiency measures and photovoltaic panels to the roof of block E are also proposed by the applicant.
- 7.136 Given the CO₂ savings proposed by the applicant, a financial contribution towards offsetting of £131,560 would be required if Option 1 is implemented, increasing to £157,320 if Option 2 is implemented. This contribution would need to be secured through a S106 agreement.
- 7.137 The overheating analysis provided by the applicant in the Report on Thermal Comfort submitted in response to officer comments concludes that all sample dwellings would comply with relevant guidance on overheating in 2030, but that one living room would overheat in 2050. This low level of failure is considered acceptable.

Highways and Transportation

- 7.138 Policies relevant to highways and transportation are set out in section 4 of the NPPF and chapter 6 of the London Plan. Islington's Core Strategy policy CS10 encourages sustainable transport choices through new development by maximising opportunities for walking, cycling and public transport use. Detailed transport policies are set out in chapter 8 of Islington's Development Management Policies.

Existing conditions

- 7.139 As noted earlier in this report, Wharf Road is open to two-way traffic. Double yellow lines exist on the west (LB Islington's) side of the street immediately outside the application site, and on-street parking bays exist on the opposite (east) side within

LB Hackney, however these are currently suspended to facilitate construction work. The site has a PTAL rating of three, rising to four at its southeast corner. The site is served by several bus routes along City Road, and is within walking distance of Angel and Old Street tube stations. The site has six dropped kerbs along Wharf Road, although some of these appear not to have been used for some time. The canal edge has been identified as a Local Cycle Route at Appendix 6 of Islington's Development Management Policies.

Trip generation, parking and cycle parking

- 7.140 The applicant's Transport Assessment (rev C, which still refers to a 99-unit development) assesses the impact of the proposed development upon highway networks, movement and safety.
- 7.141 The applicant predicts the proposed development would generate 51 and 48 total person trips in the a.m. (08:00 to 09:00) and p.m. (17:30 to 18:30) peak hours, with the majority of trips being made by foot (28.1%), tube (27.6%), bus (24.7%, including coaches and minibuses) and cycle (10.7%). No peak hour car or van trips are predicted, and small numbers of trips by train, taxi/minicab and motorcycle/scooter/moped are predicted.
- 7.142 In relation to public transport capacity, 12 additional bus trips are predicted in the a.m. peak hour, and 12 are predicted in the p.m. peak hour. 15 additional tube trips are predicted in the a.m. peak hour, and 13 in the p.m. peak hour, and these are likely to be spread between Old Street and Angel tube stations. The applicant's consultant concludes that the numbers of additional trips relating to all modes of public transport are not expected to have an adverse impact on local services. This conclusion is accepted by officers. Contributions towards transport improvements are now collected through Islington's Community Infrastructure Levy (CIL), and TfL would be able to make a case for moneys to be spent on local services, should this be necessary following the completion of this and other developments around the City Road Basin.
- 7.143 The proposed development would be car-free in accordance with Core Strategy policy CS10 and Development Management Policy DM8.5. Proposed provisions for accessible parking are discussed earlier in this report. An appropriate clause in a S106 agreement would be necessary to prevent residents of the proposed development from being eligible for Controlled Parking Zone (CPZ) permits, however it must be noted that residents moving into the new homes would be eligible for a CPZ permit if they have already held an Islington CPZ permit for a period of at least a year.
- 7.144 The proposed development would have 214 bedrooms. The standards set out at appendix 6 of the Development Management Policies confirm that one cycle parking space is required per bedroom, however only 206 cycle parking spaces are proposed. The proposed development's small shortfall in provision is a result of the applicant providing space for cycle trailers. Although this space would normally be expected in addition to the 1-space-per-bedroom provision, it is not considered necessary to seek further amendments in this case. The cycle stores would be covered and conveniently located, in accordance with part C of Development Management Policy DM8.4. The proposed cycle parking provision (including

product specification for the proposed racks), and provision of cycle parking arrangements for visitors, would need to be secured by an appropriate condition.

- 7.145 A Travel Plan has been provided by the applicant. This is welcomed (and required under Appendix 5 of the Development Management Policies) and would encourage the use of more sustainable modes of transport. A requirement for a detailed, updated travel plan would need to be included in a S106 agreement.

Servicing

- 7.146 The site would continue to be serviced from Wharf Road which, although contrary to Development Management Policy DM8.6 (which states that provision for delivery and servicing should be provided off-street, and that applicants must demonstrate that servicing and delivery vehicles can enter and exit the site in a forward gear), would enable the development to provide strong definition to Wharf Road, and the amenities of the two new courtyards would not be compromised by the presence, noise and exhaust fumes of vehicles.
- 7.147 Drawing SK10 rev C was submitted in response to officers' application-stage comments, and shows three notional pick-up areas on Wharf Road outside the proposed bin stores, however these would not be marked, and the existing double yellow lines would remain in place.
- 7.148 Conditions requiring the submission of a Delivery and Servicing Management Plan and a Demolition and Construction Management and Logistics Plan are recommended.

Other highways considerations

- 7.149 It is likely that footway and highway reinstatement works would be necessary following completion of the proposed development, and it is recommended that provision for this be included in a S106 agreement. Other works to Wharf Road proposed by the applicant – including the relocation of an existing speed hump, and the installation of bollards and build-outs either side of the proposed inset accessible parking bays – would need to be covered by a S278 agreement. This agreement would also need to secure the provision of dropped kerbs requested by the council's Street Environment Manager. Vehicle tracking plans (drawing SK11) demonstrate that refuse vehicles and fire appliances would not be prevented from passing along Wharf Road once the highways works are implemented and the accessible parking bays and notional pick-up areas are in use. The submitted Road Safety Audit states that, with a 4.8 metre carriageway width maintained, two cars would still be able to pass if approaching from opposite directions. LB Hackney were consulted on the proposed development, but did not provide comments.
- 7.150 The comments of the London Fire and Emergency Planning Authority regarding the need for fire brigade access to the perimeter of the proposed buildings are noted, however this does not mean vehicular access into the site is required.
- 7.151 The PERS audit included in the submitted Transport Assessment notes aspects of the pedestrian environment close to the application site which could be improved.

These findings could inform future decisions as to where CIL moneys associated with the proposed development could be spent.

- 7.152 As noted earlier in this report, the council is negotiating with UKPN and other stakeholders to secure public access to the east side of the City Road Basin. As contributions towards transport and public realm works are now collected through Islington's CIL, once moneys related to the proposed development are secured it may be appropriate to allocate CIL funds to improving the basin edge outside the electricity substations and to the removal of fences and gates that currently prevent public access to the east side of the basin.

