



# ISLINGTON

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

## PLANNING COMMITTEE REPORT

<b>PLANNING COMMITTEE</b>		
Date:	16 <sup>th</sup> December 2014	NON-EXEMPT

Application number	P2014/0373/FUL
Application type	Full Planning Application
Ward	Clerkenwell
Listed building	Unlisted
Conservation area	Within the Roseberry Avenue Conservation Area
Development Plan Context	CS7: Bunhill and Clerkenwell Key Area Site Allocation BC 41 Finsbury Local Plan Policy BC8 Employment Priority Area (General) Central Activities Zone Archaeological Priority Area Local views of St Paul's Cathedral from Amwell Street, Archway Road and Archway Bridge Central Activities Zone (CAZ) Clerkenwell Green Conservation Area
Licensing Implications	A3 use permission sought for two ground floor and basement units.
Site Address	96 - 100 Clerkenwell Road, Islington London, EC1M 5RJ
Proposal	Demolition of all existing structures onsite (forecourt shop, canopy and pumps) and the erection of a 8 storey building plus basement levels comprising of a 212 bedroom hotel (Class C1), 5 self contained residential units (facing onto and entrances onto St John's Square comprising of 4 x 3 beds & 1x 2 bed), the creation of 93 sq metres of office /workshop space (Class B1), 250 sq metres of flexible commercial floorspace (Retail A1 use & Restaurant A3 uses) with a new pedestrian access from Clerkenwell Road to St John's Square, cycle storage provision, landscaping and associated alterations.

Case Officer	Paul Conboy
Applicant	100 Clerkenwell Ltd
Agent	DPP One Ltd

## RECOMMENDATION

The Committee is asked to resolve to GRANT planning permission:

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

## SITE PLAN (site outlined in red)



**PHOTOS OF SITE/STREET**



Image 1: Aerial view northwards into the application site



Image 2: Aerial view westwards into the application site from St John's Square.





Image 3: View towards the site from Clerkenwell Road.



Image 4: View of the site from St John's Square.



Image 5: View of adjoining buildings to the rear of the site.



Image 6: View of adjoining buildings to the rear of the site.



## 1.0 SUMMARY

- 1.1 The proposal is for the demolition of all existing structures onsite (forecourt shop, canopy and pumps) and the erection of an 8 storey building plus two lower basement levels comprising a 212 bedroom hotel (Class C1), five (5) self contained residential units (accessed from St John's Square comprising of 4 x 3 beds & 1x 2 bed), the creation of 93 sq metres of office /workshop space (Class B1), 360 sq metres of flexible commercial floorspace comprised of retail A1 use and restaurant A3 uses with a new pedestrian access from Clerkenwell Road to St John's Square, cycle storage provision, landscaping and associated alterations. The proposals also include two basement levels, which are also proposed to house A1/A3 units, ancillary hotel spaces and a plant room.
- 1.2 The proposed development seeks to erect a C shaped building which would address its main frontages to the front to Clerkenwell Road and to the rear to St Johns Square. The development would reinstate the street frontage therefore improving the appearance of what is a disjointed site. The proposed development would form an attractive and productive use of the site which would create a pedestrian link from Clerkenwell Road to St Johns Square which should increase surveillance and vibrancy along both routes in this case in accordance with the site allocation (BC 41).
- 1.3 The existing use of the site is a sui generis use, being a car wash business. The sui generis use class results in there being no specific policy protection for the existing uses on this site. The proposed use as a hotel with associated A1/A3 use at ground and basement levels is considered to be compliant with adopted policy, adhering to policy 4.5 (Visitor Accommodation) of the London Plan 2011, CS14 of the Islington Core Strategy 2011 and policy DM4.11 (Hotel and Visitor Accommodation) of the Islington Development Management Policies Document 2013. The site is located within 300m of a national railway station, and is identified within Site Allocation BC 41 allocated for a mixed use employment led development with some residential and office uses. The proposed hotel meets the requirements of adopted policy, would support the business function and employment uses of the area. The site is within 300m of a national railway hub, and is therefore considered to accord with Policy DM4.11 of the Islington DMP 2013, and CS14 of the Islington Core Strategy 2011.
- 1.4 The proposed development would require the demolition of all the lightweight built structures onsite. The proposed demolition of the existing buildings is considered acceptable as the existing buildings contribute negatively to the character and appearance of the Clerkenwell Green Conservation Area. The proposed hotel building comprises of an 8 storey building to be predominantly constructed from London Stock or Grey brick. The proposed design has been through a significant evolution from the pre-application process, three separate Design Review Panel (DRP) meetings. The proposed design is considered to be acceptable, subject to specific conditions relating to materials to secure a high quality resulting building, and details to address DRP queries plant screening and finishes. It is considered that the proposed development by nature of its design, and subject to relevant conditions, would not unduly harm the amenity of neighbouring residential properties. The height, scale, bulk and layout of the proposed development accords with policies DM2.1 of the Islington DMP 2013 and policies CS8 & CS9 of the Islington Core Strategy 2011.

- 1.5 The proposed building would be comprised of a hotel with no hotel rooms proposed to be created below first floor level. The proposed hotel rooms are considered to have acceptable access to light and outlook. Rear facing windows into the proposed rear atrium would be partially obscure glazed to ensure privacy which is secured with condition.
- 1.6 The proposed development is considered to be acceptable in terms of accessibility, the applicants have provided 10% of the rooms within the proposed hotel to be universal access bedrooms, which are also fully wheelchair accessible, with the development as a whole complying with the council's inclusive design policies as set out in the Core Strategy and Development Management Policies.
- 1.7 The proposed development complies with policy CS10 (Sustainable Design) and Development Management Policy DM7.4 (Sustainable Design Standards), the proposed development would achieve BREEAM 'Excellent' standards, and would provide energy savings of at least 30-37% against the 2010 building regulations. A Sustainable Urban Drainage System would be required by condition upon granting of permission, and a CO2 off-set financial contribution has been agreed. The applicant has agreed to explore the feasibility of connecting to Citigen Heating network which may improve energy performance further. The proposed development complies with the Council's policies regarding energy efficiency and sustainability, and is in accordance with policy CS10 of the Islington Core Strategy 2011, and policies DM7.1, DM7.3, DM7.4 and DM7.5 of the Islington DMP 2013.
- 1.8 The proposed development has submitted detail evidence to assess the likely transport impacts of the proposed development in relation to both Clerkenwell Road and St John's Square. The results show that the proposed use would intensify the use of the Square for servicing and deliveries but would still be lower than the extant permission in terms of vehicle movements in the area. It is considered that subject to detailed Hotel Management Plans and Servicing and Delivery conditions that the development could be built and function day to day without causing unacceptable adverse impacts on highways safety around the site not adjoining residents/users amenity levels.
- 1.9 The applicants have agreed to enter into a Section 106 agreement, the Heads of Terms of which are documented in Recommendation A of this report. The proposed financial obligations are considered to be in line with the Islington Planning Obligations SPD 2013, and are therefore considered to be acceptable.

## **2.0 SITE AND SURROUNDING**

- 2.1 The application site is located on the northern side of Clerkenwell Road and directly to the north and west of St. John's Square. It is of an irregular shape and covers an area equal to 980sqm.
- 2.2 The site lies within the Clerkenwell Green Conservation Area, and is designated as being within an Archaeological Priority Area. There are statutorily listed buildings nearby at Nos. 47-52 St. John's Square and Nos. 49-53 Clerkenwell Road.
- 2.3 The site lies within the Clerkenwell Green Conservation Area, and is designated as being within an Archaeological Priority Area and an area of Special Character.

There are statutorily listed buildings nearby 12 to 14a Clerkenwell Green, Nos. 47-52 St. John's Square and Nos. 49-53 Clerkenwell Road. Further north of the site there is the Grade I Listed Church of St James and attached railings and the grade I Listed to the east corner of the entrance to St John's Square known as Priory Church of S t John of Jerusalem.

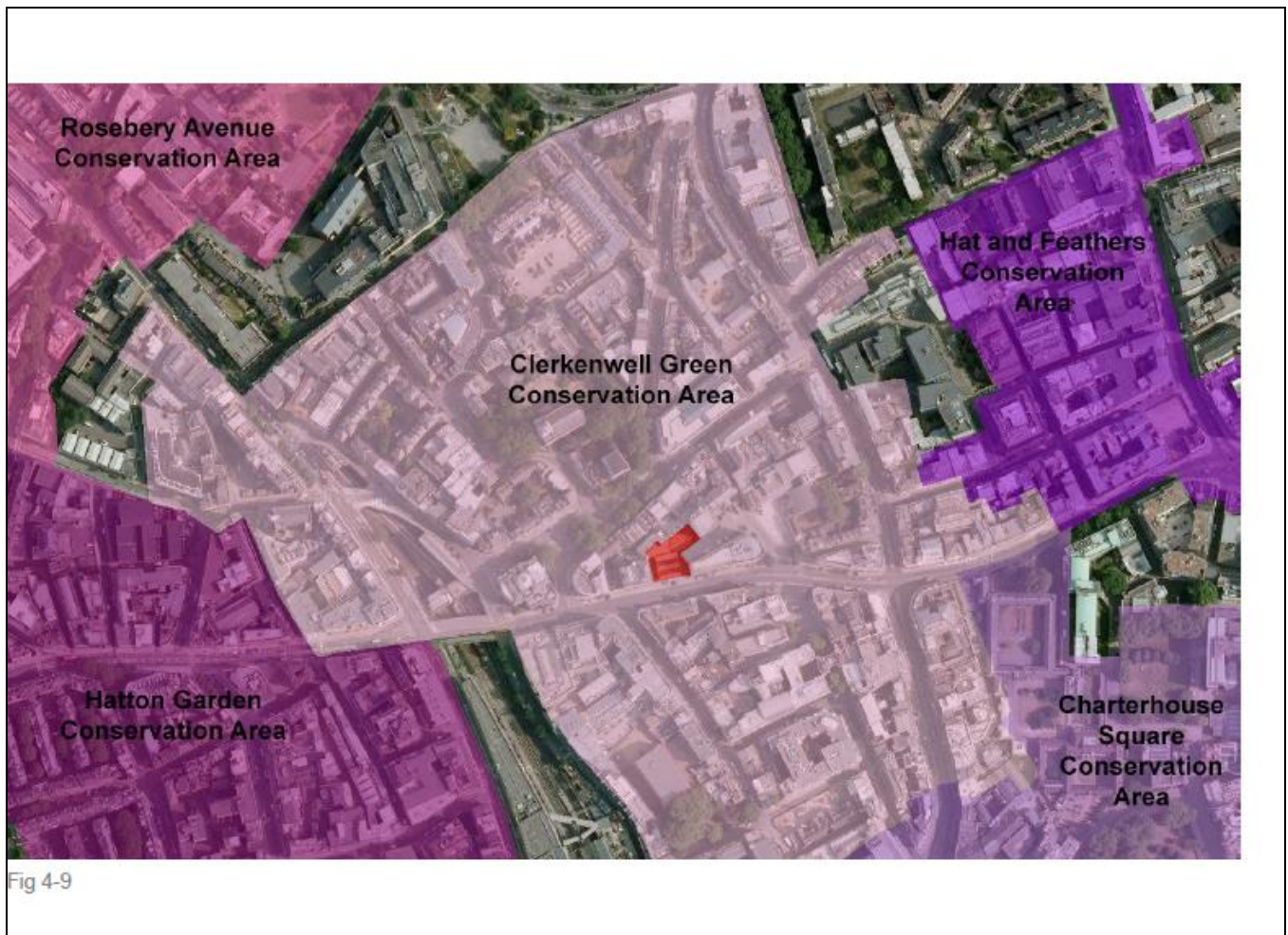


Fig 4-9

- 2.4 The site contains a former single storey Texaco service station and incorporates a covered petrol pumping station (4 pump islands) accessed from and fronting Clerkenwell Road, a small single storey brick forecourt shop (149sqm) is situated to the rear of the site and there is also a former car-wash building and cash machine on site. There are two vehicular access points from Clerkenwell Road and both points allow for vehicle ingress and egress. A portion of the site towards the east is undeveloped (formerly used for car-parking) and a wall separates the site from St John's Square, (which has a ground / street level approximately 1.5m above that of the filling station forecourt level). There is presently no vehicular or pedestrian access between St. John's Square, the site and Clerkenwell Road, principally due to the change in ground levels. The northern boundary of the site features a 6-7m high retaining wall broken only by a residential unit at No. 9 Clerkenwell Green.
- 2.5 The site is bound to the north by the rear elevations of Nos. 8-14 Clerkenwell Green, which is a mixture of commercial and residential properties. Part of the eastern boundary immediately adjoins St John's Square, although there is currently no access between the Square and the site due to a change in level of approximately 1.5m. The remainder of the eastern boundary adjoins No. 90 Clerkenwell Road which is a 5-storey office and residential development with a



blank side façade; and on the northern side of St John's Square, adjoining the application site on its north-eastern boundary is a modern 6-storey office development. The southern boundary fronts Clerkenwell Road, whilst the western boundary adjoins a part 5-storey, part 6-storey office building of some historical merit. The side façade of this adjoining building is also blank. The area is characterised by a mixture of residential and office uses, with retail and entertainment uses.

- 2.6 The application site falls within the Dartmouth Park Hill local view. The site is covered by three local views: Archway Bridge and Road (LV4 and LV5) and the SW corner of the site is covered by the view from Amwell Street (LV6), kenwood to St Paul's Cathedral designated viewing corridor, however the proposals are of a height that sits below the level of the viewing corridor, and therefore would not affect this designated view.

### **3.0 PROPOSAL (in Detail)**

- 3.1 The proposed development seeks planning permission for the demolition of all existing structures onsite (forecourt shop, canopy and pumps) and the erection of 8 floor building plus 2 basement levels comprising of a 212 bedroom hotel (Class C1), 5 self contained residential units (facing onto and entrances onto St John's Square comprising of 4 x 3 beds & 1x 2 bed), the creation of 93 sq metres of office /workshop space (Class B1), 250 sq metres of flexible commercial floorspace (Retail A1 use & Restaurant A3 uses) with a new pedestrian access from Clerkenwell Road to St John's Square, cycle storage provision, landscaping and associated alterations. The proposals also include two basement levels, which are also proposed to house A1/A3 units, ancillary hotel spaces and a plant room. The proposed building would be 8 floors above ground level.
- 3.2 The proposed building seeks to create one linked curved building which would address both Clerkenwell Road and St John Squares frontages. The building would comprise of a basement level with a ground floor level and 7 storeys above with a recessed 7<sup>th</sup> floor roof level. The proposed building would stand 1.6 metres taller than the adjacent Spectrum Court to east along Clerkenwell Road and lower than the highest part of the pitched roofs of the adjoining property with a proposed set back at roof level of 2.6 metres.
- 3.3 The applicants propose an irregular shaped building which can be read as one integral unit with distinct elevations facing Clerkenewell Road and St John's Square. The proposal proposes with delineated land uses at ground and upper floor levels including the creation of a workshop unit, residential units, ground floor commercial areas including an expansive hotel lobby area with entrances to both Clerkenwell Road and St John's Square. The proposal also seeks permission to create a new passageway to St John's Square towards the proposed glazed atrium facing St John's Square which addresses the interface between the linked parts of the building facing Clerkenwell Road and St John's Square.
- 3.4 The proposed ground floor levels of the development proposes the main entrance area to the hotel with glazed frontages including a large A3 unit which would be linked to the hotel and an independent A1 unit adjacent to the proposed passageway through the site to St John's Square. The passageway would be finished with glazed brickwork, steps and a stairlift. The front elevation facing

Clerkenwell Road is proposed to have a tripartite window arrangement with both a horizontal and vertical emphasis. Each window would delineate two separate hotel floors within the building with opaque vertical and horizontal screens.

- 3.5 The window arrangement would be repeated towards the rear of the proposal with the other main elevations facing St John's Square having different window arrangements at lower levels and a more consistent and uniform window arrangement at the upper floor levels.
- 3.6 The main facing materials proposed are glazed precast bricks, concrete panels, metal frame windows, opaque glazed panels and ceramic cornices.
- 3.7 The proposed development was amended during the course of the application with second and third rounds of consultations being carried out on these changes. These changes are summarised below:
- Alteration to the building line along the northern elevation to provide increased separation distance to No. 9 Clerkenwell Green;
  - Revised canopy on Clerkenwell Road (reducing its projection);
  - Increased set back at the upper level (7<sup>th</sup> floor) facing onto Clerkenwell Road;
  - Amended glazing pattern of atrium when viewed from St John's Square;
  - Residential balconies fronting St John's Square to be fully recessed; alteration to façade treatment (raised cornice) at lower level and main Clerkenwell Road elevations.
  - Revised energy strategy, accessibility details, archaeological assessment and transport plan.



Proposed front elevation of development fronting onto Clerkenwell Road.