Contaminated Land and Other Environmental Considerations

- 7.153 Site allocation BC10 notes that the site falls within a groundwater source protection zone. Proposals must incorporate measures to protect groundwater quality and demonstrate that groundwater quality will not be detrimentally affected during construction.
- 7.154 Given the potentially contaminating historic uses of the application site, the potential for contamination of groundwater, and the introduction of residential accommodation which would bring new receptors to the site, provisions relating to contamination would be necessary, and appropriate conditions are recommended. The Environment Agency have requested that six conditions be applied in relation to site contamination, and these are recommended as an informative and five conditions, including a single condition relating to piling in the light of comments made by Thames Water, the Environment Agency and the council's Pollution Projects Team.
- 7.155 The Explosive Ordnance Threat Assessment submitted with the application concludes that the majority of the site has a low risk of unexploded ordnance remaining, and that the remainder of the site has a medium risk. The applicant's consultant has made recommendations intended to mitigate risks associated with unexploded ordnance, including the provision of briefings to site staff, and the supervision of excavations by an appropriate disposal engineer.
- 7.156 The whole of the borough has been designated by the council as an Air Quality Management Area. Should Option 2 of the applicant's Energy Strategy be implemented, any CHP plant would need to be of an ultra-low NOx type, and an appropriate condition is recommended.
- 7.157 As noted earlier in this report, for the development's demolition and construction phases, a Construction Environmental Management Plan (CEMP) assessing the environmental impacts (including air quality, dust, smoke and odour) would need to be secured by condition.
- 7.158 In the light of the recent information provided by the applicant in relation to electromagnetic radiation, it is not recommended that the condition proposed by the council's Pollution Projects Team be applied.
- 7.159 With regard to the risk of odours emanating from the proposed development's bin stores, the Waste Management Plan required by a relevant recommended condition

will need to set out appropriate mitigation measures, and it is noted that the north bin store (adjacent to 49 Wharf Road) would have two doors between the street and the area where waste would be stored.

Planning Obligations, Community Infrastructure Levy and local finance considerations

7.160 At application stage officers advised the applicant that a S106 agreement including the relevant Heads of Terms would be necessary in order to mitigate the impacts of the proposed development. The necessary Heads of Terms are:

- On-site provision of affordable housing in line with Core Strategy policy CS12.
- Submission of an updated financial viability appraisal, should implementation be delayed.
- 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 of five work placements during the construction phase of the development, lasting a minimum of 13 weeks, or a fee of £25,000 to be paid to LBI (£5,000 per work placement not provided). Developer/ contractor to pay wages (must meet London Living Wage). London Borough of Islington Construction Works Team to recruit for and monitor placements.
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £9,900 and submission of a site-specific response document to the Code of Construction Practice for the approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- The provision of 10 accessible parking bays or a contribution of £20,000 towards bays or other accessible transport initiatives.
- A contribution of £131,560 towards offsetting the projected residual CO₂ emissions of the development if Option 1 of the Energy Strategy is implemented, or £157,320 if Option 2 is implemented (charged at the established price per tonne of CO₂ for Islington which is currently £920).
- 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 full Travel Plan for council approval prior to occupation, and of a full Travel Plan for council approval six months from first occupation of the development.
- Removal of eligibility for residents' parking permits.
- Provision of public access through the site (between Wharf Road and City Road Basin) and to/along the canal basin edge/path.
- Council's legal fees in preparing the S106 and officer's fees for the preparation, monitoring and implementation of the S106.

7.161 In emails dated 28/11/2014 and 02/12/2014, the applicant agreed to the above Heads of Terms.

7.162 Modifications to the highway outside and close to the application site would need to be the subject of a S278 agreement with the council. This matter would also need to be referred to in a S106 agreement.

7.163 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the London Borough of Islington Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL) would be chargeable on the proposed development. This would be calculated in accordance with the London Borough of Islington CIL Charging Schedule 2014 and the Mayor of London CIL Charging Schedule 2012. The CIL charges would be payable to the London Borough of Islington after implementation. Based on the floorspace figures provided with the application, and an assumption that the existing buildings have been occupied for six months within the last three years, an Islington CIL of £453,041.93 and a Mayoral CIL of £91,015 would apply to the proposed development. Revised CIL figures for the site "as vacant" would be Islington CIL of £536,000, and Mayoral CIL of £107,681, and a further recalculation of CIL may be necessary in the light of the amendments made on 06, 07 and 22/10/2014.

National Planning Policy Framework

7.164 Paragraph 17 of the NPPF sets out 12 core planning principles that should underpin decision-taking. The current proposal is strong in relation to the principles relating to the reuse of land, and encouraging walking. Subject to conditions and the necessary S106 agreement, the proposed development is also largely in compliance with the principles relating to climate change, and the conservation and enhancement of the natural environment. The proposal is not considered to be fully compliant in relation to the principles relating to achieving high quality design and

meeting housing needs, however its contribution towards these targets is nevertheless acknowledged.

- 7.165 In the final balance of planning considerations officers have also considered the proposal in the context of the presumption in favour of sustainable development set out in the NPPF.

Other Matters

- 7.166 Development Management Policy DM6.1 requires developments to provide healthy environments, reduce environmental stresses, facilitate physical activity and promote mental well-being. London Plan policy 3.2 and Core Strategy policy CS19 are also relevant. Development Management Policy DM6.1 states that a Health Impact Assessment (HIA) needs to be submitted with applications for developments involving over 200 residential units, or where potential health issues are identified. Given the size of the proposed development, and the responses provided by the applicant in the submitted HIA screening document, it is accepted that an HIA need not be provided by the applicant. The proposed development does not raise any particular concerns regarding health, and it is noted that the provision of public access through the development and along the canal basin edge, and the inclusion of adequate and conveniently located cycle storage, could encourage more active lifestyles and the use of more sustainable transport modes.
- 7.167 The Metropolitan Police's Designing out Crime Officer has asked for Secured by Design compliance to be secured by condition. Such a condition, however, is not recommended, as standard Secured by Design measures may conflict with the council's intention to secure public access through the developed site and along/to the east side of the City Road Basin. A condition requiring details of security lighting is recommended.
- 7.168 The concern expressed by a neighbouring resident regarding potential damage to adjacent property during construction works is not a material planning consideration that would warrant refusal of planning permission, and in any event this would be guarded against by recommended condition 24.
- 7.169 The comments of one resident regarding the pre-application consultation carried out by the applicant are noted. The applicant team was encouraged by the council to consult across a wide area that included the Angel Waterside development, however it is noted that pre-application consultation by an applicant is not yet a requirement under the Localism Act 2011. At application stage the council met and exceeded its statutory duties in publicising the application.
- 7.170 The concerns expressed by one resident regarding the apparent lack of infrastructure improvements to support the several major residential developments currently under construction around the City Road Basin would be addressed in part by the CIL and S106 contributions secured in connection with the various planning permissions that have been granted to date, and by the facilities to be provided within those developments.

8.0 SUMMARY AND CONCLUSION

Summary

- 8.1 The benefits of the proposed development must be noted. These include the delivery of a quantum of new housing (including much-needed affordable housing), the removal of existing unsightly buildings and boundary treatments, the re-use and redevelopment of a site which currently causes visual harm to the City Road Basin and Wharf Road, the reduced surface water run-off rate that would be achieved, the quality of the proposed residential accommodation, the provision of public access to the canal edge, and the definition and activity that would be brought to Wharf Road. CIL contributions towards transport and other infrastructure which, although required in order to mitigate the impacts of the development, would also benefit existing residents and visitors to the area. Work placements would also be secured.
- 8.2 These benefits must, however, be weighed against the shortcomings of the proposed development, and the policies which would not be complied with. Officers' primary concerns relate to the proposed canal elevations, and inclusive design. These shortcomings, however, can be remedied or limited through the use of conditions (including amending conditions where appropriate) and through the requirements of the recommended Section 106 agreement. In the case of the residential units that would not be habitable or visitable by people with disabilities, it is considered that in this case there are relevant considerations that do not outweigh the non-compliance with planning policy, but lessen the weight to be attached to this shortcoming.
- 8.3 The comments made by residents have been considered, as have responses from consultee bodies.
- 8.4 It must be noted that the statutory starting point in the council's assessment of planning applications is to assess them against all relevant development plan policies and other material considerations, then to determine them in accordance with the plan as a whole unless material considerations indicate otherwise.
- 8.5 In this case, the benefits of the proposed development (as amended) have been given due consideration, and are considered to outweigh the shortcomings of the development (as mitigated by the facts of the case and the provisions of the recommended conditions and Section 106 Heads of Terms).
- 8.6 In conclusion, given the proposed development's level of compliance with planning policies (including those of the NPPF and the London Plan), it is recommended that planning permission be granted.

Conclusion

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

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

That the Committee resolve to GRANT planning permission.

RECOMMENDATION B

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

- On-site provision of affordable housing in line with Core Strategy policy CS12.
- Submission of an updated financial viability appraisal, should implementation be delayed.
- 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 of five work placements during the construction phase of the development, lasting a minimum of 13 weeks, or a fee of £25,000 to be paid to LBI (£5,000 per work placement not provided). Developer/ contractor to pay wages (must meet London Living Wage). London Borough of Islington Construction Works Team to recruit for and monitor placements.
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £9,900 and submission of a site-specific response document to the Code of Construction Practice for the approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- The provision of 10 accessible parking bays or a contribution of £20,000 towards bays or other accessible transport initiatives.
- A contribution of £131,560 towards offsetting the projected residual CO₂ emissions of the development if Option 1 of the Energy Strategy is implemented, or £157,320 if Option 2 is implemented (charged at the established price per tonne of CO₂ for Islington which is currently £920).

- 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 full Travel Plan for council approval prior to occupation, and of a full Travel Plan for council approval six months from first occupation of the development.
- Removal of eligibility for residents' parking permits.
- Provision of public access through the site (between Wharf Road and City Road Basin) and to/along the canal basin edge/path.
- Agreement to enter into a S278 with the Local Highway Authority in relation to works to Wharf Road.
- Council's legal fees in preparing the S106 and officer's fees for the preparation, monitoring and implementation of the S106.

That, should the Section 106 Deed of Planning Obligation not be completed within 27 weeks from the date when the application was made valid, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

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

RECOMMENDATION C

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

List of Conditions:

1	Commencement
	CONDITION: The development hereby permitted shall begin no later than three years from the date of this permission.

	<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</p> <p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved drawings and information:</p> <p>460_PL_100, 460_PL_101 rev B, 460_PL_102 rev A, 460_PL_103 rev B, 460_PL_104 rev A, 460_PL_105 rev B, 460_PL_106 rev B, 460_PL_107 rev B, 460_PL_108 rev A, 460_PL_109 rev B, 460_PL_110 rev B, 460_PL_111 rev B, 460_PL_112 rev B, 460_PL_113 rev A, 460_PL_114 rev A, 460_PL_115 rev A, 460_PL_300 rev B, 460_PL_301 rev A, 460_PL_302 rev B, 460_PL_303 rev B, 460_PL_304 rev B, 460_PL_305 rev B, 460_PL_306 rev A, 13259/E/01A-03, 13259/E/02-02, 13259/E/02A-03, 13259/E/03A-03, 13259/T/01A-02, 13259/T/02A-02, LN00346 L-100 rev C, LN00346 L-200 rev D, LN00346 L-500 rev E, 10767 SK10 rev C, 10767 SK11, 10767 400.</p> <p>Planning Statement (CMA Planning, May 2014), Design and Access Statement (rev B, PTEa, November 2014), Waste Management – Addendum to the Design and Access Statement (PTEa, May 2014), Transport Assessment (rev C, Tully De’Ath, June 2014), Full Travel Plan (Tully De’Ath, 26/06/2014), Road Safety Audit (M B Projects Ltd, June 2014), Landscape Design Statement (Outerspace, October 2014), External Lighting Strategy Plan (October 2014), Arboricultural Impact Assessment (D F Clark Bionomique Ltd, 28/02/2014), Ecological Appraisal (D F Clark Bionomique Ltd, 20/02/2014), Energy Strategy (version 3.0, Silcock Dawson and Partners, October 2014), Report on Thermal Comfort (version 2.1, Silcock Dawson and Partners, October 2014), Site Noise Assessment (Applied Acoustic Design, 29/04/2014), Air Quality Assessment (Air Quality Consultants, June 2014), Daylight and Sunlight Report (GIA, 02/06/2014), Internal Daylight, Sunlight and Overshadowing Report (GIA, 16/06/2014), Report on Power Frequency Magnetic Field (PFMF) Emissions (European EMC Products Ltd, 12/11/2014), Geoenvironmental Phase I Desk Study Report (Listers, January 2013), Phase II Ground Investigation (Listers, June 2013), Explosive Ordnance Threat Assessment (BACTEC, 14/04/2014), Demolition and Site Operations Plan (Family Mosaic, May 2014), HIA Screening (undated), and Area Schedule (revision F, PTEa, undated).</p> <p>REASON: For the avoidance of doubt and in the interests of proper planning.</p>
3	<p>Canal elevations – revised drawings</p> <p>CONDITION: Notwithstanding the approved drawings listed under condition 2, revised elevational drawings and floor plans to a scale of not less than 1:100 of blocks E, F and G shall be submitted to and approved in writing by the Local</p>