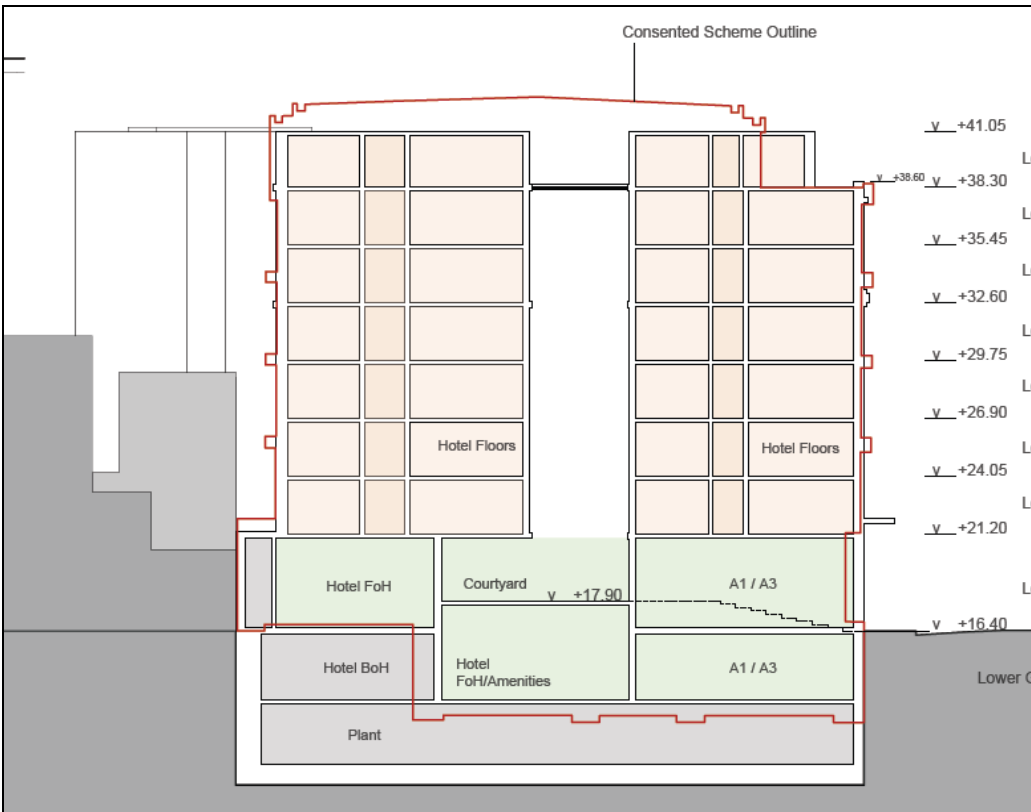


Image showing proposed development section drawing with extant permission outlined in red showing extant permissions additional height and different overall form.



- 3.8 The proposed development can be broken into several distinct sections for ease of assessment and consideration:

### **Proposed “Yotel Hotel” Use**

- 3.9 The proposal seeks permission for the creation of a hotel that would consist of 212 no. bedrooms, with the operation split over eight floors plus 2 basement levels (circa 7,077 sqm). The main customer entrance would be directly from Clerkenwell Road, with a secondary entrance provided onto St John’s Square. The servicing entrance for the hotel would be provided off St John’s Square, whilst the plant and machinery is predominately located within the basement thereby reducing the noise impact upon surrounding neighbours.
- 3.10 “Yotel” have been confirmed as the preferred hotel operator. This international brand does not currently have a presence in central London (albeit they have hotels at Gatwick and Heathrow). Their use of innovative design, internet bookings and streamlined food and beverage provision ensures they are able to offer affordable accommodation, whilst maintaining a four-star plus service. Although relatively compact, the utilisation of space ensures that bedrooms are comfortable and innovative, providing flat screen TV with audio connectivity; free WiFi; monsoon shower with heated towel rack; and silent heating and cooling units. Bedrooms have been designed on a repeated grid layout, ensuring that partition walls can be removed and the configuration easily altered. Consequently, the building will be flexible for alternative adaptations should future demands require.
- 3.11 The spacious check-in area and entrance lobby would provide a concierge service and provide expert advice to customers on facilities and attractions in the local area. The ground floor also accommodates a large lounge, including a bar, which provides amenity space outside of the bedrooms, where customers can relax. The hotel’s food and beverage offer will be available for customers of the hotel as well as members of the public. Considering the sites access to sustainable modes of transport, the development is a car free scheme. There is no requirement for a coach drop-off. It is also Yotel’s intention to relocate their current Headquarters from 13 George Street, Westminster to an ancillary function within the hotel. This office and training facility will oversee the operations, sales, revenues, marketing and finance of the company which currently employs 12 – 15 people, all of which will be relocated to Clerkenwell Road.

### **Workshop/office space**

- 3.12 The proposal seeks permission to create an office/workshop space (B1 use class) measuring 93 square metres below the residential aspect of the scheme fronting onto St John’s Square at basement and ground floor levels (adjacent to 53/54 St John’s Square). The proposed business space is proposed to be accessed directly from St John’s Square. The provision of a reasonable sized workspace/ business floorspace is expected the site allocation for this site.

### **Proposed Class Retail A1/Restaurant/A3 units fronting onto Clerkenwell Road**

- 3.13 Fronting Clerkenwell Road at ground and basement level, the applicant intends to provide active uses which would provide facilities accessible by the wider community. Consequently, the proposed retail and restaurant units Class A1/A3 are proposed measuring 165 sqm and 85 sqm respectively. It is expected that one of the units will form the hotel restaurant, and therefore would be accessed through

the hotel, however it would be available for members of the public to use in addition to hotel guests. The end user of the second unit is yet to be determined, however there has been interest from numerous fine-dining restaurants which would attract customers from the local and wider area.

### **Residential Accommodation**

- 3.14 The proposal also seeks permission for the creation of 5 self contained residential units (4x 3 beds & 1 x 2 beds) located within the rear section of the proposed building fronting onto St John'S Square. These residential aspects of the scheme would be located above the proposed basement and ground floor workshop and above the proposed first and second floors of the proposed hotel in this section of the building. The units would be located therefore on the third to 7<sup>th</sup> floor of the proposed development. The units would have large sized recessed front balconies for their main amenity space and would be dual aspect. The dwellings would be accessed via a separate residential entrance directly onto St John's Square with level threshold access, lift access and refuse and cycle parking facilities provided at ground floor level. The applicants have agreed to pay the required small sites contribution of £300,000 towards the provision of affordable housing within the borough which is to be secured via the proposed S106 heads of terms as outlined within recommendation A.

### **Pedestrian route through the site**

- 3.15 The development scheme enhances permeability within Clerkenwell with the introduction of a pedestrian access linking Clerkenwell Road with St John's Square.

## **4.0 RELEVANT HISTORY:**

### **Planning Applications**

- 4.1 The application site has been the subject of a number of previous planning applications. However, the only applications considered particularly relevant are those relating to the full planning applications for the site. Those applications are summarised as follows:
- 4.2 Planning application LBI ref: P101292 to extend the time limit for the implementation of planning permission ref: P070783 dated 23/11/2007 for the: 'demolition of existing structures and erection of a part 5, part 6 and part 7-storey building (plus basement) comprising 3 (Class A1) retail units, 2 (Class B1) offices, 8 residential flats and an electrical sub-station. was GRANTED on 28/03/2012 with conditions and a legal agreement. The diagrams below show some images of the extant planning permission on this site.

sent

Clerkenwell Road, looking towards Farringdon Road



Extant permission appearance from Clerkenwell Road.

Consented Scheme I View from Clerkenwell Green



96-100 Clerkenwell Road | London

May 2014

Stephan Reinke

Extant permission appearance when viewed from Clerkenwell Close.



- 4.3 Planning application LBI ref: P070783 for the *'Demolition of existing structures and erection of a seven storey building (plus basement) comprising three A1 retail units, two Class B1 offices, eight residential units, an electrical sub-station and ten micro wind-turbines and solar panels at roof level'* was GRANTED on 23/10/2007.
- 4.4 Conservation area consent application P070780 for the *'Conservation Area Consent application in connection with the demolition of all on-site structures, including forecourt shop, forecourt canopy and pumps and removal of underground fuel tanks'* was GRANTED on the 07/11/2007.
- 4.5 Planning application LBI ref P080989 for the Demolition of existing structures at 96-100 Clerkenwell Road and erection of a 7-storey building (plus basement) comprising three A1 (shop) units and an electrical sub-station at ground floor level, two B1 (business) and eight residential units at part ground and wholly to upper levels. Refurbishment and extension of 10-11 Clerkenwell Green and creation of openings in its southern elevation to allow linkages with 96-100 Clerkenwell Road and use of the ground floor of the building fronting Clerkenwell Green for flexible A1 (shop) and/or A3 (restaurant / café) use and use of upper floors of that building and all floors of the rear building for B1 (office) granted on the 20/08/2008.
- 4.6 Planning application LBI ref P052257 for the "Construction of a part six and part seven storey building (incl. basement) comprising a petrol filling station, office floorspace and 41 residential flats" granted on the 15/02/2006.
- Nearby development at Farmiloe Buildings 28-36 St John Street.**
- 4.7 Planning Application LBI ref P2013/5063/FUL for the "Retention and conversion of grade II listed office/showroom/warehouse building including internal and external alterations, demolition of 1930s extension and Atcost building, and erection of a 5-storey building, all to accommodate offices/workspace (B1 use) and flexible commercial (A1/A2/A3/D1 use) floorspace at ground floor." Granted with conditions and legal agreement on the 8<sup>th</sup> August 2014.

#### **Enforcement History**

E12/06605: Non compliance with opening hours conditions (P101600)

E09/04517 Unauthorised use as car park

E10/05297 Untidy land

**Pre-application Advice:** the proposals have followed pre-application discussions held between the Local Planning Authority and the applicants (and their agents) from May 2013 to the date the application was submitted. The proposals have been generally supported by officers through the pre-application process in terms of land use and policy, however significant concerns were raised early in the discussions between the Local Planning Authority and the applicant regarding the proposed design of the building.

## 5.0 CONSULTATION

### Public Consultation

- 5.1 Letters were sent to occupants of adjoining and nearby properties at Clerkenwell Green, Britton Street, Clerkenwell Road, Clerkenwell Close, Albemarle Way, Briset Street, Turnmill Street and Haywards place. A site notice and press advert was displayed on 06/02/2014. The public consultation of the application therefore expired on 06/03/2014.
- 5.2 Following on from a series of related amendments to the scheme a second round and third round of public consultations (14 days and site and press notices erected) were carried out starting from the 14/05/2014 and ending on the 29/05/2014 with the final round starting on the 26/06/2014 and ending on the 10/07/2014. A site notice was also displayed for both reconsultation phases. The majority of the responses were received after the first round of consultation with additional letters being received in the second and third rounds. These responses have been fully considered and grouped together for clarity under each relevant address.
- 5.3 At the time of the writing of this report a total of 34 responses (28 objections, 2 comments, response from Cllr Andrews and Cllr Court, 3 letters of support and a response from Emily Thornberry MP) had been received with regard to the application. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets):

#### **Negative impacts of the development on the character and appearance of the surrounding Clerkenwell Green Conservation Area**

- Overly dense and overdevelopment of the site. (See paragraphs 8.7-8.21)
- Enclose and dominate St John's Square to an unacceptably harmful degree. (See paragraphs 8.13-8.18 )
- Excessive scale and particularly the height of the proposed development. (See paragraphs (See paragraphs 8.7-8.21)
- Loss of skyline and views from properties along 45 and 47 Clerkenwell Green of St Paul's Cathedral. (See paragraph 7.18 )
- Poor overall design of the proposed building. (See paragraphs 8.7-8.21)

#### **Highways, parking, traffic congestion and servicing concerns**

- Too much traffic and deliveries will be expected to be accommodated within St John's Square. (See paragraphs 15.5-15.38)
- Noise and disruption from necessary deliveries and servicing to the hotel. (See paragraphs 15.5-15.38)
- Increased risk of traffic accidents and conflicts between pedestrians and service vehicles within the Square. (See paragraphs 15.5-15.38)
- Unrealistic to compare servicing and traffic movements on the extant permission and based on uses within the square based on permission granted from over 7 yrs ago when lots of new uses have started which are using up some the servicing and delivery capacities of the square. (See paragraphs 15.5-15.38)
- Need for vehicles to reverse and inability of vehicles to enter and leave the site in forward gear. (See paragraphs 15.5-15.38)
- Increase in frequency and intensity of deliveries related to the hotel will harm the character cobble finish s along St John's Square. (See paragraphs 15.5-15.38)

- Potential for large increase in private and hotel related parking needs in the area. (See paragraphs 15.5-15.38)
- Lack of a turning point provision for vehicles within the site. (See paragraphs 15.5-15.38)
- Adverse impact the development would have on the existing cobbled square in terms of maintenance during the construction and final use phase of the development. (See paragraph 15.38)

#### **Land-use concerns**

- No need or demand for another hotel in the area. (See paragraphs 7.10-7.14 )
- Should be more office based redevelopment of the site (See paragraphs 7.5-7.10 )
- Transient nature of hotel residents. (Not a material planning consideration)
- Over provision of hotels in the area. (See paragraphs 7.10-7.26 )

#### **Amenity Concerns**

- Noise and construction disruption to adjoining uses during the construction phase of the development. (See paragraphs 12.39-12.40 )
- Increased noise and fumes coming from the intensified servicing and deliveries needed for the hotel. (See paragraph 15.26)
- Increased late night activity and noise from the hotel use and A3 uses. (See paragraph 12.39 )
- Anti social behaviour along the proposed passage from Clerkenwell Road to St John's Square. (See paragraphs 12.9-12.11)
- Block light to the square itself as a result of the excessive scale and height of the proposed development. (See paragraphs 8.16-8.18 )
- Licensing implications for restaurant or bar area. (See paragraphs 7.23-7.25)
- Loss of daylight/sunlight, outlook and increased sense of enclosure to adjoining properties. (See paragraphs 12.2-12.8 )
- Light pollution from the proposed new building (see paragraphs 12.41-12.43 )
- Inadequate refuse facilities for the hotel, residential and commercial aspects of the scheme. (See paragraphs 15.17-15.20 )

#### **External Consultees**

- 5.3 English Heritage stated that the scheme should be determined in accordance with national and local policy guidance, and on the basis of the Council's specialist conservation advice.
- 5.4 English Heritage (Greater London Archaeology Advisory Service) note that the site lies astride the inner precinct boundary of the Priory of St John of Jerusalem. The officer notes the proposed basements would remove all surviving remains of archaeological interest. However the officer notes that the development will only affect a small part of the inner precinct an area with patchy survival and none of the key building the loss of these remains would amount to less than substantial harm. The officer raises advises the council that the development should be considered in light of this less than substantial harm and other public benefit of the scheme. If the council considers the public benefits of the scheme to outweigh the harm here the officer advises a series of conditions be attached to any grant of permission in relation to the submission of a written scheme of investigation, site investigation and an archaeological watching brief (condition 30).
- 5.5 London and Middlesex Archaeological Society (LAMAS): The Society noted



- “The ennuui of the architectural design, despite it being more sympathetic than the consented scheme, it was felt that a more interesting elevation to Clerkenwell Road could be produced”
- The height of the rear wing was considered excessive and detrimental. It was remarked that given the difference in scale of various surrounding buildings and the impact upon St John’s Square, the rear should be reduced by one or two storeys ( even if stepped)”
- “In conclusion it was thought the design needed refinement as being a gap site in an important area it deserved a better scheme, and a reduction in the massing to the rear of the site was essential to make the proposal acceptable. (Addressed in paragraphs 8.7-8.21)

5.6 London Fire and Emergency Planning Authority raise no overall objections to the scheme while noting that developments of this type should use sprinkler systems.

5.7 Metropolitan Police (Crime Prevention) no response.

5.8 Transport for London raises no overall objections to the proposal subject to:

- No on site car parking provision
- Welcome the proposed servicing for the hotel from St John’s Square and commercial elements servicing from Clerkenwell Road. TFL recommends a Delivery Servicing Plan is submitted via conditions.
- S106 should include a Green Travel Plan to be submitted.
- Crossrail contribution should be secured for this development.

### **Internal Consultees**

5.9 Access Officer: The Councils Access officer has reviewed the application and made comment, which resulted in revisions being made to some aspects of the development. Full details of this are included in the access section of this report. Overall the provision of 10% of the total hotel rooms (21 rooms) to be fully disabled accessible is welcomed. Still few concerns remain regarding full accessibility of the site but subject to detailed conditions to secure the full compliance with the council’s accessibility standards no objection raised.

5.10 Design and Conservation Officer: The officer has some concerns over the final design quality of the development particularly in relation to the Clerkenwell Road frontage and atrium area facing St John’s Square. However the officer welcomes the reduction in the height of the proposed development when compared to the extant planning permission which allowed a visually harmful and higher building on the application site particularly when seen from Clerkenwell Close. Bearing in mind the open nature of the site which detracts from the character and appearance of the conservation area and the extant permission in place it is considered that subject to detailed conditions controlling the selection of appropriate and high quality facing materials that the scheme can be supported.

5.11 Licensing officer: The officer notes that any new operator within the development will want to obtain a premises license to sell alcohol and possibly provide regulated entertainment and late night refreshment. The officer notes the application site is located within the council’s cumulative impact policy area which means there is a presumption against granting any new licenses unless the applicant can satisfy the

council that they will not add to the cumulative impact. The officer notes that should a licence be granted the preferred terminal hours would be the following:

- Off licences to 11pm
- Restaurants, café, bars 11pm Sunday to Thursday, midnight Friday and Saturday
- 24 hour sales of alcohol to hotel residents

5.11 Design Review Panel (DRP): Previous reiterations of the scheme have been considered by panel members on three different occasions during the process of the pre application with the third appearance at DRP (16<sup>th</sup> September 2014). A copy of that DRP response (dated 14<sup>th</sup> October 2014) is attached to this report within Appendix 3. The points below are a summary of their thoughts as outlined within the third and latest DRP response concerning the redevelopment of this site:

***Panel's observations***

- Panel members appreciated that the scheme had been further developed in a positive direction since the previous review and that some of the issues raised then had been addressed, but stressed that the changes fell short of the more fundamental re-design it had wished to see. The Panel remained concerned that the proposal appeared to be principally driven by the need to accommodate a set number of hotel rooms to the detriment of creating a building of distinction with high quality internal communal and private spaces.

**Officer's comments:** Officers note that the current design of the proposal has evolved and represents a considerable improvement on earlier reiterations in design terms. The council must consider the planning merits of the submitted scheme and it is considered that the proposed scheme offers a contextual and attractive building within its context. The council has no hotel room standards and it is considered that the room layout and room configurations of the proposed hotel are acceptable in this case.

- The Panel noted that it is critical to see drawings which adequately describe the design intent of the scheme, particularly on a site of such importance, and was concerned that from the information presented key design details remained outstanding. Please see the final page of this letter for a list of information that the Panel felt should be provided.

**Officer's comments:** Officers appreciate that the more detail applicants can provide within any major application the better it is for a full assessment of the design credentials of a scheme. However, the submitted plans and details for this proposal are considered to be of a good quality and sufficient detail which allow an accurate assessment of the design and planning merits of the proposal to be made. The panel members suggested a list of additional details is welcome and is suggested to be secured via conditions 3 &4. Future planning approvals relating to these points/details could be brought back to DRP if members were so minded.

- The Panel noted that the design team had done further work in developing the building's façades. On the Clerkenwell Road frontage, the Panel noted the further development of the tripartite approach with a better expression of a base, middle and top. The Panel was however concerned that the plan did not inform the elevation, and that there was a strong sense of both having been developed separately.

**Officer's comments:** Officers welcome the improved articulation of the main façade of the proposal fronting onto Clerkenwell Road with the proposed tripartite design approach. It is considered that the overall Clerkenwell Road elevation relates well to its local context and the room configurations proposed are not considered to be readily discernible in any harmful way from the final appearance of this elevation.

- The Panel welcomed the direction taken on the use of interesting materials on the front elevation, but said that further information was required on the detailed design. In particular the use of glazed bricks and how they are detailed on the window returns. The Panel stated that it would like some reassurance around the materials and designs proposed and whether these would be possible to deliver, particularly in relation to the windows. The Panel suggested that a two window bay mock-up (at 1:1 scale) could help inform whether the proposed designs and materials are appropriate and feasible.

**Officer's comments:** Once again further detailed drawings, samples and finishes could be developed and agreed through the detailed submissions of appropriate planning conditions as suggested within Appendix B of this report (conditions 3 & 4).

- There was some discussion surrounding the proposed placement of bathrooms within the hotel rooms - the architect described the room layouts with the bathrooms on external wall - and the Panel was, therefore, concerned about their impact on the external faces of the building. It was felt that further clarification of this aspect of the scheme was needed. The Panel reiterated its concern that it is unclear what parts of the elevations were opaque, transparent and translucent and the overall impact this may have on the street elevation. A more detailed coloured elevation and CGI view at a less acute angle would be necessary to assess the appropriateness of the design.

**Officer's comments:** Officers consider satisfactory details have been submitted as part of the application proposal. Once again further detailed drawings, samples and finishes could be developed and agreed through the detailed submissions of appropriate planning conditions as suggested within Appendix of this report. A further condition 42 will seek to secure the final hotel room layouts including bathrooms and their resulting visual impacts on the proposals main facades.



- In relation to the St John's Square frontage, the Panel expressed serious concerns in relation to the elevation. The Panel felt that not enough of a detailed design had been provided to judge whether the design was appropriate, particularly in relation to the functions behind the elevations for example in the southern corner, use of materials in which sections would be transparent, opaque, or solid. The Panel requested very specific design drawings of the back elevation.

**Officer's comments:** Once again further detailed drawings, samples and finishes would be developed and agreed through the detailed submissions of appropriate planning conditions as suggested within Appendix B of this report.

- The Panel welcomed improvements made to the arrival area of the upper floors of the hotel. However, the Panel felt that the atrium was a lost opportunity in terms of bringing daylight and views into the corridors of the hotel. The Panel noted that the atrium is very narrow with the windows of the rooms directly facing one another only feet apart.



**Officer's comments:** Officers note the irregular shape of the site and the difficulty of achieving a comprehensive redevelopment of the site which addresses all frontages of the site adequately. It is considered that the proposed atrium feature would remain an attractive feature when viewed from the public realm and from within the proposed hotel rooms. The amenity of the hotel rooms are considered acceptable.

- Panel members welcomed improvements made to the residential accommodation. Although the Panel welcomed the inset of the balcony, it noted that this had reduced the size and particularly the width of the living rooms.

**Officer's comments:** Officers acknowledge that the recessed balconies have reduced the width of the proposed living spaces of the residential units. However these units still offer generous floor areas with a good overall layout. The quality of the proposed 5 residential units are considered to be acceptable.

- The Panel welcomed improvements made to the workshop space, but expressed concern over the lack of daylight.

**Officer's comments:** The level of daylight accessible to this small non residential space is considered to be acceptable in this case.

- Summary: As during previous reviews, the Panel welcomed the design intentions of reinstating the fabric on this site and the introduction of permeability from Clerkenwell Road to St John's Square. The Panel noted the scheme had evolved in some areas but felt that the proposal still fell short of delivering a building of exceptional architectural quality to respond to its rich surrounding context. Although the Panel felt that design had improved, they were concerned that the lack of detailed design drawings of the front and back elevations made it difficult to assess the proposed designs. The Panel would encourage the design team to revisit the



above mentioned aspects of the proposal to ensure the final development proposal provides a more adequate scheme.

**Officer's comments:** The council must assess the design quality and planning merits of the submitted scheme and not a hypothetical scheme which is not before the council for consideration. Bearing in mind the open nature of the site which currently detracts from the character and appearance of the surrounding conservation area and the extant planning permission for a taller building in this location, it is considered that the development would form an attractive and contextually appropriate building within this location and would enhance the character and appearance of the Clerkenwell Green Conservation Area.

- 5.12 Energy Conservation Officer: The Council's Energy Conservation Officer(s) have reviewed the submitted Energy Statement and consider the information contained therein to be largely suitable, and welcome the proposed 30.3% energy reduction against 2010 building control regulations, along with the BREEAM 'Excellent' rating, as adequate for a hotel scheme of this nature. The site is located 600 metres away from the Citigen Network. Officers recommend that the applicants are (where feasible) encouraged to connect to this network. The assessment of the feasibility of connecting to the Citigen network is secured by S106 agreement. A planning obligation for a Carbon Offsetting Contribution has been sought, and agreed by the applicant for a sum totalling £ 451,720 which is included within the Heads of Terms which form part of this report.
- 5.13 Spatial Planning and Transport (Transport Officer): The officer notes the inability of the application site to provide off street parking and servicing facilities. The officer notes the extant permission allowed servicing of the approved office development to occur from St John's Square and notes the current proposal would result in reduction of proposed traffic movements. Therefore subject to detailed conditions and S106 contributions to facilitate improvements and maintenance to the local highways However, it was demonstrated by the applicants that an internal servicing arrangement would not be possible in this location without significantly breaking the building line, and requiring vehicles to move across busy pedestrian footpaths, along with significantly reducing the usable ground floor area of the building for commercial uses. Further information is included in the transport section of this report.
- 5.14 Sustainability Officer: The Council's Sustainability Officer has been involved through the application process, and has confirmed no objection to the proposed development subject to a list of standard conditions being applied to any permission granted, along with a suitable S106 Carbon Offsetting contribution. The proposed development has included a large green roof on the proposed building and would embrace as many SUDS features as possible which would be secured via condition.
- 5.15 Planning Policy: The site allocation (BC41) suggests an employment led mixed use redevelopment, including an element of residential alongside small scale offices and or workshops. The site is an accessible and prominent site. Redevelopment provides an opportunity to improve the quality of the local area and provide new commercial accommodation. No in principle objections were raised by the Council's Planning Policy team, while welcoming the bar/restaurant use at ground floor level, and encouraged the retail use to be comprised of smaller units.

## **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 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.

### **Development Plan**

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

### **Planning Advice Note/Planning Brief**

6.3 There is no Planning Advice Note/Planning Brief relevant to this proposal.

### **Designations**

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

#### **Islington Local Plan**

CS7: Bunhill and Clerkenwell Key Area  
Archaeological Priority Area  
Local views of St Paul's Cathedral  
from Amwell Street, Archway Road and  
Archway Bridge  
Site Allocation BC 41  
BC 7 " Historic Clerkenwell"  
Finsbury Local Plan Policy BC8  
Employment Priority Area (General)  
Clerkenwell Green Conservation Area

#### **London Plan**

Central Activities Zone

### **Supplementary Planning Guidance (SPG) / Document (SPD)**

6.5 The SPG's and/or SPD's which are considered relevant are listed in Appendix 2.

## 7.0 ASSESSMENT

The main issues arising from this proposal relate to:

- Principle/Land Use
- Design, conservation and impacts of the proposed development on the setting of adjoining Listed buildings.
- Neighbouring Amenity
- Quality of the proposed hotel accommodation
- Living environment and mix
- Affordable housing and small sites contributions
- Access and Inclusive Design
- Energy/Sustainability
- Transport and Highways

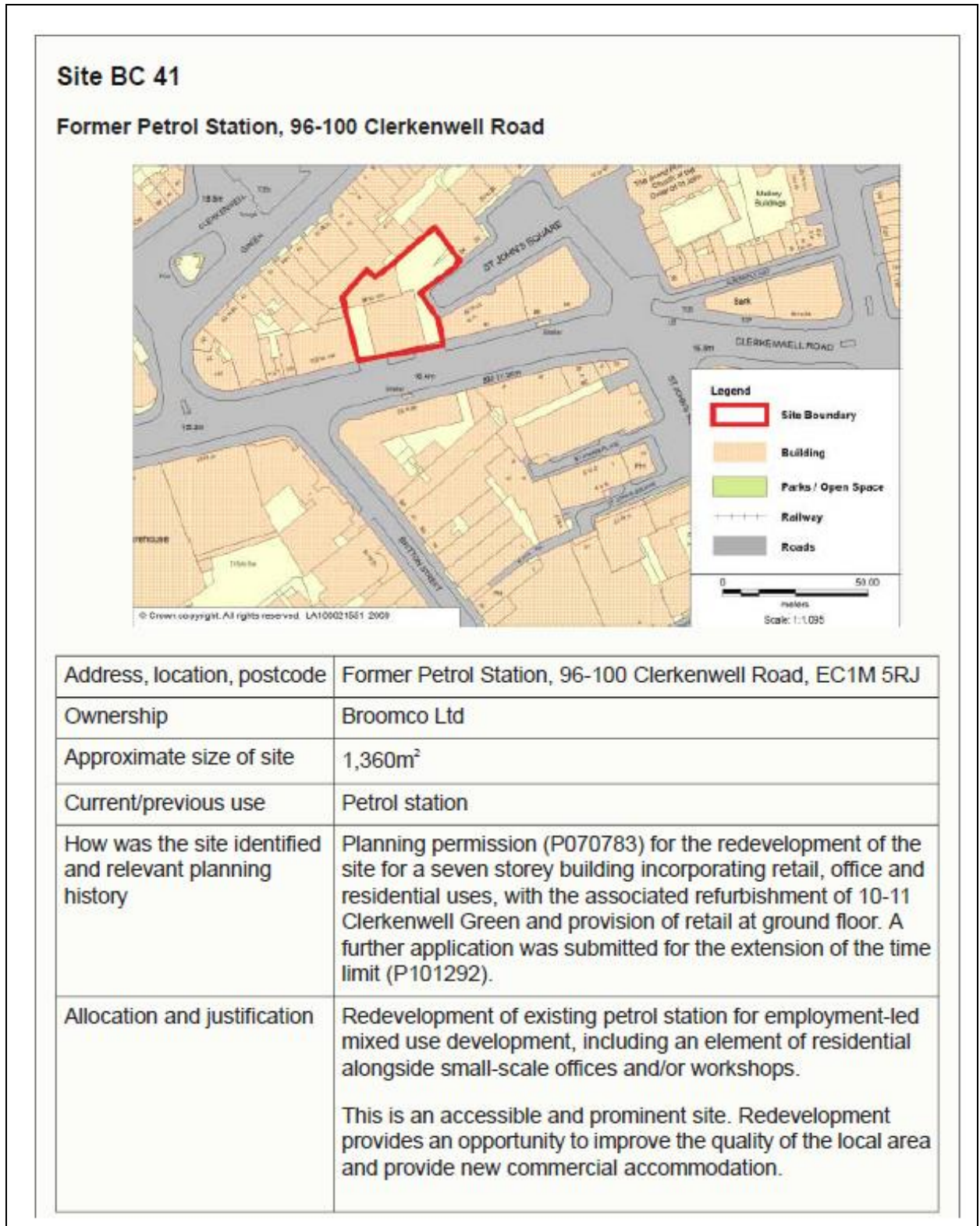
### Land-use

#### *Loss of Existing Sui Generis Uses*

- 7.1 DM5.2 states that proposals that would result in a loss or reduction of business floor space will be refused unless the applicant can demonstrate exceptional circumstances, including through the submission of clear and robust evidence which shows there is no demand for the floor space. In the absence of the required marketing and vacancy evidence covering a two year period (as set out in Appendix 11 of the DM Policies), the applicant would usually need to provide a market demand analysis under the terms of Policy DM 5.2. However, the employment operations that occupy the existing buildings on site, namely a car wash are classed as sui generis uses. The applicant contends in the Planning Statement that the existing employment provision is of low grade and the provision of a hotel at the site will increase employment density and bring economic benefits to the area, which is considered to be acceptable. It is important to note that there are no specific adopted policies protecting sui generis employment uses at this site.
- 7.2 There is a previous extant permission for an office led redevelopment of the site which expires in March 2015. As part of this application details have been provided of a reasonably high level of marketing for the delivery of the extant office permission. The initial results show no firm or concrete offers for the site for this use which covered a time frame dating from 2007. That is not to say that despite the lack of recent offers (to develop the offices within the extant permission) that the site could not be developed for a viable office led development in the future. However the council must consider the merits of the proposed development and land uses contained within this particular application.

## Site Allocation “Former Petrol Station 96-100 Clerkenwell Road

7.3 The site is allocated (Site BC 41) and this seeks the following:





Design considerations and constraints	<p>The site is within Clerkenwell Green Conservation Area. Proposals should provide active ground floor uses and demonstrate design and massing that conserves and enhances the historic context.</p> <p>The site falls within protected viewing corridors defined by the Development Management Policies.</p> <p>Remediation is required prior to redevelopment.</p>
Cross-references	Policy BC7; Public space priority project 29
Estimated timescale	2012 to 2016

7.4 It is important to note that employment uses include “activities or uses that generate employment, including **offices**, industry, warehousing, showrooms, **hotels**, **retail**, entertainment, educational, health and leisure”. (Finsbury Local Plan). Given that a hotel is an employment use and the other proposed uses include an element of residential and 93m<sup>2</sup> of office/workshop, it is considered that the proposed development meets the land use allocation for Site BC 41.

#### **Employment Priority area and range of employment uses**

7.5 The site is within the general category of an Employment Priority Area and Finsbury Local Plan Policy BC 8 (Achieving a balanced mix of uses) sets out the nature of development sought in these areas. Part A (ii) and B of this policy are applicable to this proposal.

A. *Within the Employment Priority Areas (General and Offices) designated on the Policies Map and shown on Figure 16:*

ii. Proposals should incorporate the maximum amount of business floorspace reasonably possible on the site.

B. *Within the Employment Priority Area (General) designated on the Policies Map and shown on Figure 16, the employment floorspace component of a development or change of use proposal should not be unfettered commercial office (B1(a)) uses, but, where appropriate, must also include retail or leisure uses at ground floor, alongside:*

ii. *A proportion of non-B1(a) business or business-related floorspace (e.g. light industrial workshops, galleries and exhibition space), and/or*

iii. *Office (B1(a)) or retail (A1) floorspace that may be suitable for accommodation by micro and small enterprises by virtue of its design, size or management, and/or*

iv. *Affordable workspace, to be managed for the benefit of occupants whose needs are not met by the market.*

7.6 As the extant permission for office use has not been implemented, there is no policy protection for retaining the level of office provision in the extant permission within a new application when the site has not previously been in a business use. While it is acknowledged that the site allocation seeks an employment led mixed-use scheme,

and a hotel use is considered an employment use as defined by the DM DPD, within the context of a hotel-led scheme the proposals need to demonstrate that business floorspace on the site has been maximised, as set out in BC8A(ii). An inability to secure a pre-let for the extant scheme does not demonstrate that there would be a lack of demand for a lesser quantum of office floorspace within a mixed-use scheme, particularly as the office market/rental values have moved on from 2012, the last time the site was considered for office use.

7.7 Although a demand analysis for the unimplemented scheme has been presented, evidence has not been provided that the provision of a single office unit of 93sqm is the maximum amount of business floorspace reasonably possible on the site. However the scheme does accord with the site allocation, the site is appropriately located for a hotel scheme in relation to transport hubs as required by planning policy and the benefits of developing a gap site are considered to outweigh this omission in this particular instance.

7.8 Therefore the proposed mix of hotel, office, A1/A3 uses and residential uses are considered to offer an appropriate mix of uses within the site while still emphasising the employment generation of the site as the policy seeks to create.