	<p>Planning Authority prior to any works commencing.</p> <p>The development shall be carried out strictly in accordance with the drawings so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting appearance and construction of the development is of a high standard, and to ensure that visually interesting and active frontages facing the City Road Basin are provided in accordance with policies 3.5, 7.4, 7.5 and 7.6 of the London Plan 2011, policy CS9 of Islington's Core Strategy, policy DM2.1 of Islington's Development Management Policies 2013, and policy BC2 and site allocation BC10 of the Finsbury Local Plan 2013.</p>
4	Materials and samples
	<p>CONDITION: Details of facing materials including samples shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing. The details and samples shall include:</p> <ul style="list-style-type: none"> a) brickwork, bond and mortar courses; b) metal cladding, panels, frames and architectural metalwork (including details of seams, gaps, and any profiling); c) windows and doors; e) roofing materials; f) any other materials to be used on the exterior of the development; and g) a Green Procurement Plan for sourcing the proposed materials. <p>The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including through the use of low impact, sustainably-sourced, reused and recycled materials and the reuse of demolition waste.</p> <p>The development shall be carried out strictly in accordance with the details and samples 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 the interests of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard in accordance with policies 5.3, 7.4, 7.5 and 7.6 of the London Plan 2011, policies CS9 and CS10 of Islington's Core Strategy 2011, policies DM2.1, DM2.3 and DM7.4 of Islington's Development Management Policies 2013, and policy BC2 of the Finsbury Local Plan 2013.</p>
5	Balconies – unauthorised alterations
	<p>CONDITION: No bamboo screening or other items shall be fixed to the glass balustrades of the balconies and roof terraces unless approved in writing by the Local Planning Authority.</p> <p>REASON: To ensure that the resulting appearance and construction of the</p>

	development is to a high standard, and to ensure that the development is in accordance with policies 3.5, 7.4 and 7.6 of the London Plan 2011, policy CS9 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.
6	Roof-level structures
	<p>CONDITION: Details of any roof-level structures (including lift over-runs, flues/extracts, plant, photovoltaic panels and window cleaning apparatus) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing. The details shall include a justification for the height and size of the roof-level structures, their location, height above roof level, specifications and cladding.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority. No roof-level structures shall be installed other than those approved.</p> <p>REASON: In the interests of good design and also to ensure that the Local Planning Authority may be satisfied that any roof-level structures do not have a harmful impact on the surrounding streetscene or the character and appearance of the area in accordance with policies 3.5, 7.4 and 7.6 of the London Plan 2011, policy CS9 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
7	Window and door reveals
	<p>CONDITION: All windows and doors shall be set within reveals no less than 100mm deep unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure that the resulting appearance and construction of the development is to a high standard, to ensure sufficient articulation in the elevations, and to ensure that the development is in accordance with policies 3.5, 7.4 and 7.6 of the London Plan 2011, policy CS9 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
8	External pipes, cables and CCTV
	<p>CONDITION: No cables, plumbing, down pipes, rainwater pipes, foul pipes or CCTV cameras or related equipment and installations shall be located/fixed to any elevation(s) of the buildings hereby approved.</p> <p>Should additional cables, pipes be considered necessary the details of these shall be submitted to and approved in writing by the Local Planning Authority prior to their installation.</p> <p>Notwithstanding the drawings hereby approved, no CCTV cameras or related equipment and installations are hereby approved.</p> <p>REASON: To ensure that the resulting appearance and construction of the</p>

	development is to a high standard, and to ensure that the development is in accordance with policies 3.5, 7.4 and 7.6 of the London Plan 2011, policy CS9 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.
9	Roof terrace screens (block A)
	<p>CONDITION: Plans, sections and elevational drawings to a scale of not less than 1:20 of the screening to the roof terraces of block A of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing.</p> <p>The development shall be carried out strictly in accordance with the drawings so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting appearance and construction of the development is to a high standard, and to ensure that the development is in accordance with policies 3.5, 7.4 and 7.6 of the London Plan 2011, policy CS9 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
10	Privacy screening (block G)
	<p>CONDITION: Details of screening or other design solution to prevent overlooking of neighbouring properties at Pickfords Wharf from the balconies and roof terraces of block G shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The development shall be carried out strictly in accordance with the details and samples so approved prior to first occupation, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To prevent overlooking of and loss of privacy to neighbouring residential properties, to ensure that the resulting appearance and construction of the development is to a high standard, and to ensure that the development is in accordance with policies 3.5, 7.4 and 7.6 of the London Plan 2011, policies CS9, CS10 and CS12 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
11	Gates and boundary treatments
	<p>CONDITION: Notwithstanding the approved drawings listed under condition 2, no gates shall be installed in the openings within block A between Wharf Road and the two courtyards of the development hereby approved, and no gates, fences, boundary treatments or other barriers shall be retained or installed within the site adjacent to the City Road Basin, without the prior written consent of the Local Planning Authority. Notwithstanding the provisions under Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 the erection, construction, improvement or alteration</p>