7.9 The site is covered by Policy BC 7 Historic Clerkenwell. This policy sets out the land use and design criteria for development in this area, seeking:

*'A range of employment uses, including business workspaces suitable for SMEs, affordable workspaces for specialist industries, and small-scale retail and leisure uses, with complementary residential uses provided where appropriate.'*

7.10 Once more the proposed workspace is considered to be a useful workspace for Small and Medium Enterprises (SME's). The development includes retail and restaurant units and the creation of five good sized and well located residential units. The proposed development is considered to offer a mixed use redevelopment of the site which is led by employment generating opportunities and it is considered to have met the appropriate balance between creating a urban development which enhances the character and appearance of the site, offers a breadth of different uses and increases significantly the employment generation capabilities of the site as a whole.

7.11 The proposal includes 93m<sup>2</sup> of office / workshop space (Class B1) and 250m<sup>2</sup> of A1/A3 use as well as the hotel and residential uses. Micro and small workspaces are considered to be workspaces in business use (B use classes) with a gross internal floor area of around 90m<sup>2</sup> (gross) or less. The proposed office/workshop is would form a highly accessible and useful office/workshop space within this highly accessible location. Small retail units are considered to be individual shop (A1) units of 80m<sup>2</sup> or less (gross), the proposed A1/A3 units are to be 165m<sup>2</sup> and 85m<sup>2</sup>. One of these units would form the hotel restaurant and the planning statement indicates the second unit is likely to become a fine dining restaurant. During the course of the application the one of the larger A1/A3 units has been reduced to two smaller units which is welcome in terms of creating smaller retail units. The amended plans clearly show an A3 unit which would be linked to the proposed hotel and another A1/A3 unit adjacent to the proposed pedestrian cut through over basement and ground levels.

7.12 The units are larger than what policy would usually expect. However the physical dynamics of the site creates limited street frontage but units which are reasonably deep and created over two floors which leads to the creation of two larger units overall. It is considered that both units proposed floor sizes has been justified against policy by creating attractive units which will enliven the Clerkenwell Road and St John's Square frontage at ground floor levels. These considerable benefits are considered to ensure that the proposed units will respect their context and will not undermine the vitality and vibrancy of the wider area.

#### **Principle of the Hotel use**

7.13 Core Strategy Policy 14 part G states that hotels and visitor accommodation will help support the retail and service economy while noting that the appropriate location for hotels and visitor accommodation is in town centres. The council's policies concerning new hotels are further detailed within the Finsbury Local Plan and Development Management Policies.

7.14 Policy BC 8 (Achieving a balanced mix of uses) states:

*'H. Visitor accommodation may be appropriate within the City Fringe Opportunity Area or **in proximity to Farringdon station.***

7.15 Policy DM4.11 (Hotels and visitor accommodation) sets out the criteria for assessing applications for hotels.

*A. Hotels and other visitor accommodation are generally appropriate in the locations specified in the following hierarchy:*

- 1. Designated Town Centres; and*
- 2. Areas within the Central Activities Zone that are within the designated City Fringe Opportunity Area or are in close proximity to national railway hubs.*

Officer response: The application site is located within very close distance to a national railway hub being Farringdon Station and is located within the Central Activities Zone. It is considered that the application site is a suitable location for a hotel use.

*B. Proposals for new hotel and visitor accommodation (including ancillary hotel and visitor accommodation) will only be supported where they:*

- i) contribute to the balance and mix of uses in the immediate locality;*

Officer response: The area is characterised by a wide variety of residential, commercial, offices and hotel uses. There are many examples of residential and office uses with nearby hotels within the vicinity of the site. It is considered that the creation of an additional hotel would complement the mix and variety of uses within this highly accessible location.

- ii) support the area's primary retail/business/cultural role and do not compromise economic function/growth;*

Officer response: The Finsbury Local Plan defines employment uses to include activities that generate employment including offices, showrooms, hotels, retail, entertainment, educational and health and leisure. The proposed hotel would

create an attractive offer of hotel accommodation with related restaurant facilities which would create economic activity while also activating the streetscene. The proposed hotel would offer a good number of hotel rooms to visitors to the area and London in general all of which would encourage and promote economic activities and expenditure in local businesses and within the London generally.

*iii) do not result in adverse impacts on residential amenity, including cumulative impacts;*

Officer response: It is considered that through the careful detailing of servicing and deliveries and a comprehensive Hotel Management Plan that the proposed use could function satisfactorily without adversely affecting the amenity levels of adjoining occupiers and users within the vicinity of the site. Detailed conditions concerning noise, hours of operation, servicing and delivery hours and controls and a hotel management plan are suggested to ensure that adjoining amenity levels are not adversely affected by the proposed development during both its construction phase and day to day operation.

*iv) have excellent access to a range of public transport modes;*

Officer response: The site is located within a highly accessible location within short walking distance to a major transport hub in the form of Farringdon Station. The area is also well served by a variety of modes of public transport from Clerkenwell Road.

*v) provide appropriate arrangements for pick up / drop off, service delivery vehicles and coaches, appropriate to the size of the hotel or visitor accommodation;*

Officer response: The application site is very well located close to a railway hub and well developed public transport modes. There are no opportunities within the application site or surrounding area to accommodate coach parking facilities. Taxis can drop off patrons along Clerkenwell Road. Detailed servicing and hotel management plans and controls on hours of operation are suggested within Appendix 1 to ensure that the use can function adequately without adversely affecting the amenity of adjoining occupier s/users and safeguarding highways safety around the site.

*vi) incorporate ancillary facilities which are open for public use and create employment opportunities for local residents, such as restaurants, gyms and conference facilities (where appropriate);*

Officer response: The proposed development would create a good sized restaurant which can be frequented by both patrons of the hotel and the general public alike. The restaurant use would create an attractive commercial unit which would add to and complement the existing provision of restaurants and places to socialise within the immediate vicinity. The proposed pedestrian cut through would increase the permeability of the site forming a direct access through the site from Clerkenwell Road to St John' s Square. The proposed cut through would enliven the Square and increase footfall through the Square which would benefit the business levels of existing commercial uses within the Square and surrounding area.



vii) *are inclusive, providing at least 10% of all hotel rooms to wheelchair accessible standards (the 10% wheelchair accessible standard rooms must be fully fitted from occupation); and*

Officer response: The proposed hotel has detailed the provision of 21 bedrooms to be fully wheelchair accessible and laid as such. A further condition is suggested to ensure that these rooms are fully equipped for disabled visitors prior to the first occupation of any of the hotel rooms within the scheme.

viii) *provide an adequate standard of amenity for occupants.*

Officer response: The proposed hotel rooms are considered to have adequate room height, room sizes and layouts and access to light and outlook bearing in mind the type of transient use a hotel use involves. The proposed residential units within the scheme accord with the councils room sizes and have good external amenity spaces and good access to daylight and outlook and are all dual aspect.

*D. Applications for major hotel developments must be accompanied by information detailing:*

- i) how any impacts on residential amenity will be mitigated; and*
- ii) arrangements for securing public access to ancillary facilities (e.g. restaurants, gyms and conference facilities suitable for locally arranged events).*

Officer response: The hotel itself and its proposed restaurant use will be accessible by patrons and the general public alike. The pedestrian cut through will open up St John's Square increasing its natural surveillance levels and allow greater footfall of pedestrians through the area who may avail of the existing and developing commercial and restaurants facilities in the surrounding area.

7.16 The proposed hotel is within 300m of Farringdon Station and would support the areas economic function, incorporating publically accessible facilities. There is an existing hotel at a neighbouring building at 88 Clerkenwell Road (The Zetter). It is considered that the creation of an additional hotel in this highly accessible location would not result in an overconcentration of hotel uses within the area. Despite the highly central urban location there is a wide variety of commercial, hotel and residential uses in the surrounding area. It is not considered that the creation of an additional hotel in this location would undermine the commercial and mixed use nature of the area. The site is considered an appropriate location for a hotel. The principle of the proposed redevelopment of the site in the form of a hotel and smaller elements of residential, office and A1/A3 floorspace is considered to accord fully with DM policy 4.11.

#### **Local views**

7.17 The site is covered by three local views: Archway Bridge and Road (LV4 and LV5) and the SW corner of the site is covered by the view from Amwell Street (LV6). Officers are satisfied that the proposed height of the buildings would not infringe on these viewpoints remaining unaffected if the development were to proceed.

*Loss of skyline and views from properties along 45 and 47 Clerkenwell Green of St Paul's Cathedral.*

- 7.18 Concerns have been raised from residents within 45-47 Clerkenwell Green regarding a loss of skyline and views of St Paul's Cathedral. It is important to note that the consented scheme is for a slightly taller scheme and the proposed development is considered to be finished to an acceptable height in townscape terms. The main local viewpoints are unaffected. There is no right to a view in planning terms. The overall height, scale and massing is considered to relate well with the surrounding area and it is not considered that any objections to the height of the proposed built form cannot be sustained in terms of protecting limited views over the site from adjoining properties.

#### **Affordable housing and small sites contributions**

- 7.19 The proposed development includes some provision of housing. The size and number of these units are considered to be acceptable. The applicants have committed to pay an affordable housing contribution as a result of the proposed five residential units (5 x £ 60,000 = £300, 000). This is secured via S106.

#### **Employment provision:**

- 7.20 Within its current use as a car wash facility, the contribution of the current use on the site to the employment needs of this part of Islington is minimal. In addition to providing a vibrant and active use on this long under-utilised site, the hotel operation would generate significant new jobs for the local area. It is expected that the hotel alone would employ approximately 100 staff, with a dedicated training programme being implemented to train and provide the necessary skills for the staff. Furthermore, the provision of Class A1 / A3 units adjoining Clerkenwell Road and the office / workshop floorspace on St John's Square will provide additional job opportunities for the local area. Consequently, the development proposal is expected to significantly contribute to the employment opportunities within the local area.
- 7.21 The applicants have confirmed their commitment to Islington's Code of Local Procurement, along with compliance with the Code of Employment and Training, an agreed sum within the S106 agreement as proposed towards employment and training. All of these points are to be secured in the Section 106 agreement that this application would be subject to, the heads of terms for which have now been agreed.
- 7.22 The associated restaurant use of the hotel is considered to be broadly acceptable in this location as this would comply with the London Plan and Islington Policy DM4.11. A condition would be attached to any consent in order to limit the hours of operation of this restaurant area (condition 25), along with requiring details of any flue or extraction systems (condition 35) to be provided to the Local Planning Authority prior to the use commencing in order to meet the requirements as set out in Part B (iii) of DM4.11.

#### **Flexible Retail /Restaurant Uses**

- 7.23 The application is proposing to provide 250 m<sup>2</sup> of A1-A3 space on the basement and ground floor of the scheme. Policy DM 4.1 seeks to secure small shop units (generally considered to be units of around 80m<sup>2</sup>) for small and independent retailers throughout the borough, with retail development required to provide a good supply of smaller units. The policy also states that:

1. *The development would not individually or cumulatively with other development have a detrimental impact on the vitality and viability of Town Centres within Islington or an adjacent borough.*

Officer's comments: The surrounding area is characterised by a mixture of office, restaurants and some A1 units. The creation of a larger hotel related restaurant unit with frontages onto both St John's Square and Clerkenwell Road is considered to improve the vibrancy of the area over the existing non-existent frontage to the site. The units proposed are large in floorspace by reason of their large depth and still represent a relatively narrow frontage onto Clerkenwell Road. The physical dynamics of the site makes the provision of smaller retail units with very small actual Clerkenwell Road frontages difficult and would affect their long term viability. It is considered that the proposed two units in this case have been justified in policy and townscape terms and re therefore considered to be acceptable.

2. *Proposed uses can be accommodated without adverse impact on amenity and*

Officer's comments: The proposed units are not considered to have an unacceptable impact on the amenity levels of adjoining occupiers/users subject to detailed hotel management and restaurant plan which will outline controls on the deliveries, servicing and hours of operation of the restaurant use. The proposed A1 uses hours can also be controlled via conditions 9, 21, 22, 23, 25, 34 7 35.

3. *The proposal would support and complement existing clusters of similar uses within or adjacent to the Central Activities Zone, particularly important retail frontages.*

Officer's comments: It is considered that the creation of a 212 bedroom hotel and five residential units will create a significant increase in the number of people frequenting and visiting the site form day to day activities. The hotel use would enliven the streetscene and promote economic activity around the site. The likely increased economic activity around the site during its construction and operation would complement and intensify economic activity within the surrounding CAZ which is supported in policy terms.

- 7.24 The scheme has reduced the proposed units from three to two units which is considered to be acceptable bearing in mind the limited frontage onto Clerkenwell Road and the imbalance between the actual frontage onto Clerkenwell Road and the depth of the proposed building into St John's Square.
- 7.25 London Plan policy 2.10 states that boroughs should support and improve the retail offer of the CAZ for residents, workers and visitors. Policy 2.11 states that boroughs should identify, enhance and expand retail capacity to meet strategic and local need and focus this on the CAZ frontages. A condition is also recommended limiting the hours of operation of the ground floor retail units in order to protect nearby residential amenity.

**Location and concentration of uses:**

- 7.26 Policy DM 4.3 seeks to resist granting planning permission for cafes, restaurants, drinking establishments, hot food takeaways, nightclubs, casinos and other similar uses where they:

- 1) would result in a negative cumulative impacts due to an unacceptable concentration of such uses in one area or
- 2) would cause unacceptable disturbance or detrimentally affect the amenity, character and function of an area.

7.27 There are a number of restaurants in the immediate vicinity of the site. It is important to note the central location of the site and the dual frontages of the application site has facing onto Clerkenwell Road and St John's Square. The councils licencing officer advises that the site is located within a cumulative impact area where there is a presumption against granting any new licences unless applicants can demonstrate that their use will not add to the cumulative impact of such uses within the area. The councils Licensing Team will consider any future application for a licence on its own merits and based on the details and operation controls that may be suggested by the applicants. The applicants have stated that the preferred licencing hours of operation would be acceptable if applied to the proposed uses in this case. It is considered that with adequate sound/noise insulation, odour controls and controls on operation hours and services and deliveries that the proposed A3 uses could function satisfactorily without adversely affecting the amenity levels of adjoining occupiers/users.

#### *Summary*

7.28 As set out above, the proposed land use as a mixed development of hotel, residential, retail and small office/workshop unit is considered to be acceptable subject to servicing, quality of accommodation, design, sustainability, accessibility and transport which are covered elsewhere in this report.

## **8.0 Design, Conservation and Heritage Considerations (including Archaeology)**

### Policy Context

8.1 The NPPF (at paragraph 56) states that good design is a key aspect of sustainable development and is indivisible from good planning. Paragraph 63 states that, in determining applications, great weight should be given to outstanding designs which help raise the standard of design more generally in the area. Further relevant design policies are included in the London Plan, Islington's Core Strategy, Development Management Policies and the Finsbury Local Plan and the Islington Urban Design Guide (2006).

8.2 London Plan policy 7.6 states that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It goes on to set out criteria against which planning applications should be assessed, stating that buildings should be of the highest architectural quality, should be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm, and should comprise details that complement, not necessarily replicate, the local character. The policy (7.6) states that architecture should incorporate the highest quality materials and design appropriate to its context. It adds that buildings should use materials that complement – but not necessarily replicate – the local architectural character.

8.3 Development Management Policies, Policy DM2.1 (Design), DM2.2 (Inclusive Design) and DM2.3 (Heritage) are particularly relevant to this application. Key

requirements are listed under policy DM2.1 relating to the need for development proposals to be: durable and adaptable; safe and inclusive, efficiently use the site; improve the quality, clarity and sense of spaces around or between buildings; clear distinction between public and private spaces; improve movement through areas and repair fragmented urban form; respect and respond positively to existing buildings, the streetscape and the wider context including wider architectural language and character, surrounding heritage assets, create a positive sense of place, provide a good level of amenity, not unduly prejudice the operation of adjoining land, consider landscape holistically.

- 8.4 Policy DM2.3Bi states that new developments within Islington's conservation areas and their settings are required to be of high quality contextual design so that they conserve or enhance the significance of conservation areas. Harm to the significance of a conservation area will not be permitted unless there is a clear and convincing justification. Substantial harm will be strongly resisted.
- 8.5 Core Strategy policy CS7 (part I) refers to the need for major development proposals in Bunhill and Clerkenwell to be of exceptional design quality. Policy CS9 states that high quality architecture and urban design are key to enhancing and protecting Islington's built environment, making it safer and more inclusive. The policy goes on to state that new buildings should be sympathetic in appearance to the local identity, should be based on coherent street frontages, and should fit into the existing context of facades. Finally, part G of policy CS9 notes that high quality contemporary design can respond to relevant challenges as well as traditional architecture, and that innovative design is welcomed.

*Demolition and removal of the existing structures on site*

- 8.6 The existing structures on site consist of a single storey kiosk feature and large canopy garage structure and associated equipment. Whilst they are within a conservation area they detract from the character of the conservation area and in visual terms the removal of the existing structures on site is welcomed and will improve the character and appearance of the site which detracts from the visual amenity of the area at present. In this regard the proposed demolition complies with the NPPF and Islington's policies on protecting heritage assets.

*Design, scale massing and character and appearance of the area.*

- 8.7 The proposed development has sought to create a new building which complements and reflects the prevailing building heights of the area while acknowledging the tight physical constraints of the site and attempting to address the key objectives of the site allocation. The development has had to balance a series of competing objectives to create a well designed yet comprehensive redevelopment of the site.
- 8.8 The scheme has had extensive officer input and design evaluation during the pre-application and application process. This has included discussions at Design Review Panel on three separate occasions. The design of the development has changed during the course of the application to focus on a tripartite window elevation facing onto Clerkenwell Road including setting back the roof level of the development and recessing the proposed residential balconies within the scheme. Careful consideration has been given to the extant permission on the site which could be implemented at any time until March 2015. That permission granted



permission for a higher building in this location which forms an important consideration in this case. The extant permission varies from 1.2 to 1.6 metres taller in height than the current proposal before members. There are a variety of building heights in the vicinity of the site varying from 5 to 7 storeys with 6 to 7 storeys in the immediate vicinity of the site.

- 8.9 Bearing in mind the shape and scale of the application site and its frontage onto St John's Square and Clerkenwell Road, the local context and the extant permission it is considered that the proposed height of the building is acceptable which rises to a height of eight storeys with a recessed roof floor at 7<sup>th</sup> floor level. The proposed roof level is set off the front and rear parapets of the building would not appear as a top heavy or dominant feature when seen from the surrounding streetscape. Bearing in mind the height of existing adjoining buildings the proposed building height is considered to respond well to these buildings and is considered to be acceptable in visual and townscape terms.

*Design of the Clerkenwell Road elevation*

- 8.10 Extensive discussions have been undertaken to try and create a contextual and successful elevations to the main buildings facades. The proposed tripartite window approach on the Clerkenwell Road elevation is considered to offer a visually interesting and appropriate finish. Detailed discussions were undertaken with the DRP. The main frontage to Clerkenwell Road would be punctuated by a tripartite window arrangement which would cover two floors of the hotel accommodation. The windows would have elements of opaque glazing and a horizontal band delineating the separate floors within each larger window. The DRP raised concerns regarding the final levels of opaque finishes proposed and the internal layouts of the hotel rooms at this level which have the bathrooms towards the front of the windows. It is considered that a further detailed condition can be secured to secure the final extent of opaque glazing and the final internal hotel room configurations in order to ensure that the final appearance of this elevation is of the highest quality.



CGI IMAGE: View of the proposal (hotel) fronting onto Clerkenwell Road during daytime hours and early evening views.

- 8.11 The ground floor level of proposed development offers large glazed entrances and frontages to the hotel, restaurant unit and a separate A1 /A3 unit adjacent to the proposed pedestrian cut through. This section of the proposed Clerkenwell frontage is considered to form an attractive and well surveilled space which would enliven the streetscene. A reduced cornice canopy feature above the units would add more articulation and visual interest to this elevation which is welcomed.
- 8.12 The proposed roof floor is well set off the parapet of the proposed main building if the proposal. The proposed lightweight materials and satisfactory set back are considered to ensure that this proposed floor level would not appear as a dominant feature when seen from the public realm and would complement and respond well to the overall design of the proposed building and wider urban context surrounding the site.

#### *Design of the St John's Square elevations*

- 8.13 The main elevations facing St John's Square of the hotel and residential spaces are considered to be interesting and subject to the final selection of high quality facing materials would enhance the character and appearance of the square. The application property has an unusual frontage to both Clerkenwell Road and St John's Square located within an irregular shaped site. The proposal has sought to address both these differing elevations in a cohesive manner while creating a visually interesting St John's Square elevation once again the ground floor level is dominated by clear and legible glazed areas for the commercial aspects of the scheme and a reasonably large pedestrian cut through to the Square itself. Once again similar styled windows are proposed for the hotel elements towards the rear of the hotel and residential aspects of the scheme with less of an emphasis on a tripartite window design acknowledging the need to distinguish the different land uses in this section of the proposal with an office space and the recessed balcony areas of the proposed residential units.
- 8.14 The proposal include a large expanse of glazed windows to form an internal atrium linking the main sections of the hotel together and creating a flush elevation to St John's Square. The glazed atrium would have elements of opaque glazing. The GGI image below seeks to illustrate the view of the main atrium area when seen from within St John's Square.



View of central atrium section of the proposal facing onto St John's Square.

- 8.15 It is considered that careful attention needs to be made to the final selection of the highest quality finishing materials, final window finishes, atrium details and internal room layouts. Many of these important areas were highlighted by the DRP. Officers recommend through conditions 3 & 4, that these areas are submitted for approval prior to the development commencing on site.

- 8.16 It is important to note that the existing site offers little visual interest to the surrounding conservation. The open site creates an unusual and visually harmful break in the street frontage along Clerkenwell Road and St John's Square. The proposed development will reinstate this frontage to better frame Clerkenwell Road and St John's Square which is considered to enhance the character and appearance of the conservation area over the existing situation on site. Concerns raised from residents regarding the potential of the development to overshadow the square and create a gloomy and oppressive space have been fully considered. The proposed buildings main front and rear building lines are consistent with the established building lines of adjacent buildings front and rear elevations on Clerkenwell Road and St John's Square. The roof level of the proposal is well set off the rear elevation which is considered to reduce the bulk of the proposal as a whole and helps maintain a good level of light and open sky to the interior of St John's Square.
- 8.17 It is acknowledged by officers that clearly the redevelopment of the site to any material degree to reinstate the street frontage will inevitably change the outlook and experience of the Square in terms and enclosure and loss of light in comparison to the mainly open site which exists at present. However It is considered that the overall height, scale, massing and detailed design of the proposal have struck an appropriate balance in creating an attractively designed redevelopment of the site which is corresponds with the surrounding built form in terms of design, height and massing without exerting a material adverse impact on the open feel of the Square nor creating an unacceptably enclosed space or any material loss of light to the Square as a result.

#### *Materials*

- 8.18 The applicant has proposed a consistent and high quality selection of materials for the proposed development. The predominant material proposed to be used is glazed finished light coloured brick. Other materials proposed are: concrete panels, metal frame windows, metal aluminium windows and ceramic cornices to the main elevations of the building. The choice of finishing materials is considered to be of a high quality and would complement the local vernacular which has a variety of stock brick finishes with some dark bricks. The proposed materials are considered to be acceptable bearing in mind the local context and subject to the final selection of materials via planning condition and further detailed drawings and samples as recommended by the DRP members. (Conditions 3, 4 and 5).

#### *Pedestrian cut through*

- 8.19 The proposed pedestrian cut through is considered to significantly enhance the permeability and accessibility of St John's Square to the public forming an important visual and physical link from Clerkenwell Road to St John's Square. The pedestrian cut through would allow access to hotel patrons and the general public to St John's Square and the rear of the hotel where there would be able to access a variety of restaurants and facilities for patrons and general public. The pedestrian cut through will significantly enhance the public realm along this section of the Clerkenwell Road and St John's Square. It is envisaged that the passageway would be well used by the public and would be well surveilled from the adjacent ground floor commercial uses with proposed lighting and CCTV measures (condition 9) to further ensure a



safe and secure space is created in this location. Due to the slope of the application site the pedestrian cut through would have steps but would also include a fully operational stair lift (condition 7) to enable wheelchair users to access the area also.

- 8.20 The development is considered to significantly improve the visual amenity of the area, increase surveillance along Clerkenwell Road and St John's Square while also creating a valuable pedestrian cut through for use by the public. These are significant improvements over the existing situation on the site which offers a poor visual appearance and is considered to harm the character and appearance of the area on the whole.
- 8.21 The development is considered to offer a contextual yet modern redevelopment of the site which respects the site constraints by reducing the massing and height of the proposed development to directly respond to its often constrained relationship with its neighbours.

#### *Setting of Nearby Listed Buildings*

- 8.22 Section 66 of the Town and Country Planning (Listed Buildings and Conservation Area) Act 1990 requires Local Planning Authorities considering proposals that affect a listed building or its setting to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 12 of the NPPF sets out tests and what weight should be given to relevant considerations when considering development proposals that may impact upon designated and undesignated heritage assets. Relevant local policies include CS9 in the Core Strategy and Development Management Policy DM2.3.
- 8.23 Criterion D of Policy 7.8 (Heritage Assets and Archaeology) of the London Plan seeks to safeguard heritage assets. The policy encourages development that (i) identifies, values, conserves, restores, re-uses and incorporates heritage assets, where appropriate, and (ii) that conserves heritage assets and their setting. Criterion C (iii) of Policy DM2.3 (Heritage) of the Council's Development Management DPD requires that new developments within the setting of a listed building to be of a good quality contextual design.
- 8.24 There are a number of grade II listed buildings in the immediate vicinity of the site. To the north of the site there is 12 to 14a Clerkenwell Green and 49 to 53 Clerkenwell Road opposite the site. Further north of the site there is the grade I Listed Church of St James and attached railings and the grade I Listed Priory Church of St John of Jerusalem.





Fig 4-10

Conservation Areas map  
The Site is indicated in red

Listed Buildings map

The Site is indicated in red

Purple – Grade I

Light blue – Grade II\*

Dark blue – Grade II

Yellow – Benedictine nunnery of  
St Mary, Clerkenwell  
(Scheduled Ancient Monument)

1. Priory Church of St John of Jerusalem – Grade I
2. Church of St James and attached railings – Grade II\*
3. Clerkenwell Conference Centre – Grade II\*
4. Nos. 47 and 48 St John's Square – Grade II
5. Nos. 49 and 50 St John's Square – Grade II
6. No. 52 St John's Square – Grade II
7. Nos. 36 and 36a St John's Square – Grade II
8. Nos. 12-14a Clerkenwell Green – Grade II
9. The Crown Tavern Public House – Grade II
10. Comwell House – Grade II
11. Nos. 49-53 Clerkenwell Road – Grade II

Location of Grade I & Grade II Listed buildings in the vicinity of the site.

8.25 Other grade I listed buildings in the vicinity are considered to be far enough away from the proposed development to ensure that their setting would remain unharmed as a result of the development. However the extant permission clearly allowed substantial additional height to the proposed building which was readily visible from Clerkenwell Close and had a clear detrimental impact on the views of the Grade II listed buildings at 12 to 14a Clerkenwell Green. The current application is lower in height with a more recessed roof level which would significantly improve this view and respect the setting of this listed building which is welcomed. The diagram below clearly shows the improvement in visual terms with the current proposal over the extant permission.



CGI images of the extant permission when viewed from Clerkenwell Close.

- 8.26 The grade II listed buildings opposite the site at 49 to 53 Clerkenwell Road are not considered to be adversely affected by the proposed development. The overall height and frontage of the proposed new building is compatible with its immediately adjoining buildings. The roof level has reasonably large set backs off the front elevation facing Clerkenwell Road. The application site is also located on the other side of the road to the grade II listed buildings at 49 to 53 Clerkenwell Road and is not readily seen in tandem. However in views where they are seen together it is considered that the overall appearance and scale of the proposed building would not have any adverse impact on the setting of adjoining grade II listed buildings.
- 8.27 The council's Design and Conservation officer considers that the overall design, scale and finish of the proposed development is acceptable bearing in mind the existing open nature of the application site, the extant permission which includes a slightly higher and more prominent building on the site when seen from Clerkenwell Green and Clerkenwell Close in particular.

*Conclusions relating to design and the setting of designated heritage assets*

- 8.28 In relation to design, the proposed development is considered to offer a high quality and contextual redevelopment of the site. The overall design of the proposed development has moved on significantly from its consideration by the Design Review Panel with the overall appearance and massing of the development having been reduced as a result of these comments as well as improved in design.
- 8.29 It is considered that the proposed design now responds well to its surrounding context and would form an attractively designed, well proportioned building when seen in its immediate and wider urban context. The proposed development would enhance the character and appearance of the surrounding area while having no discernible adverse impacts on the setting of nearby listed buildings. Subject to

conditions regarding the final facing materials, details of the pedestrian cut through and also roof plant details, it is considered that the proposed development would accord with CS Policy 9, DM policies 2.1, 2.3, the NPPF 2012, Site Allocation BC 41, BC 7, Islington's Urban Design Guidance 2006 and Conservation Area Guidelines.

#### Archaeology:

- 8.30 The application site is located within a designated Archaeological Priority Area (APA). English Heritage GLASS have assessed the application and raise no objections to the proposed redevelopment subject to the imposition of conditions which will seek approval of a 'Written scheme of Investigation' and should the scheme be supported and permission be granted (condition 30).

#### Rooftop Plant and Screening

- 8.31 The development proposes two basement floors, the proposed lower basement floor has some dedicated spaces for plant and machinery which lessens the need for any large scale installation of additional plant and machinery to be placed on the proposed buildings main roofs. This is welcomed in visual and design terms. A condition is proposed in order to secure the final arrangement and visual appearance of any details for the rooftop plant and associated screening to be submitted to and approved by the Local Planning Authority prior to works commencing on site (condition 6).

#### *Summary*

- 8.32 The proposed design, scale and materials of the proposed development are considered to be acceptable, would respond to the character and appearance of the area and the Clerkenwell Green Conservation area and would offer a positive contribution to the street scene.

### **9.0 Quality of Resulting Hotel/Restaurant Accommodation**

- 9.1 The proposed hotel accommodation is generally considered to be of an acceptable overall layout and provides for all necessary ancillary spaces to ensure the correct functionality of the hotel for its end purpose. All of the proposed hotel rooms have acceptable access to natural light, outlook and natural ventilation for a non residential use as proposed. The floor to ceiling heights of the proposed hotel rooms measure 2.65 metres.
- 9.2 The proposed restaurant use would form an attractive amenity for hotel occupiers and the general public who choose to dine there. The creation of a publicly accessible passage way allowing access from Clerkenwell Road to St John's Square is very welcomed and would vastly improve the permeability and accessibility of the site, forming an attractive public realm through around the site. The proposed A1/A3 units fronting onto Clerkenwell Road would further reactivate this frontage and ensure natural surveillance of the both Clerkenwell Road and the passageway itself. The hotel and restaurant uses have very good access to toilet facilities and have good accessibility levels that would create an inclusive and inviting environment for all users and patrons of the site.



## 10.0 Quality of Resulting Residential Accommodation

- 10.1 Islington Core Strategy policy CS12 identifies that to help achieve a good quality of life the residential space and design standards will be significantly increased from their current levels. Islington's Development Management Policies will set out these in detail. The Islington Development Management Policies DM3.4 sets out the detail of these housing standards. It should be noted that particular care and attention was given to the design and layout of residential units at the pre-application stage, and the quality of accommodation proposed within this scheme is considered to be particularly high quality.
- 10.2 Unit Sizes All of the proposed residential units comply with the minimum unit sizes as expressed within this policy. The submitted sections of all of the residential units show attainment of the minimum floor to ceiling height of 2.6 metres.
- 10.3 Policy DM3.4 part D sets out that *'new residential units are required to provide dual aspect accommodation, unless exceptional circumstances can be demonstrated'*. The policy then goes on to state that *'for sites where dual aspect dwellings are demonstrated to be impossible or unfavourable, the design must demonstrate how a good level of natural ventilation and daylight will be provided for each habitable room'*. All of the proposed residential units have very good access to outlook, sunlight and daylight levels and natural ventilation, all residential units are dual aspect which is also welcomed.
- 10.4 Amenity Space Policy DM3.5 of the Development Management Policies Document 2013 within part A identifies that *'all new residential development will be required to provide good quality private outdoor space in the form of gardens, balconies, roof terraces and/or glazed ventilated winter gardens'*. The policy in part C then goes on to state that the minimum requirement for private outdoor space is 5sqm on upper floors for 1-2 person dwellings. For each additional occupant, an extra 1sqm is required on upper floors. A minimum amount of 30sqm is required for family housing (which is three bedroom residential units and above).
- 10.5 Four of the five proposed residential units can be considered to be family units. Therefore the council would expect larger amenity spaces for these units as supported by DM policy 3.5. The proposed family units have front recessed balconies measuring 1.5 metres in depth and would measure approx 13 sq metres in total which is considered to be an acceptable amount of family size amenity space bearing in mind the constraints of the site and the need to safeguard as much as possible the amenity levels of nearby residents. The proposed mix of units has focussed on the provision of 3 and 2 bed units. All of the proposed units have access to an acceptable sized external amenity space for the size of the residential unit proposed.
- 10.6 Refuse: Dedicated refuse and recycling facilities/chambers are proposed for the residential uses and the commercial spaces. The location and capacity, including management of these facilities have been developed in consultation with the Council's Street Environment department. It is considered that all differing uses have adequate refuse facilities and appropriate management secured by condition 27.

## **11.0 Dwelling Mix**

- 11.1 Part E of policy CS12 of the Islington Core Strategy requires a range of unit sizes within each housing proposal to meet the needs in the borough, including maximising the proportion of family accommodation in both affordable and market housing.
- 11.2 The proposed development is a mixed use development which is employment led in the form of a hotel and small related workspace. The site allocation for the site does not intend the site to be developed with a large number of residential units. Therefore it is considered that the right mixes of uses have been put forward within this application.
- 11.3 This planning application proposes a total of 5 residential units (4 x 3 beds & 1 x 2 bed) which would all be for private market sale or rent. There is an identified strong demand for 2 bed units within the market tenure and a strong demand for larger units (3 and 4 beds) within the social rented tenure within the borough. The five units will contribute the full £300,000 small sites contribution which is considered to be acceptable.