	<p>of a gate, fence, wall or other means of enclosure within the site shall not be carried out without express planning permission.</p> <p>REASON: To ensure that the Local Planning Authority has control over future development relating to means of enclosure in view of the limited space within the site available for such development, to ensure that the resulting appearance and construction of the development is to a high standard, to ensure neighbourhood permeability is improved, to ensure public access is provided to the City Road Basin and the development's courtyards, and to ensure that the development is in accordance with policies 3.5, 6.10, 7.1, 7.4 and 7.6 of the London Plan 2011, policy CS9 of Islington's Core Strategy 2011, policy DM2.1 of Islington's Development Management Policies 2013, and policy BC2 and site allocation BC10 of the Finsbury Local Plan 2013.</p>
12	Permitted development – dwellinghouses in block G
	<p>CONDITION: Notwithstanding the provisions under Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), development within the curtilage of any of the dwellinghouses within the development hereby approved shall not be carried out without express planning permission.</p> <p>REASON: To ensure that the Local Planning Authority has control over future development within the curtilages of the dwellinghouses in view of the limited space within the site available for such development and the impact such development may have on residential amenity and the overall design of the scheme itself and in relation to the surrounding area, and to ensure that the development is in accordance with policies 3.5, 7.4 and 7.6 of the London Plan 2011, policies CS9, CS10 and CS12 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
13	Wheelchair-accessible/adaptable units
	<p>CONDITION: The wheelchair-accessible/adaptable flats, in accordance with the plans hereby approved, shall be provided prior to the first occupation of the development, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure the provision of an appropriate number of wheelchair-accessible/adaptable flats and to ensure the development is of an inclusive design in accordance with policy 7.2 of the London Plan 2011, policy CS12 of Islington's Core Strategy 2011, and policies DM2.2 and DM3.4 of Islington's Development Management Policies 2013.</p>
14	Inclusive design
	<p>CONDITION: Notwithstanding the approved drawings listed under condition 2, the residential units shall be constructed to the standards for flexible homes in Islington (as set out in the Inclusive Design in Islington SPD) and shall incorporate all Lifetime Homes standards. Amended plans/details confirming that these standards have been met shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works</p>

	<p>commencing on site. The details shall include:</p> <p>a) Plans (and if necessary elevations) to scale 1:50; b) An accommodation schedule documenting, in relation to each dwelling, how Islington's standards for flexible homes criteria and Lifetime Homes standards have been met; c) Details (including plans) of provision for mobility scooter storage.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To secure the provision of flexible, visitable and adaptable homes appropriate to diverse and changing needs and to ensure the development is of an inclusive design in accordance with policy 7.2 of the London Plan 2011, policy CS12 of Islington's Core Strategy 2011, and and policies DM2.2 and DM3.4 of Islington's Development Management Policies 2013.</p>
15	Accessible parking bays
	<p>CONDITION: A survey identifying appropriate and available locations for additional accessible parking bays within the vicinity of the site shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development hereby approved.</p> <p>REASON: To ensure adequate provision of parking for residents with disabilities in accordance with policy DM8.5 of Islington's Development Management Policies 2013.</p>
16	Security and general lighting
	<p>CONDITION: Notwithstanding the approved drawings listed under condition 2, details of general or security outdoor lighting (including full specification of all luminaries, lamps and support structures) shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site.</p> <p>The development shall be carried out strictly in accordance with the details so approved prior to the first occupation of the development hereby approved and shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interests of good design, security and protecting neighbouring and future residential amenity and existing and future habitats from undue light-spill in accordance with policies 7.3, 7.5, 7.13 and 7.19 of the London Plan 2011, policies CS9, CS10 and CS15 of Islington's Core Strategy 2011, policies DM2.1 and DM6.5 of Islington's Development Management Policies 2013.</p>
17	Biodiversity enhancements
	<p>CONDITION: No development (including demolition or other works) shall be commenced on site unless and until a comprehensive bat emergence and habitat survey carried out at a suitable time of year and including any proposed</p>

	<p>actions or mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Details of bat and bird nesting boxes/bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing. The details to be submitted and approved shall include the exact location, specification and design of the installations.</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. The boxes/bricks shall be installed prior to the first occupation of the development hereby approved.</p> <p>REASON: To ensure that the presence of any bats on the site is appropriately accounted for, to ensure the demolition and development hereby approved does not cause harm to wildlife, habitats and valuable areas for biodiversity and to ensure the development provides the maximum possible provision in respect of the creation of habitats and valuable areas for biodiversity in accordance with policy 7.19 of the London Plan 2011, policy CS15 of the Islington Core Strategy 2011 and policy DM6.5 of Islington's Development Management Policies 2013.</p>
<p>18</p>	<p>Green/brown roofs</p> <p>CONDITION: Notwithstanding the plans hereby approved, details of green/brown roofs to the development hereby approved (including details of the extent of green/brown roofs, and the species to be planted/seeded) shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing. The green/brown roofs shall:</p> <ul style="list-style-type: none"> • form biodiversity-based roofs with extensive substrate bases (depth 80-150mm); • cover at least all of the areas shown in the drawings hereby approved, confirmed by a location/extent plan; and • be planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works. <p>An explanation as to why any areas of roof would not be covered with green/brown roofs shall be included with the above details. Green/brown roofs shall be expected to extend beneath any photovoltaic arrays proposed at roof level.</p> <p>The green/brown roofs 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 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: To ensure the development provides the maximum possible</p>

	<p>provision towards creation of habitats and valuable areas for biodiversity, and to ensure surface water run-off rates are reduced in accordance with policies 5.3, 5.10, 5.11, 5.13 and 7.19 of the London Plan 2011, policies CS10 and CS15 of Islington's Core Strategy 2011, and policies DM6.5, DM6.6 and DM7.1 of Islington's Development Management Policies 2013.</p>
19	Sustainable urban drainage
	<p>CONDITION: Notwithstanding the information submitted in support of the development hereby approved, prior to any works commencing on site a revised drainage strategy addressing the requirements of Development Management Policy DM6.6 and London Plan policy 5.13 (and including full justification for any non-compliance with the requirements of these policies) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the revised drainage strategy so approved, shall be maintained as such thereafter, and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure the development achieves appropriate surface water run-off rates in accordance with policy 5.13 of the London Plan 2011 and policy DM6.6 of Islington's Development Management Policies 2013.</p>
20	Landscaping
	<p>CONDITION: Details of a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The landscaping scheme shall include the following details:</p> <ul style="list-style-type: none"> • Proposed trees, including their location, species, size, details of tree pits, soil volumes, details of access to soil beyond the tree pits and planters, and confirmation that existing and proposed underground services would not intrude into root protection areas; • Soft planting, including details of any grass and turf areas, shrub and herbaceous areas; • Topographical survey, including details of any earthworks, ground finishes, any topsoiling with both conserved and imported topsoil(s), levels, drainage and fall in drain types; • Enclosures, including types, dimensions and treatments of any walls, fences, screen walls, barriers, rails, retaining walls and hedges; • Hard landscaping, including ground surfaces (including those to be used directly outside the bin stores), kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and synthetic surfaces; • An assessment of the potential for landscape improvements to Wharf Road; • Confirmation that the landscaping scheme has been designed in accordance with Islington's Inclusive Landscape Design SPD or Islington's successor SPD or policy; • Details of how the landscaping scheme includes and integrates measures to enhance biodiversity and sustainable urban drainage solutions and has been designed in accordance with Development

	<p>Management Policy DM6.6 and London Plan policy 5.13;</p> <ul style="list-style-type: none"> • A Landscaping Management Plan describing how the landscaping would be maintained and managed following implementation; • Any other landscaping feature(s) forming part of the scheme. <p>All landscaping so approved shall be completed/planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a maintenance/watering provision following planting and any trees or shrubs which die, become severely damaged or diseased shall be replaced with the same species or an approved alternative and to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details (including the Landscape Management Plan) so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interests of sustainability, to ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity, to ensure the development is of an inclusive design, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with policies 3.5, 5.3, 5.10, 5.11, 5.13, 7.2, 7.4, 7.5, 7.19 and 7.21 of the London Plan 2011, policies CS9, CS10, CS12 and CS15 of the Islington Core Strategy 2011 and policies DM2.1, DM2.2, DM2.3, DM6.2, DM6.5 and DM6.6 of Islington's Development Management Policies 2013.</p>
21	Playspaces
	<p>CONDITION: Details of all playspaces including drawings and specification of the proposed play equipment shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The development shall be carried out strictly in accordance with the details so approved prior to the first occupation of the relevant phase, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interests of good design, safety and protecting residential amenity, and to ensure the development is of an inclusive design in accordance with policies 3.6, 7.2, 7.3, 7.5, 7.13 and 7.15 of the London Plan 2011, policies CS9 and CS12 of Islington's Core Strategy 2011, policies DM2.1, DM2.2, DM3.6 and DM3.7 of Islington's Development Management Policies 2013.</p>
22	Cycle parking
	<p>CONDITION: The bicycle storage areas, which shall be secure and provide for no less than 206 bicycle spaces (and additional space for accessible parking, the parking of trailers or tricycles, the parking and charging of mobility scooters, and cycle parking for visitors) shall be provided prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place unless otherwise agreed in writing by the</p>

	<p>Local Planning Authority.</p> <p>REASON: To ensure adequate bicycle parking is available and easily accessible on site and to promote sustainable modes of transport in accordance with policy 6.9 of the London Plan 2011, policy CS10 of Islington's Core Strategy 2011, and policy DM8.4 of Islington's Development Management Policies 2013.</p>
23	Car-free development
	<p>CONDITION: Following completion of all construction work, no cars or other motorised vehicles shall be parked within the site.</p> <p>REASON: To ensure the development remains car-free in accordance with policy CS10 of the Core Strategy 2011 and policy DM8.5 of Islington's Development Management Policies 2013</p>
24	Demolition and Construction Management and Logistics Plan
	<p>CONDITION: No demolition shall take place unless and until a Demolition and Construction Management and Logistics Plan (DCMLP) have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall be carried out strictly in accordance with the approved DCMLP throughout the demolition and construction period.</p> <p>REASON: In the interests of residential amenity, highway safety and the free flow of traffic on streets, and to mitigate the impacts of the development in accordance with policies 6.3 and 6.14 of the London Plan 2011 and policy DM8.6 of Islington's Development Management Policies 2013.</p>
25	Construction Environmental Management Plan
	<p>A Construction Environmental Management Plan (CEMP) assessing the environmental impacts (including (but not limited to) noise, air quality including dust, smoke and odour, vibration and TV reception) of the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The report shall assess impacts during the construction phase of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interests of residential and local amenity, and air quality, in accordance with policies 7.14 and 7.15 of the London Plan 2011, policy CS12 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
26	Delivery and Servicing Management Plan (and Waste Management Plan)
	<p>CONDITION: A Delivery and Servicing Management Plan (DSMP), including a Waste Management Plan (WSP), shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.</p>

	<p>The DSMP shall include details of all servicing and delivery requirements, including details of how waste (including recyclable waste) would be transferred and collected, and shall confirm the timings of all deliveries and collections from service vehicles.</p> <p>The development shall be carried out strictly in accordance with the DSMP so approved.</p> <p>REASON: In the interests of residential amenity, highway safety and the free flow of traffic on streets, and to mitigate the impacts of the development in accordance with policies 5.16, 6.3 and 6.14 of the London Plan 2011, policy CS11 of Islington's Core Strategy 2011, and policies DM2.1 and DM8.6 of Islington's Development Management Policies 2013.</p>
27	Waste storage
	<p>CONDITION: The dedicated refuse/recycling stores hereby approved shall be provided prior to first occupation of the development hereby approved and shall be maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure the necessary physical waste storage to support the development is provided in accordance with policy 5.16 of the London Plan 2011, policy CS11 of Islington's Core Strategy 2011 and policy DM2.1 of Islington's Development Management Policies 2013.</p>
28	Code for Sustainable Homes
	<p>CONDITION: The residential accommodation hereby approved shall achieve a Code for Sustainable Homes rating of no less than Level 4.</p> <p>REASON: In the interests of addressing climate change and to secure sustainable development in accordance with policies 5.1, 5.2, 5.3 and 5.9 of the London Plan 2011, policy CS10 of Islington's Core Strategy 2011, and policies 7.1 and 7.4 of Islington's Development Management Policies 2013.</p>
29	Water consumption
	<p>CONDITION: The development hereby approved shall be designed to achieve a water use target of no more than 95 litres per person per day, including by incorporating water efficient fixtures and fittings.</p> <p>The above water use target shall apply to all tenures within the development hereby approved.</p> <p>REASON: To ensure the sustainable use of water in accordance with policy 5.15 of the London Plan 2011, policy CS10 of Islington's Core Strategy 2011 and policy DM7.4 of Islington's Development Management Policies 2013.</p>
30	Energy/carbon dioxide reduction
	<p>CONDITION: The proposed measures relevant to energy as set out as Option 1 in the Energy Strategy (Silcock Dawson & Partners, version 3.0, October</p>