## **12.0 Neighbouring Amenity**

- 12.1 The Development Plan contains policies which seek to appropriately safeguard the amenities of residential occupiers when considering new development. London Plan policy 7.6 identifies that buildings should not cause unacceptable harm to the amenity of in particular, residential buildings in respect of matters including privacy and overshadowing. Policy DM2.1 of the Development Management Policies Document 2013 identifies that satisfactory consideration shall be given to noise and the impact of disturbance, vibration, as well as overshadowing, overlooking, privacy, direct sunlight and daylight receipt, over-dominance, sense of enclosure and outlook.
- 12.2 Overlooking / increased enclosure, privacy & loss of Outlook: Policy DM2.1 identifies that 'to protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 meters between windows of habitable rooms. This does not apply across the public highway, overlooking across a public highway does not constitute an unacceptable loss of privacy'.
- 12.3 It is accepted that the site is currently open in character and has no substantial built form on it at present. Therefore, it is accepted that adjoining properties to the site are accustomed to open views onto this space which the development will inevitably affect to a material degree. Along Clerkenwell Road the prevailing height of buildings ranges from 5, 6 and 7 storeys. The proposed development would reinstate a gap in the street frontage along Clerkenwell Road with an 8 storey plus basement levels building. The building that would remain a consistent height to both existing adjoining properties. There are residential properties directly opposite the site on Clerkenwell Road (no's 49 to 53). It is important to note that the front elevation along this section of Clerkenwell Road would serve hotel rooms with elements of opaque glazing to the front, rear atrium and rear elevation windows of the proposal. These windows would look across a public highway and the Square itself. Therefore the proposed windows would not give rise to any material

incidences in terms of overlooking or loss of privacy as what could reasonably be expected within a central London location.

- 12.4 Towards St John's Square it is clear the proposed built form will bring the building envelope closer to adjoining properties at Spectrum House (57-59 Clerkenwell Road) and 54 St John's Square. However it is important to note that established building lines within the square are generally respected. The atrium feature would mitigate direct overlooking and privacy concerns from the proposed hotel rooms into adjoining properties. It is noted that the residential windows of the scheme would look towards the rear habitable room windows of Spectrum House at a distance of just under 12 metres at the shortest point and over 14 metres towards the eastern section of the residential area of the proposal. However this distance is mirrored in several residential properties in this section of the Square and is considered to be acceptable. The proposed residential unit's balconies have been fully recessed to avoid any undue loss of privacy or overlooking in this case as requested by officers during the assessment and consideration of the current proposal.
- 12.5 To the north of the site is 8 to 9 Clerkenwell Green which is residential use. The proposed rear elevation of the hotel would be located metres away from the nearest rear window of this property. The majority of the rear windows of this building serve bedrooms and have small openings. The rear elevation windows of the hotel will be semi opaque with no proposed rear amenity spaces. There is an existing rear second floor roof terrace for one of the units within 8 to 9 Clerkenwell Green. However this terrace will be set away from the built form as proposed and is not considered to suffer from any increased overlooking or enclosure as a result.
- 12.6 Nos. 10 to 11 Clerkenwell Green is not in residential use at present. Bearing in mind the existing physical dynamics of the site, its central London location and the proposed window arrangements of the proposed hotel and residential units of the scheme, it is not considered that the development would give rise to unacceptable material adverse impacts on adjoining residential properties in terms of overlooking, loss of privacy or loss of outlook.
- 12.7 The proposed height and massing of the development is considered to be acceptable. While rising to a height of 8 storeys in total the building will have large sections of glazing at roof level giving it a lighter appearance and reducing its overall bulk. The 7<sup>th</sup> floor roof level is well set off the front and rear boundaries of the site and is significantly lower in height than the extant permission on the site. Bearing in mind these attributes it is considered that the overall design, scale massing, bulk and height of the development will not give rise to any undue increase in enclosure to adjoining uses/buildings in this case.
- 12.8 Bearing in mind the urban context and the central London location it is not unusual for reasonably small distances between new and existing buildings as part of the wider inner London urban grain. In this case it is acknowledged that the proposed built form at 8 storeys (with a recessed roof floor) in height would affect the main outlook from residences in 54 St John's Square, 8-9 Clerkenwell Road, Spectrum Court and 49 to 53 Clerkenwell Road. However the changes to these properties outlook are considered to be acceptable with the overall massing of the proposal being considered to be appropriate in townscape terms and also lower in overall height than the consented scheme.



- 12.9 Emergency Access and safety and security: Concerns have been raised from residents regarding potential safety and security concerns and emergency access to the proposed development. It is important to note that the London Fire Brigade and the Met Police raised no objections to the development. The site's accessibility would be significantly increased with a pedestrian cut through and public realm improvements which would be actively surveilled by the hotel and adjoining residential uses. With appropriate lightning and CCTV systems this would further increase the security of the site. A condition is proposed to ensure these details are secured. (Condition 9). The site will become more accessible and surveilled by the public and residents as the use functions which is considered to deter potential anti social behaviour which may occur in the square as it becomes more open as a result of the new passageway. There is adequate access to fire hydrants surrounding the site and access into the site generally to enable emergency services to access the site in an efficient and safe manner.
- 12.10 It is considered that the proposed use as a hotel would not create any significant negative impact on the amenity of existing residential properties in terms of security or an increase in antisocial behaviour. However, details of security lighting and CCTV would be required by condition if permission is granted, and a Hotel Management Plan is to be secured by condition 34.
- 12.11 The council acknowledge that the proposed development will create a restaurant, retail use, office, residential and a reasonably large hotel use all of which will exert additional deliveries and servicing needs to the site. These uses will also involve the movement of a material amount of people through the site and St John's Square which will be further increased by the proposed pedestrian cut through. There are a variety of existing residential and commercial uses surrounding the site particularly in St John's Square. Therefore the council suggest detailed conditions as part of any approval to control the operation hours of the proposed commercial uses, controls on the hours of deliveries and servicing and a range of transport measures to be submitted to the council to outline and approve how the hotels requirements and operations can be controlled and managed to ensure that the proposed use of the site can function adequately and safely to create a space that is enjoyed by patrons and existing residents/occupiers alike. Noise and refuse conditions are suggested to ensure once more that amenity levels are not materially affected as a result of the development. (Conditions 21, 22, 23, 25, 28, 35)

*Daylight and Sunlight*

- 12.11 It is considered that one of the main amenity impacts the proposed development would generate over what is currently generated by the site is the impact on daylight and sunlight receipt on existing properties within close proximity of the application site. The application site has been historically underdeveloped, with the existing car wash facilities being an anomaly amongst the more developed surrounding buildings and properties. The applicant has provided a Daylight and Sunlight Report that assesses the proposed development on the existing situation enjoyed by surrounding properties.
- 12.12 Daylight: the BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:

*The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight);*

*Daylight Distribution (DD): The area of the working plane in a room which can receive direct daylight is not reduced to less than 0.8 times its former value.*

- 12.13 Sunlight the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment. For those windows that do warrant assessment, it is considered that there would be no real noticeable loss of sunlight where:
- 12.14 In 1 year the centre point of the assessed window receives more than 1 quarter (25%) of Annual Probable Sunlight Hours (APSH), including at least 5% of Annual Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March – being winter; and less than 0.8 of its former hours during either period.
- 12.15 Where these guidelines are exceeded then sunlighting and/or daylighting may be adversely affected. The BRE guidelines provide numerical guidelines, the document though emphasises that advice given here is not mandatory and the guide should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design. 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.

#### Sunlight and Daylight Losses for Affected Properties Analysis

- 12.16 Residential dwellings within the following properties have been considered for the purposes of sunlight and daylight impacts as a result of the proposed development.

<b>Properties</b>	<b>Daylight</b>	<b>Sunlight</b>
8-9 Clerkenwell Green	Yes	Yes
49-53 Clerkenwell Road	Yes	No
45-47 Clerkenwell Road	Yes	No
90 Clerkenwell Road / 58 St. John's Square	Yes	No

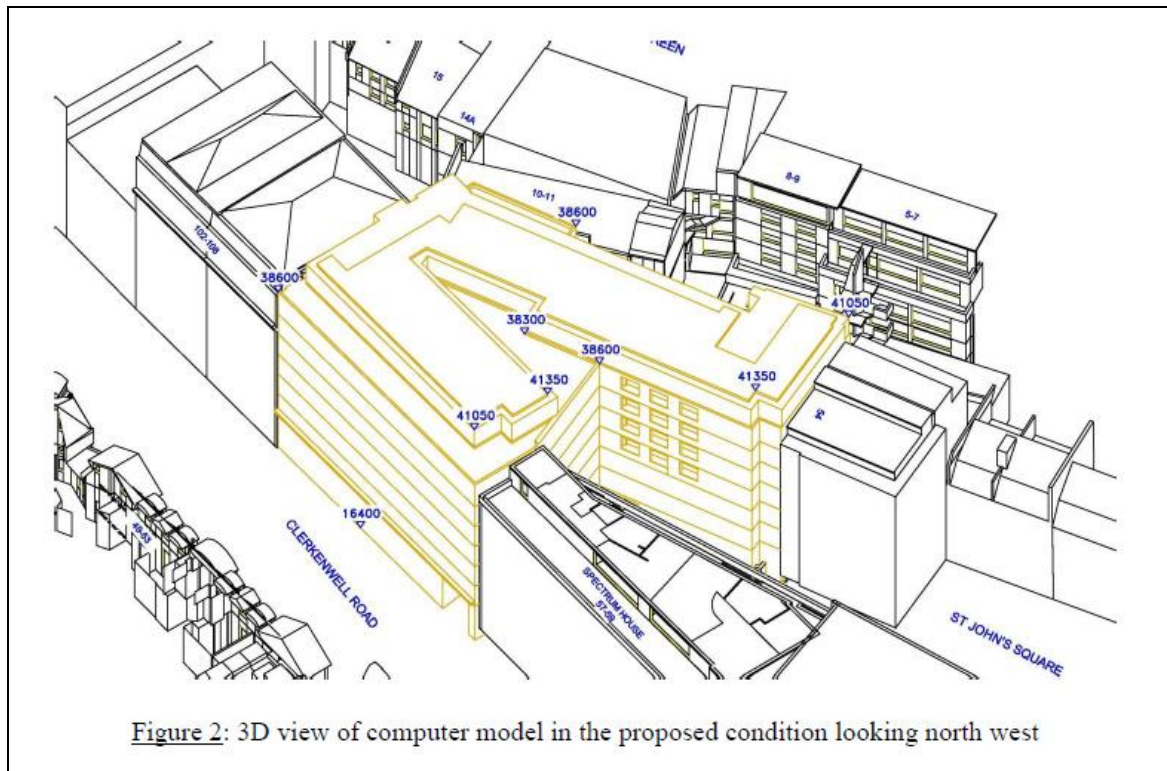


Figure 2: 3D view of computer model in the proposed condition looking north west

Computer model showing main massing of the proposal in relation to existing adjoining properties.

### 8 to 9 Clerkenwell Road

- 12.16 The VSC results confirm that 2 of the 11 windows tested would satisfy the targets set out in the BRE Guide, either by achieving 27% VSC or by retaining at least 0.8 times their former values. For the remaining windows the following can be noted:
- 12.17 With regards to the rear apartment, there are significant VSC reductions in respect of the ground floor glass prisms in the boundary wall, but they are too small to make any meaningful contribution to the daylight in the key open plan living space, the main source of light being the retractable glass roof. The true position can be seen by reference to the Daylight Distribution result.
- 12.18 For the first floor bedroom window to the rear apartment and for the remaining windows up to fifth floor level the VSC reductions will fall below the BRE 0.8 target, with retained VSC values ranging from 0.47 to 0.73 times their former values.
- 12.19 In terms of the Daylight Distribution results show that 4 of the 11 rooms tested would satisfy the BRE guidelines by retaining at least 0.8 times their former values. The seven remaining rooms, the majority of which are located in the middle elevation of the building, would retain daylight areas of between 0.32 and 0.74 times their former values. It should be noted, however, that the main open plan living space would remain sufficiently daylit, retaining 0.89 times its former value when compared to the BRE 0.8 target, with four of the remaining 7 rooms are bedrooms, for which the BRE Guide states are “*less important than main living rooms*”. The remaining three rooms serve habitable rooms.
- 12.20 When comparing these daylight results to those arising out of the consented (extant) scheme for the site, it is clear that they are very similar, with no additional

transgressions in terms of either the VSC or DD tests. The proposed development would have having no additional effect on the existing surrounding properties. It is noted that minimal built form changes have occurred around the site since the extant permission was approved.

- 12.21 For the remaining windows tested, the APSH results confirm that the vast majority will satisfy the BRE Guide in terms of achieving at least 25% total APSH or by retaining at least 0.8 times their existing annual sunlight values. There would be some winter sunlight transgressions, however in all but three instances where the winter APSH results are below the BRE 5% target, those windows would exceed the BRE target of 25% APSH annually.
- 12.22 These sunlight results demonstrate that the south facing windows within 8/9 Clerkenwell Green would generally retain better sunlight values with the Proposed Development in place, in the majority of instances, when compared to the effect of the consented scheme.

#### **49-53 Clerkenwell Road**

- 12.23 This property is located directly opposite the site to the south fronting onto Clerkenwell Road. The VSC results confirm that the majority of windows tested would experience reductions of greater than 0.8 times their former values, however the following should be noted: Given the existing low structures on the site, the majority of existing VSC values are very good for an urban location, such that any meaningful form of development on the site will inevitably give rise to BRE transgressions, if the Proposed Development is to be consistent, in height and massing terms, with the existing neighbouring buildings.
- 12.24 When considering the absolute VSC values, the majority of windows above first floor level would achieve greater than 20% VSC, which is good for an urban location.
- 12.25 The submitted assessments have been carried out based upon a comparison between the existing structures on the site and the proposed development. Whilst that approach is in keeping with the BRE guidelines, it can be very misleading on a site such as this where there is very limited obstruction to light in the existing condition. It is clear that there were buildings on this site historically.
- 12.26 In terms of Daylight Distribution the submitted results, drawing ROL6896\_4\_107 indicate that 7 of the 21 rooms tested would satisfy the BRE guidelines by retaining at least 0.8 times their former values. There would be a number of material reductions with the main change in the daylit areas arises at second floor level where there are smaller dormer openings.
- 12.27 However, it is important to reiterate the fact that this is an inevitable consequence of infilling the Clerkenwell Road frontage. The BRE guide simply works on the basis of a comparison between existing and proposed conditions and the existing condition here - when viewed from 49-53 Clerkenwell Road – is virtually no obstruction to light at all. Reinstatement of a frontage along Clerkenwell Road cannot be achieved with an appropriate townscape height if the BRE guidelines are to be applied rigidly.

12.28 Again, comparing these daylight results to those arising out of the consented scheme for the site, whilst the internal arrangements have been updated since the previous planning application, it is clear that overall the results are very similar, with the proposed development resulting no additional effect on this adjoining property.

#### **45-47 Clerkenwell Road**

12.29 The VSC results confirm that all of the windows tested would satisfy the BRE guidelines, either by achieving 27% VSC or by retaining at least 0.8 times their former values therefore, no tables are provided below. In terms of the Daylight Distribution results, the results indicate that 5 of the 8 rooms tested would satisfy the BRE guidelines by retaining at least 0.8 times their former values. The remaining rooms (R2/21 at first floor level, R2/22 at second floor level and R2/24 at fourth floor level) would retain between 0.64 and 0.78 times its former value and currently relies on oblique light from across the existing site.

12.30 This property was not included within the scope of the daylight and sunlight report that was submitted as part of the 2007 planning consent, however, it is clear that given the similarities in height and massing between the Proposed Development and the consented scheme along the Clerkenwell Road frontage, the daylight and sunlight effects at 45-47 Clerkenwell Road are likely to be virtually identical if a comparative assessment was undertaken.

#### **57 – 59 St. John's Square (Spectrum House)**

12.31 This property is in commercial use at ground floor level, but with residential use on the floors above. The affected windows are in the St John's Square elevation, directly overlooking the rear wing of the development site. Based upon external inspection and floor layouts obtained from a local estate agent, it is understood that the affected rooms overlooking St John's Square are predominantly living rooms and bedrooms.

12.32 The VSC results confirm that 26 of the 45 windows tested would satisfy the targets set out in the BRE Guide, either by achieving 27% VSC or by retaining at least 0.8 times their former values. Of the remaining 19 windows, 1 would experience a ratio reduction only marginally below the BRE 0.8 target (0.77 times its former value), 11 would retain between 0.61 and 0.77 times their former values and 7 windows experience reductions below 0.60 times their former value.

12.33 In terms of Daylight Distribution results show that 32 of the 38 rooms tested would satisfy the BRE guidelines by retaining at least 0.8 times their former values. The remaining 6 rooms would retain between 0.53 to 0.79 times their former values. It should be noted that where daylight reductions exceed the 20% BRE benchmark, it should be recognised that the testing is based upon a comparison with the existing, virtually cleared site conditions.

12.34 In evaluating these matters and breaches of VSC and Daylight Distribution levels it is necessary to note that the BRE guidelines place greater emphasis on the protection of living rooms, dining rooms and kitchens identifying that bedrooms should also be analysed, although they are less important.

12.35 It is also important to recognise when assessing failures in VSC and Daylight Distribution levels to consider the magnitude or scale of the failure. Failure or loss of daylight levels ranging from 20% - 30% can be considered to be relatively lesser infringements, particularly in this central London location.

#### Evaluation Daylight Impact

12.36 The results of the sunlight/daylight report have been carefully considered by officers as part of the assessment and weighing up of the merits of the proposed development.