	<p>2014) which shall together provide for no less than a 27.2% on-site total (regulated and unregulated) carbon dioxide reduction in comparison with total emissions from a building which complies with Building Regulations 2013 shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>Should, following further assessment, the approved energy measures be found to be no longer suitable, Option 2 shall not be implemented and a revised energy strategy, which shall provide for no less than a 27% on-site total (regulated and unregulated) carbon dioxide reduction in comparison with total emissions from a building which complies with Building Regulations 2013, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The strategy so approved shall be installed and operational prior to the first occupation of the development.</p> <p>REASON: In the interests of sustainable development and to ensure that the Local Planning Authority may be satisfied that the carbon dioxide reduction target is met in accordance with policies 5.2, 5.3 and 5.7 of the London Plan 2011, policy CS10 of the Islington Core Strategy 2011, policies DM7.1 and DM7.3 of Islington's Development Management Policies 2013 and policy BC2 of the Finsbury Local Plan.</p>
31	Air quality – Combined Heat and Power (CHP)
	<p>CONDITION: If following approval of details submitted under condition 30 a Combined Heat and Power (CHP) facility is to be installed as part of the development hereby approved, no development shall be carried out unless and until details and specifications of the CHP facility have been submitted to and approved in writing by the Local Planning Authority. The details shall include:</p> <ul style="list-style-type: none"> • The make and model of the system and details of the additional abatement technology that has been investigated for fitment to reduce air pollution emissions. • A life cycle analysis showing a net benefit to carbon emissions from the plant. • The type, height and location of the flue/chimney (including calculations details regarding the height of the flue/chimney). • Certification for use of the flue/chimney in a smoke control area. • Information on the fuel, fuel feed system, the fuel supply chain and the arrangements that have been investigated to secure fuel. Fuel usage shall be monitored for 3 years from the first operation of the plant. Details of fuel usage shall be forwarded to the Local Planning Authority annually, the first report to be forwarded 1 year after the commencement of operation of the plant. • A breakdown of emissions factors of nitrogen oxides (NO_x), particulates and any other harmful emissions from the gas fired CHP and details of any mitigation measures to reduce emissions to an acceptable level. • An assessment of the impact of the emissions to ground level concentrations and any additional impact to surrounding buildings/ structure.

	<p>The approved CHP facility and associated plant shall be installed in strict accordance with the agreed details and operate to the satisfaction of the Local Planning Authority prior to occupation of the development and shall be permanently maintained thereafter.</p> <p>REASON: The site is within an Air Quality Management Area where development is required to be designed to mitigate the impact of poor air quality to within acceptable limits in accordance with policy 7.14 of the London Plan 2011 and policy DM6.1 of Islington's Development Management Policies 2013.</p>
32	Plant noise
	<p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level $L_{Aeq,T}$ arising from the proposed plant, measured or predicted at 1m from the façade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level $L_{AF90,Tbg}$. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142:1997.</p> <p>The development shall be carried out strictly in accordance with the scheme so approved prior to first occupation, shall be maintained as such thereafter, and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity or business operations in accordance with policy in accordance with policy 7.15 of the London Plan 2011, policy CS12 of Islington's Core Strategy 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
33	Sound insulation
	<p>CONDITION: A scheme for sound insulation and noise control measures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The sound insulation and noise control measures shall achieve the following internal noise targets (in line with BS 8233:2014):</p> <ul style="list-style-type: none"> • Bedrooms (23.00-07.00 hrs) 30 dB LAeq, 8 hour and 45 dB Lmax (fast); • Living Rooms (07.00-23.00 hrs) 35 dB LAeq, 16 hour; and • Dining rooms (07.00 –23.00 hrs) 40 dB LAeq, 16 hour <p>The sound insulation and noise control measures shall be carried out strictly in accordance with the details so approved, shall be implemented prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To secure an appropriate internal residential environment and to protect the amenities of the occupiers of the residential accommodation in</p>

	accordance with policy 7.15 of the London Plan 2011, policy CS12 of Islington's Core Strategy 2011 and policy DM2.1 of Islington's Development Management Policies 2013.
34	Site contamination
	<p>CONDITION: Prior to the commencement of development the following assessment in response to the NPPF and in accordance with CLR11 and BS10175:2011 shall be 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: Previous industrial and/or commercial activities at this site may have resulted in contaminated soils and groundwater, the underlying groundwater is vulnerable to pollution and potential contamination must be investigated and a risk assessment carried out to determine impacts on the water environment in accordance with paragraphs 109 and 121 of the National Planning Policy Framework, policies 5.14 and 5.21 of the London Plan 2011 and policy DM6.1 of Islington's Development Management Policies 2013.</p>
35	Site contamination – unsuspected contamination
	<p>CONDITION: If during development contamination not previously identified is found to be present at the site no further development shall be carried out (unless otherwise agreed in writing with the Local Planning Authority) until a remediation strategy has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: Previous industrial and/or commercial activities at this site may have resulted in contaminated soils and groundwater, the underlying groundwater is vulnerable to pollution and potential contamination must be investigated and a risk assessment carried out to determine impacts on the water environment in</p>

	accordance with paragraphs 109 and 121 of the National Planning Policy Framework, policies 5.14 and 5.21 of the London Plan 2011 and policy DM6.1 of Islington's Development Management Policies 2013.
36	Site contamination – surface water drainage
	<p>CONDITION: No infiltration of surface water drainage into the ground at this site is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.</p> <p>REASON: A drainage design that uses soakaways or other infiltration systems cannot be permitted in contaminated land as infiltration drainage systems have the ability to flush out and to dissolve contaminants within the soil and cause them to migrate to vulnerable water receptors. Previous industrial and/or commercial activities at this site may have resulted in contaminated soils and groundwater, the underlying groundwater is vulnerable to pollution and potential contamination must be investigated and a risk assessment carried out to determine impacts on the water environment in accordance with paragraphs 109 and 121 of the National Planning Policy Framework, policies 5.14 and 5.21 of the London Plan 2011 and policy DM6.1 of Islington's Development Management Policies 2013.</p>
37	Site contamination – piling
	<p>CONDITION: Any piling or foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority in consultation with Thames Water. Such consent may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater and subsurface water infrastructure. The development shall be carried out in accordance with the details so approved.</p> <p>REASON: To ensure that works do not impact upon local underground water utility infrastructure, and to ensure that deformation of the ground by piling does not result in an increase in the risk of near-surface pollutants migrating to underlying aquifers. Previous industrial and/or commercial activities at this site may have resulted in contaminated soils and groundwater, the underlying groundwater is vulnerable to pollution and potential contamination must be investigated and a risk assessment carried out to determine impacts on the water environment in accordance with paragraphs 109 and 121 of the National Planning Policy Framework, policies 5.14 and 5.21 of the London Plan 2011 and policy DM6.1 of Islington's Development Management Policies 2013.</p>
38	Site contamination – monitoring and maintenance
	<p>CONDITION: No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary</p>

	<p>contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: Previous industrial and/or commercial activities at this site may have resulted in contaminated soils and groundwater, the underlying groundwater is vulnerable to pollution and potential contamination must be investigated and a risk assessment carried out to determine impacts on the water environment in accordance with paragraphs 109 and 121 of the National Planning Policy Framework, policies 5.14 and 5.21 of the London Plan 2011 and policy DM6.1 of Islington's Development Management Policies 2013.</p>
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List of Informatives:

1	<p>Section 106 Agreement</p> <p>You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.</p>
2	<p>Definition of 'Superstructure' and 'Practical Completion'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
3	<p>Community Infrastructure Levy (CIL) (Granting Consent)</p> <p>Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Islington's Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Islington CIL Charging Schedule 2014 and the Mayor of London CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the council at cil@islington.gov.uk. The council will then issue a Liability Notice setting out the amount of CIL that is payable.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</p> <p>Pre-Commencement Conditions:</p>

	These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of these unidentified pre-commencement conditions have been discharged.
4	Site contamination
	The verification report required under condition 34 shall demonstrate completion of the works set out in the approved remediation strategy and the effectiveness of the remediation. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.
5	Surface water run-off
	The revised drainage strategy required under condition 19 shall demonstrate that there shall be zero net run-off of surface water into the City Road Basin.
6	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.
7	Canal and River Trust
	Your attention is drawn to the informative and advice included in the Canal and River Trust comments of 28/07/2014.
8	Thames Water
	Your attention is drawn to informatives and advice included in Thames Water’s comments of 25/07/2014.

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.

Since March 2014 planning guidance for England has been published online.

2 Development Plan

The Development Plan is comprised of the London Plan 2011, Islington's Core Strategy 2011, Islington's Development Management Policies 2013, the Finsbury Local Plan 2013 and Islington's Site Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

A) **The London Plan 2011 – 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 2.18 Green infrastructure: the network of open and green spaces

3 London's people

Policy 3.1 Ensuring equal life chances for all

Policy 3.2 Improving health and addressing health inequalities

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.6 Children and young people's play and informal recreation facilities

Policy 3.8 Housing choice

Policy 3.9 Mixed and balanced communities

Policy 3.10 Definition of affordable housing

Policy 3.11 Affordable housing targets

Policy 3.12 Negotiating affordable housing on individual private residential

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 6.7 Better streets and surface transport

Policy 6.9 Cycling

Policy 6.10 Walking

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 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 7.8 Heritage assets and archaeology

Policy 7.13 Safety, security and resilience to emergency

Policy 7.14 Improving air quality

and mixed use schemes
Policy 3.13 Affordable housing thresholds
Policy 3.15 Co-ordination of housing development and investment
Policy 3.16 Protection and enhancement of social infrastructure

4 London's economy

Policy 4.1 Developing London's economy
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 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
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 5.14 Water quality and wastewater infrastructure
Policy 5.15 Water use and supplies
Policy 5.16 Waste self-sufficiency
Policy 5.18 Construction, excavation and demolition waste
Policy 5.20 Aggregates
Policy 5.21 Contaminated land

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
Policy 7.21 Trees and woodlands
Policy 7.24 Blue ribbon network
Policy 7.25 Increasing the use of the blue ribbon network for passengers and tourism
Policy 7.27 Blue ribbon network: supporting infrastructure and recreational use
Policy 7.28 Restoration of the blue ribbon network
Policy 7.30 London's canals and other rivers and waterspaces

8 Implementation, monitoring and review

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

Revised Early Minor Alterations to the London Plan were published in 2013. Draft Further Alterations to the London Plan were published in January 2014, and a schedule of suggested changes was published in July 2014.

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS7 (Bunhill and Clerkenwell)

Policy CS13 (Employment Spaces)

Policy CS15 (Open Space and Green

Policy CS8 (Enhancing Islington's Character)

Infrastructure)
Policy CS16 (Play Space)

Strategic Policies

Policy CS9 (Protecting and Enhancing Islington's Built and Historic Environment)
Policy CS10 (Sustainable Design)
Policy CS11 (Waste)
Policy CS12 (Meeting the Housing Challenge)

Infrastructure and Implementation

Policy CS18 (Delivery and Infrastructure)
Policy CS19 (Health Impact Assessments)
Policy CS20 (Partnership Working)

C) Islington's Development Management Policies June 2013

Design and Heritage

DM2.1 Design
DM2.2 Inclusive Design
DM2.3 Heritage

Energy and Environmental Standards

DM7.1 Sustainable design and construction statements
DM7.3 Decentralised energy networks
DM7.4 Sustainable design standards
DM7.5 Heating and cooling

Housing

DM3.1 Mix of housing sizes
DM3.4 Housing standards
DM3.5 Private outdoor space
DM3.6 Play space
DM3.7 Noise and vibration (residential use)

Transport

DM8.1 Movement hierarchy
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

Employment

DM5.2 Loss of existing business floorspace

Infrastructure

DM9.1 Infrastructure
DM9.2 Planning obligations
DM9.3 Implementation

Health and open space

DM6.1 Healthy development
DM6.2 New and improved public open space
DM6.4 Sport and recreation
DM6.5 Landscaping, trees and biodiversity
DM6.6 Flood prevention

D) Finsbury Local Plan June 2013

BC2 City Road Basin area
BC8 Achieving a balanced mix of uses
BC10 Implementation

Site allocation BC10

3 Designations

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

Islington Local Plan	London Plan
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Site allocation BC10 Bunhill and Clerkenwell key area	None relevant
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4 **Supplementary Planning Guidance (SPG) / Documents (SPD)**

The following SPGs and SPDs are relevant:

Islington Local Plan

- Environmental Design SPD
- Conservation Area Design Guidelines (Duncan Terrace / Colebrooke Row Conservation Area)
- Inclusive Landscape Design SPD
- Inclusive Design in Islington SPD
- Planning Obligations (Section 106) SPD
- Streetbook SPD
- Urban Design Guide SPD

London Plan

- Accessible London: Achieving an Inclusive Environment SPG (and Draft SPG)
- The Control of Dust and Emissions During Construction and Demolition SPG
- Housing SPG
- London Housing Design Guide (Interim Edition)
- Planning for Equality and Diversity in London SPG
- Shaping Neighbourhoods – Character and Context SPG
- Shaping Neighbourhoods – Play and Informal Recreation SPG
- Draft Social Infrastructure SPG
- Sustainable Design and Construction SPG

APPENDIX 3 – DESIGN REVIEW PANEL COMMENTS

APPENDIX 4 – REDACTED BPS REPORT