12.37 In several cases the results have identified daylight losses greater than 20% of the existing levels however the BRE guidance does state that in central locations the guidance should be applied flexibly to secure appropriate townscape design. The development is not significantly taller or out of character with surrounding perimeter buildings. There is a balance to be struck in creating an appropriately scaled redevelopment of the site while safeguarding adjoining residential daylight /sunlight levels to an acceptable degree. It is also important to note that the extant permission creates very similar impacts on adjoining properties in terms of sunlight and daylight losses.

#### Summary – Sunlight and Daylight:

12.38 The proposal would make the best or optimum use of a very central London site. It is considered that the proposed adverse impacts of the development in terms of loss of daylight and sunlight, are acceptable within this central London location due to the fact that the site is a gap site and in the context of the consent (extant) of a similar scaled development on the site. It is considered that the reductions proposed as detailed within the submitted daylight/sunlight report are acceptable when considered against the existing context of the site, the extant permission in place, the existing window arrangements and VSC levels within the adjoining buildings surrounding the site and the very open, undeveloped nature of this site, rare in central London.

12.39 *Noise & pollution:* The council's noise officer notes the potential commercial activities associated with the restaurant use and hotel deliveries and servicing have the potential to cause noise disturbances in the area. The officer recommends conditions be attached to control noise levels from any plant or equipment needed for the restaurant use, controls on noise and operating hours for the restaurant, delivery and servicing hours condition for a hotel use and noise and sound insulation conditions for the proposed new residential aspects of the scheme (conditions 13, 21, 22, 23, 25, 31 & 34). A condition would also be attached ensuring updated noise mitigation measures to be enacted within the development. Subject to these detailed conditions the officer is satisfied with the proposed development in this case.

12.40 *Construction:* The scale of the project and its close proximity to existing residential and commercial properties is likely to lead to disruption during the construction period. A condition (condition 27) is suggested to monitor and manage this period during construction. The applicant has also agreed to comply with Islington's Code for Construction Practice which is agreed to be secured within the suggested S106 heads of terms. .



- 12.41 *Light Pollution:* The application being considered does not include any details of external lighting, or illuminated signage. The proposed hotel use would provide internal blinds/curtains and would be considered to be similar to a residential use. A lighting scheme has been recommended as a condition, and details of signage would require separate applications for advertisement consent.
- 12.42 It is considered that the proposed development would not create a material increase in light pollution or spillage from what would be normally expected in a dense central London location. The residential windows of the units would be located away from adjoining residential units over a distance of 12 to 14 metres which is comparable to existing distances between units in the area. A large part of the rear sections and of the hotel and main elevation to St John's Square would be formed of a large glazed atrium which would have elements of opaque glazing with windows of the rear facing hotel windows behind. Given the opaque nature of both the rear windows and the atrium feature and the transient nature of hotel use generally it is not considered that the proposed hotel use would give rise to any material increases in light pollution/spillage to adjoining occupiers and units.
- 12.43 The ground floor commercial units fronting onto both Clerkenwell Road and St John's Square will have expanses of glazing allowing natural surveillance to both frontages. It is considered that subject to controls on the opening hours of these aspects of the scheme that light emanating from these areas would not have any material adverse impacts on adjoining residential units which are concentrated on the upper floors of adjoining properties in this case. Nevertheless a condition is recommended requiring details of any external lighting to be used within the proposal. (Condition 9)

### **13.0 Accessibility**

- 13.1 Paragraph 57 of the NPPF notes the importance of planning positively for the achievement of inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. 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. Core Strategy policy CS12 (part H) requires all new housing to comply with "flexible homes" standard (as set out in Islington's Accessible Housing SPD), with at least 10% wheelchair housing provided as part of all new developments.
- 13.2 Development Management 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.

#### Commercial and residential spaces

- 13.3 The applicants have designed 10% of the hotel bedrooms (22 rooms in total) to be fully wheelchair accessible. The hotel would provide level threshold access to the ground floor reception areas of the hotel with 3 individual lifts accessing all the

upper floor levels of the hotel. The residential units also have level threshold entrances from the street and a lift accessing all of the units. Final compliance and creation of appropriate lifetime/accessible homes wheelchair units, scooter stores and accessible layouts throughout the entire development will be secured by conditions (conditions 7, 8 & 10).

- 13.4 The proposed passageway from Clerkenwell Road to St John's Square will need to have steps and would not have a level threshold approach due to the different land levels around the site. However a stair lift would be installed which should allow reasonably easy access for wheelchairs users to use and enjoy this important improvement to the public realm as patrons of the hotel or as members of the general public moving through the site. This is secured by condition 7 also.
- 13.5 There is an allocated taxi drop off area in front of the hotel entrance and distances between the entrances to both the residential and commercial aspects of the scheme are considered to be acceptable bearing in mind the constraints of the site.
- 13.6 The agreed S106 also seeks to create 26 disabled parking spaces in the locality of the site or a contribution of £52,000 towards bays or other accessible transport initiatives in the area which should further increase the accessibility of the development enabling disabled patrons/guests of the hotel, retail or restaurants to park locally. Subject to the S106 and the imposition of further detailed conditions securing the final layout and accessibility of the hotel rooms, commercial uses and residential units, securing the inclusive design aspects of the public route through the site, it is considered that the development as a whole offers an inclusive development and is welcomed in policy terms.

#### **14.0 Sustainability & Energy Efficiency and Renewable Energy**

- 14.1 All major developments should achieve the highest feasible level of nationally recognised sustainable building standard (in Islington's case this is considered to be BREEAM Excellent or equivalent), this is set out in Core Strategy policy CS10 and Development Management policy DM7.4. The applicants have confirmed a commitment to achieve BREEAM Excellent status, which is supported. A condition is recommended in order to secure this provision. (Condition 15)
- 14.2 All development should demonstrate that it meets best practice water efficiency targets, with non-residential developments demonstrating how they would achieve all credits for water efficiency in the relevant BREEAM scheme.
- 14.3 Core Strategy policy CS10 requires an adequate provision of recycling, with the applicant committing to divert 90% of operational waste from landfill in the first year, which is supported. (Condition 38)
- 14.4 The proposed development incorporates a green/brown roof with wildflower planting, which is supported – though would be secured by condition if permission is granted. The applicants also commit to the provision of bird nesting boxes, which would also be secured by condition. (Condition 20)

#### *Sustainable Urban Drainage (SUDS) and Surface Water Flood Risk*

- 14.5 The submitted flood risk assessment evaluates flood risk, but has not provided a drainage strategy for the proposed development which includes SUDS principles. It

is proposed that a condition be attached to seek further information as to how the scheme would comply with Development Management Policy DM6.6 (Flood Prevention) and the requirements as set out in the London Plan. Information should include how SUDS have been incorporated to reduce run-off rates, including (where necessary) attenuation. The brown roof proposed and greywater recycling would go some way to reduce the amount of water discharged into the sewer system, however other measures such as permeable paving, or attenuation should be provided. This would be sought by condition (condition 17).

- 14.6 The proposed building indicates savings of over 30.37% against the 2010 building regulations. The applicants have submitted an addendum to the Energy Strategy with a low baseline, stating that revised modelling had been undertaken over the original strategy. This baseline has been reviewed by the Council’s Energy Officers and is considered to be appropriate, and the applicants have provided further information expanding and accounting for the difference.
- 14.7 While the applicants propose no solar power in the form of photovoltaics, the proposed development benefits from a Gas fired Combined Heat and Power Engine (CHP), enhanced U values along with WR2 Heat recovery heating and cooling systems, primary heat rejection by roof mounted low profile dry coolers and heat recovery from water cooled pipes. The proposed on-site reduction of CO2 emissions as compared to the 2010 Building Regulations would amount to 30.37% which is welcomed. This can be secured to be achieved by condition (Condition 12).

<b>CO<sub>2</sub> Emissions (kg/Annum)</b>			
	<b>Regulated</b>	<b>Un-regulated</b>	<b>Total</b>
Baseline	378,689	236,597	705,286
Lean (Efficiency Measure)	378,689	326,597	705,286
Clean (Low Carbon)	164,469	326,597	491,066
Green (Renewable Energy)	164,469	326,597	491,066

14.8 It is noted that the application site is located 600 metres from the closest connection point to the Citigen Decentralised Energy Network. Policy DM 4.2 expects major developments to connect to this network when they are located within 250 metres of the nearest connection point. Therefore the proposed development is over double this distance from the Citigen Connection.

14.9 However a recent approval at Farmiloe Buildings (St John’s Street) under planning ref: P2013/5063/FUL granted planning permission on the 8<sup>th</sup> August 2014 for the:

*“Retention and conversion of grade II listed office/showroom/warehouse building including internal and external alterations, demolition of 1930s extension and Atcost building, and erection of a 5-storey building, all to accommodate offices/workspace (B1 use) and flexible commercial (A1/A2/A3/D1 use) floorspace at ground floor.”*

- 14.10 This development if enacted would bring the nearest connection point to citigen within 300 metres of this site. Therefore the council have included in the S106 agreement a clause to secure the connection of the proposed development to this network if economically and physically feasible bearing in mind that the Farmiloe development may be implemented soon and would make the feasibility and the opportunity for this development to connect more probable. Further justification and evidence would need to be submitted by the applicants as they commence the development to prove that the potential connection is not economically or practically feasible. If the connection to the Citigen DEN turns out to be unfeasible the applicants would need to adhere to the proposed total CO2 reduction targets of 30.37% while ensuring the that the system is future proofed for a possible connection into the future. (Condition 11).
- 14.11 The applicants have also agreed within the Section 106 Heads of Terms to provide a financial contribution to mitigate the carbon footprint of the proposed development, to allow the Local Authority to carry out works to reduce the carbon impact of other developments within the borough equating to a contribution of £451,720. This secures compliance with Policy CS10 (A), bringing the scheme to the equivalent of a 'zero carbon' development if the connection to Citigen is secured the CO2 savings would increase and this contribution amount would be reviewed.

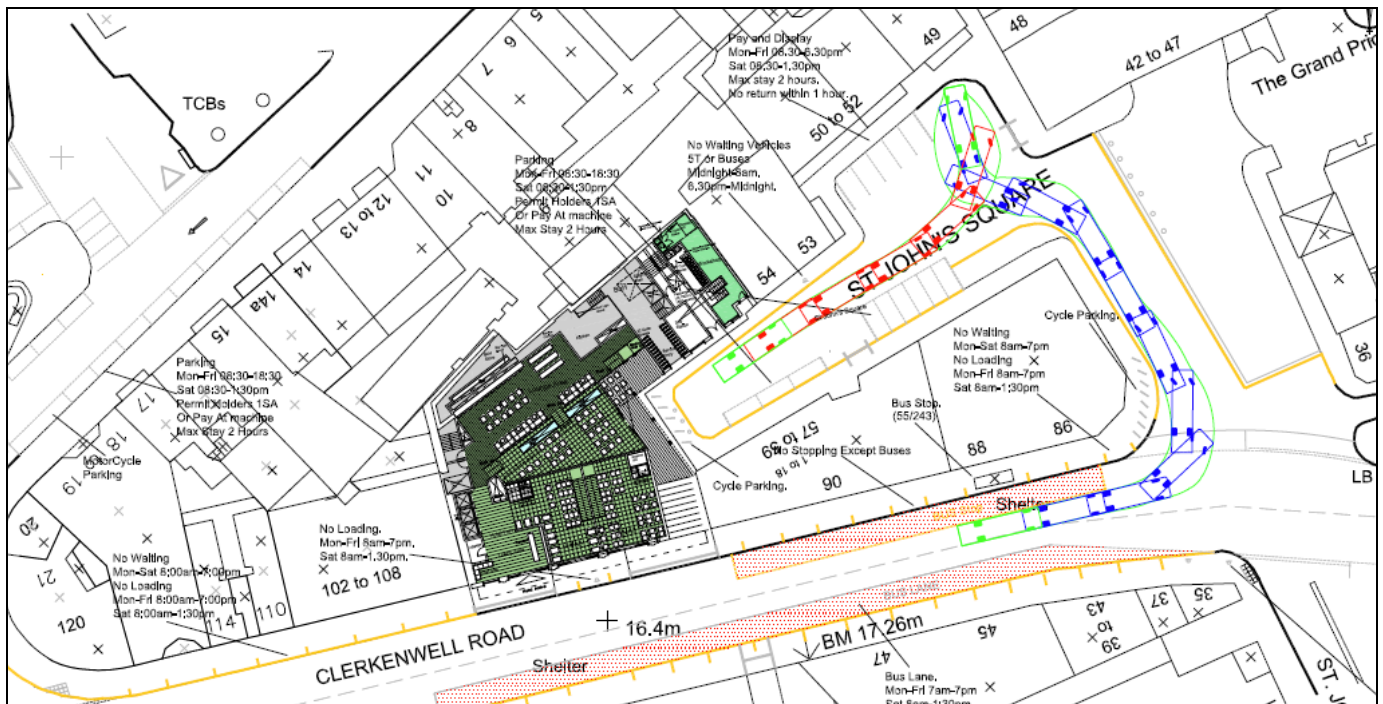
## **15.0 Highways and Transportation**

- 15.1 The site is located in the heart of Clerkenwell and the wider City fringe area. It is bounded by Clerkenwell Road (A5201) to the south and St John's Square to the east. The site is currently accessed via two crossovers on Clerkenwell Road. There is currently a wall separating the site from St John Square. The site has excellent access to public transport with a Public Transport Accessibility Level (PTAL) rating of 6b. This is the highest level PTAL rating. It reflects the range of public transport options located within close proximity of the site including national rail, London underground and bus services.
- 15.2 The site is currently used as a hand car wash. It was previously a petrol filling station. Due to this use, there are a number of vehicle movements into the site from Clerkenwell Road and out of the site onto Clerkenwell Road (using the two existing crossovers). This creates additional congestion and creates a potential hazard for pedestrians and cyclists. However, the applicant has not provided an estimate of the current number of turning movement per day.
- 15.3 In 2007, the Council granted planning permission for the demolition of the existing structures and creation of 331sqm commercial space, 2046 sq m B1 office space and 8 residential flats. This proposed development has included some key features of the 2007 permission. Core Strategy Policy CS10 (Sustainable design), Part H seeks to maximise opportunities for walking. As part of this, Development Management Policy DM8.4 (Walking and cycling), Part F states that there should be no road safety conflicts where pedestrians have to share space with vehicles/cyclists.
- 15.4 The applicants have submitted a Transport Assessment explaining the highways and transportation proposals and its likely impacts that has been reviewed by the Council's Spatial Planning and Transport Team. This Transport Assessment was revised during the course of the application to consider the existing traffic and

servicing levels within St John's Square and not just against the predicted levels related to the extant permission.

*Servicing, deliveries and refuse collection*

- 15.5 In line with Development Management Policy DM8.6 (Delivery and servicing for new developments), Part A, delivery/servicing vehicles should be accommodated on-site, with adequate space to enable vehicles to enter and exit the site in forward gear (demonstrated by a swept path analysis). The applicant has proposed on-street servicing along St John Street and Clerkenwell Road. This is in line with previous permission on the site. Furthermore, Development Management Policy DM8.6 (Delivery and servicing for new developments), Part B, requires that, where servicing/delivery vehicles are proposed on street, details need to be provided that demonstrate that the on-street arrangements will be safe and will not cause a traffic obstruction/nuisance. The proposed arrangement needs robust management and mitigation to ensure it complies with DM 8.6. (Conditions 13, 27, 31 & 34)



Large service vehicles swept path analysis image

- 15.6 The applicant has provided information on the number of servicing and delivery events anticipated to take place from St John Square. In the AM peak (8.00-9.00) there were 3 servicing/delivery events and in the PM peak (17.00-18.00), there would be two events. The peak time for the square at present is in fact between 10.00-11.00 where there are 6-7 events per day.
- 15.7 The proposed development would likely generate 18 servicing and delivery trips per day. Fourteen of these are expected to take place on St John Square and four from Clerkenwell Road. Of the fourteen that will take place on St John Square, the hotel would require seven deliveries, the office will require 4 deliveries and the residential units will require 3. The 4 events would be exclusively for the proposed flexible restaurant/retail space. It should be noted that, since the submission of the original application, the number of daily deliveries planned for St John's Square has increased from 10 to 14 following the submission of more accurate and detailed transport surveys and studies. The diagram below shows a proposed estimate of



weekday servicing requirements for the proposed development. The consented scheme was expected to generate 26 servicing/delivery trips with 22 of these to St John's Square daily.

**Table 4B Proposed Servicing Requirements: Weekday**

Servicing Location	Time	Hotel	Residential	B1 Use	Independent Restaurant/Retail Unit	Total
St John's Square	07:00-08:00	-	-	-	-	0
	08:00-18:30	7	-	4	-	11
	18:30-00:00	-	3	(1)	-	3
	Total St John's Square Daily	7	3	4	-	14
Clerkenwell Rd	06:00-08:00	-	-	-	2	2
	08:00-19:00	-	-	-	-	-
	19:00-00:00	-	-	-	2	2
	Total Clerkenwell Rd Daily	-	-	-	4	4

Note [ ] = Existing postal/refuse trips to Clerkenwell Road or St John's Square

15.10 The servicing needs and potential arrangements of each of the proposed uses within the development are outlined below:

15.11 *Hotel Servicing Requirements:* Servicing of the hotel would occur from St John's Square. The hotel operator has advised that deliveries can be scheduled as part of the service management plan. The hotel would receive a total of 7 deliveries as follows:

- 2 x daily delivery by a rigid vehicle of up to 10m in length for linen/laundry;
- 5 x daily delivery by transit vans for food and drink supplies.

15.12 *Residential Servicing Requirements:* The residential units are expected to be serviced mainly in the evening (after 17:00 hours) by, for example, home supermarket shopping deliveries, fast food deliveries. Residential deliveries would also be undertaken from St John's Square.

15.13 *B1 Use Servicing Requirements:* The offices/workshops are expected to be serviced during the daytime (09:00 – 18:00 hours, Monday to Friday only) by transit vans for example by couriers, office suppliers, IT suppliers. Any lease arrangement will limit servicing movements to the days / times noted. The offices would be serviced from St John's Square.

15.14 *Restaurant/Retail Servicing Requirements:* One of the restaurant units would be ancillary to the hotel and therefore the servicing for the restaurant is included within the hotel deliveries. The independent restaurant/retail unit would be serviced from Clerkenwell Road.

*Servicing Strategy: St John's Square*

15.15 The hotel operator is expected to appoint specific contractors for the distribution of their food and drink. Deliveries would be managed to accord with the site specific delivery requirements of the proposed hotel. A member of the hotel operator back of house team will be appointed as a dedicated Banks-man to manage deliveries and logistics. This person would also be responsible for monitoring the cleanliness of the entrance to the servicing area. Contact details will be provided to all residents and local businesses.

*Servicing Restrictions: Clerkenwell Road*

15.16 Servicing of the restaurant unit would be restricted on Clerkenwell Road outside the site between 09:00 – 19:00 hours Monday to Friday and 10:00 – 13:30 hours on Saturday.

#### *Waste Collection Arrangements*

15.17 *Hotel Waste Collection:* The bins for the hotel would be stored at Level -1 (lower ground) and would be brought up to the ground floor level via a service lift to be collected from St John's Square. The hotel operators would seek to work with waste contractors used by existing hotel operators (The Zetter) to coincide refuse collection trips to St John's Square.

15.18 *Residential Waste Collection:* The residential bins would be located in the refuse and waster chamber at ground floor collected from St John's Square. Residential waste would be collected by the existing residential waste collection services operated on St John's Square.

15.19 *B1 Use Waste Collection:* The B1 use bins would also be located at ground floor level brought up to be collected from St John's Square.

15.20 *Restaurant/Retail Waste Collection:* The restaurant/retail units would have bins located at ground floor level. The restaurant/retail waste would be collected from Clerkenwell Road.

15.21 The change in land use has an impact on the proposed trip generation for the development and the servicing requirements. The existing car wash facility does not have vehicle access onto St John's Square. Considering both the current proposal and the consented scheme it is clear both proposals result in an intensified use of the site and John's Square with both schemes increasing the potential vehicle movements through the Square. A detailed delivery and servicing management plan and hotel management plan will be secured via Conditions 13, 27, 31 & 34. The condition should also ensure the provision of both h of the following to mitigate potential traffic safety hazards as the use functions day to day:

- Employ a qualified banksman at all times to manage and monitor servicing/delivery vehicles entering and exiting St John Square.
- Operate and enforce a booking system for all deliveries/servicing events. Each visit must be allocated a specified time slot, during which no other vehicle can arrive. The service management plan must be agreed prior to occupation.

#### *Vehicle parking*

15.22 Core Strategy Policy CS10 (Sustainable development), Part H, requires car free development. It is welcome that the applicant has not proposed any car parking spaces. The rights of residents to apply for on-street parking permits would be removed via S106 Agreement. However, in line with Development Management Policy DM8.5 (Vehicle parking), Part C (Wheelchair accessible parking), the applicant should make a contribution towards on street wheelchair accessible car parking and this is secured in the listed heads of terms.

- 15.23 The applicant has agreed to pay a contribution towards the creation of 26 publicly accessible wheelchair parking bays. It is welcomed that the applicant accepts a contribution should be paid towards the designation of wheelchair parking bays.

#### *Safety*

- 15.24 A robust and comprehensive service management plan will be essential in managing the servicing and deliveries to the site. As part of this plan, a qualified banksman must be on duty at all times to supervise servicing/delivery vehicles. The plan will be used to deliver, monitor and enforce these arrangements. Effective arrangements, such as having a qualified banksman monitoring deliveries, must be put in place to mitigate this risk. This is proposed to be secured via Condition 13 and form part of the Servicing and Delivery Management Plan.

#### *Highways works*

- 15.25 Vehicles are proposed to deliver from the rear end of St John Square. There is at present no dropped kerb to assist with the unloading and loading of deliveries. The applicant should bear the costs of putting a dropped kerb in place at this location. The work would be carried out by LBI Highways and secured (including applicants payment for the works) through a S278 Agreement.

#### *Traffic Congestion and fumes*

- 15.26 Furthermore, in order to reduce potential congestion, a booking system with specified time slots should be put in place. If properly managed and enforced, this would ensure that multiple deliveries do not arrive at the same time and create congestion within St John's Square or along Clerkenwell Road. Furthermore, the plan would help plan deliveries outside of the current morning peak (10.00-11.00) to help avoid future congestion in the square. The booking system would be secured in St John's Square through the Servicing and Delivery Management Plan. It is considered that these controls and the frequency of the proposed vehicle movements related to the proposed use would not create any material increases in noise and fumes coming from the servicing and delivery of the development over what can be normally expected within a central London location.

#### *Pedestrian access*

- 15.27 Core Strategy Policy CS10 (Sustainable design), Part H seeks to maximise opportunities for walking. As part of this, Development Management Policy DM8.4 (Walking and cycling), Part F states that there should be no road safety conflicts where pedestrians have to share space with vehicles/cyclists.
- 15.28 The proposed development has some features that would enhance pedestrian accessibility in and around the site. The removal of the crossovers on Clerkenwell Road and the re-instatement of the footway would create a safer and more accessible footway along Clerkenwell Road. The proposed development will include a new passage way from Clerkenwell Road to St John's Square. This space would allow the movement of pedestrians and disabled persons via a stairlift through St John's Square. Delivery and servicing controls would be in place to manage the movement of goods and vehicles within the Square which should alleviate any potential conflicts between pedestrians and vehicles using passing through the site

and vehicles manoeuvring out of the end of St John's Square. (Details secured by condition 13 & 34).

*Vehicle Access*

15.29 Vehicle access from Clerkenwell Road into the site would be removed. The crossovers would be removed with the pedestrian footway re-instated. This would be done at the applicant's expense and by LBI Highways.

*On Site Cycle Parking*

15.30 The proposed on-site cycle parking is in line with the requirements set out within Appendix 6 of the Development Management Policies. This is welcome, but the applicant should also confirm that accessible bicycle parking provision will also be made. Further details on accessible bicycle storage are contained within the Council's SPD on Inclusive Design (2014). Development Management Policy DM8.4 (Walking and cycling).

15.31 Development Management Policy DM8.4 (Walking and cycling), Part B requires major developments to contribute to strategic improvements to the cycle network.

<b>Use</b>	<b>Minimum Cycle Parking Standard</b>	<b>Development</b>	<b>Cycle Parking Requirement</b>
C1 Hotels	1/14 bedrooms	225 rooms	16
A3 Restaurant/A1 Retail	1 per 80sqm	200sqm	3
C3 Housing	1 per bedroom	14 beds	14
B1 Office	1 per 80sqm	93sqm	1
<b>Total</b>			<b>34</b>

15.32 Development Management Policy DM8.4 (Walking and cycling), Part F states that there should be no road safety conflicts. The proposed servicing arrangements in St John Square may create a conflict and potential collisions with cyclists accessing the site from St John's Square side or other uses along St John Square. This is supported by the applicant's Transport Assessment that has found that there have been 6 accidents in the past 36 months at the junction between St John Square and Clerkenwell Road. The applicant will need to propose a number of effective mitigation and management measures to reduce the risk of conflict between cyclists and vehicles. This should form part of the service management plan.

*Transport impact of development:*

15.33 The applicant has provided information on the number of trips generated by the existing use during AM peak (8.00-9.00) and PM peak (17.00-18.00) periods. The existing use generates 6 movements in AM peak and 18 movements during peak times. The proposed development may result in 26 vehicle movements in the AM peak and 19 PM peak. In effect the proposed development would lead to an additional 20 vehicle movements in AM peak and 1 more vehicle movement in the PM peak. It should also be considered that the proposed development will lead to less vehicle movements than the permitted development.

15.34 It is also worth considering that St John Square currently accommodates 35 vehicles during the traditional AM peak (8.00-9.00), 47 vehicles during the square's

busiest period (10.00-11.00) and 28 during the evening peak (17.00-18.00). With the proposed development in place, there would likely be an additional 20 vehicle trips in the AM peak (8.00-9.00) and an additional 1 trip in the PM peak (17.00-18.00). LBI Parking and Projects have raised their concerns about the impact of additional vehicle trips upon St John Square in terms of both traffic safety and the impact of vehicles, and in particular larger vehicles, upon the high quality shared surface across St John Square. The actual increase is further complicated as the assessment on vehicle generation is mainly based on existing hotels with car parking facilities (the proposed facility will not have any car parking facilities) rather than car-free hotels. Therefore the proposed levels are likely to over exaggerate the potential transport implications of the development.

- 15.35 Construction Logistics Plan: The applicant has agreed to submit a Construction Logistics Plan which is secured by condition 27. Additionally the S106 would secure compliance within the Code of Construction Practice.

#### *Travel Plan*

- 15.36 In line with DM 8.2 and Appendix 5, a draft framework travel plan has been submitted, updates and monitoring are secured through the agreed S106 heads of terms.

#### *Physical impacts on the on-street network*

- 15.37 The proposed development would result in the removal of two crossovers on Clerkenwell Road. These should be removed at the applicant's expense with the footway re-instated. The works will be carried out by LBI Highways. These details are secured by appropriate S106 heads of terms.

Impacts of the development on the appearance and long term maintenance of the cobbles within St John's Square.

- 15.38 The impact of the servicing/delivery vehicles upon the paved surface may impact upon the paving in St John Square. To ensure that the impact of the paving can be mitigated, the agreed detailed servicing and delivery plan will need to ensure that the number of vehicles accessing St John's Square is controlled in numbers to limit any potential damage and to maintain the current high quality of the surface for all users of the square. While the proposal will involve more deliveries and vehicles movements accessing the site from St John's Square, it is important to note that the movements would be less than the projected movements involved in the functioning of the consented office scheme which is an important consideration. It is considered with detailed Hotel Management Plan, Servicing and Delivery Plan, A Construction Management Plan and Construction logistics plan that the development can be constructed and operate on a day to day basis without materially adversely affecting the long term appearance and long term maintenance of the cobbled Square subject to careful management and monitoring.

## **16.0 Contaminated Land and Air Quality**

#### *Contaminated Land*

- 16.1 The NPPF indicates that where a site is affected by contamination, responsibility for securing safe development rests with the developer and / or landowner. London Plan policy 5.21 (Contaminated Land) states that appropriate measures should be

undertaken to ensure that development on previously contaminated land does not activate or spread contamination.

- 16.2 Policy DM6.1 (Healthy Development) of the Council's Development Management DPD requires adequate treatment of any contaminated land before development can commence. The council's land contamination officer is satisfied with the details provided subject to condition 36 requiring any mitigation measures necessary are attached to any grant of permission.

#### *Air Quality*

- 16.3 London Plan policy 7.14 is relevant to air quality. Development Management Policy DM6.1E states that developments in locations of poor air quality should be designed to mitigate the impact of poor air quality to within acceptable limits, and that where adequate mitigation is not provided and/or is not practical planning permission may be refused. Part F states that developments should not cause significant harm to air quality cumulatively or individually. Where modeling suggests that significant harm would be caused this shall be fully addressed through appropriate mitigation.
- 16.4 The applicant has submitted an Air Quality Assessment which states that the proposed development is considered to be a Medium Risk Site overall for demolition pollution and a high risk site for earthworks and general construction activities. It is considered that through good practice and the implementation of suitable mitigation measures, the effect of dust and PM10 releases can be reduced to acceptable levels during what would be a reasonably short overall construction period. Subject to appropriate conditions (conditions 27 & 40) and through compliance with the code of construction practice, the residual effects of the construction phase on air quality is considered to be acceptable in this case.

#### **17.0 Planning Obligations, Community Infrastructure Levy and local finance considerations**

- 17.1 The applicants have agreed to enter into a Section 106 agreement, the Heads of Terms of which are documented in Recommendation B of this report. The proposed financial obligations are considered to be in line with the Islington Planning Obligations SPD 2013, along with the National Planning Policy Framework (necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development), and are therefore considered to be acceptable.

#### *Islington CIL*

- 17.2 The application is subject To the Islington CIL fee regulations. The total Islington CIL liability is separate from the agreed S106 planning obligations outlined below.

#### *Mayoral CIL*

- 17.3 The application will be liable for the Mayoral CIL. To help implement the London Plan, policies 6.5 and 8.3, the Mayoral CIL came into effect on 1<sup>st</sup> April 2012. The proposed development would be the subject of Mayoral CIL payment.

#### *Crossrail*



- 17.4 This site is within the area where section 106 contributions for Crossrail will be sought in accordance with London Plan policy 6.5 and the associated Supplementary Planning Guidance (SPG) ‘Use of planning obligations in the funding of Crossrail and the Mayoral Community Infrastructure Levy’, April 2013. In paragraph 4.20 of the SPG, it can be seen that in these situations, the Mayor’s CIL charge (but not the boroughs’) will be treated as a credit towards the section 106 crossrail liability. The applicants have agreed to contribute towards £376,247 less any amount payable by the Owner in relation to the Mayor’s CIL to be secured via the S106 agreement attached to any grant of permission here.

#### *Planning Obligations*

- 17.5 Those contributions or obligations are considered necessary, relevant and appropriate in scale and kind to the proposed development and to make the development proposals acceptable in planning terms and policy compliant. Those obligations have been calculated based on the adopted Planning Obligations SPD (2013).

#### *Local employment and training opportunities*

- 17.6 The proposal has secured a S106 contribution of commuted sum of £14,455 towards employment and training for local residents. The S106 will also secure the creation of 12 work placements during the construction phase of the development for a period of 13 weeks. If these placements prove unfeasible the applicants have agreed to pay a contribution of £60,000 in lieu.

### **18.0 National Planning Policy Framework**

- 18.1 The NPPF sets out 12 core planning principles that should underpin decision-taking. Of these, the current proposal is particularly strong in relation to the effective reuse of brownfield land, and is compliant with elements of other core planning principles.
- 18.2 Paragraph 7 of the NPPF sets out 3 dimensions of sustainable development (economic, environmental and social). The proposed development is considered to be compliant with these 3 dimensions.
- 18.3 The proposal is considered to be compliant with the NPPF’s planning policies regarding building a strong, competitive economy (section 1), promoting sustainable transport (section 4), good design (section 7), meeting the challenge of climate change (section 10), conserving and enhancing the natural environment (section 11), and conserving and enhancing the historic environment (section 12).

### **19.0 SUMMARY AND CONCLUSION**

#### **Summary**

- 19.1 A full summary of the proposals is located at paragraphs 1.1 – 1.9 of this report, however in brief summary, the proposals are for the delivery of a mixed use redevelopment with a hotel, commercial uses and a small number of good sized residential units all of which are supported by planning policy. The overall design, scale, massing and appearance of the proposed development positively responds

to the architectural character of the surrounding street scene subject to conditions ensuring a high quality design.

- 19.2 The transport infrastructure is capable of accommodating the proposal in this highly accessible location. The proposed design, scale, massing of the proposal is considered to conserve the character and appearance of the area and respect the setting of nearby Grade I and Grade II buildings.
- 19.3 It is accepted that the proposed development would materially change adjoining residents' outlook and their experience of the existing open site. It is acknowledged that the proposed development would have some adverse impacts on some adjoining residents' daylight and sunlight levels to their windows. The impacts have been assessed very carefully. Bearing in mind the specifics of the site and the extant permission in place for a taller redevelopment of the site it is considered the impacts of the development on the amenity levels of adjoining occupiers are within acceptable limits.
- 19.4 The development as a whole offers significant public benefits in terms of urban design, townscape goals and the provision of a high quality development with very good well CO2 emissions reductions strategy, employment generating uses and public realm improvements.

### **Conclusion**

- 19.5 It is recommended that planning permission and be granted subject to conditions and s106 legal agreement heads of terms as set out in Appendix 1.

## APPENDIX 1 – RECOMMENDATIONS

### RECOMMENDATION A

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

- A contribution of £300,000 towards the provision of affordable housing in the London Borough of Islington.
- A contribution towards Crossrail of £376,247 less any amount payable by the Owner in relation to the Mayor's CIL.
- Payment of a commuted sum of £14,455 towards employment and training for local residents.
- 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 12 work placements during the construction phase of the development, lasting a minimum of 13 weeks, or a fee of up to £60,000 to be paid to LBI (£5,000 per placement not provided). Developer / contractor to pay wages (must meet national minimum 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 £12,203 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 26 accessible parking bays or a contribution of £52,000 towards bays or other accessible transport initiatives
- Removal of eligibility for residents' and commercial premises parking permits.
- A contribution of £451,720 towards offsetting any projected residual CO2 emissions of the development. Note: This amount could be adjusted on the basis of an updated Energy Statement being submitted and approved in conjunction with either
  - I. connection to Citigen being provided or if proven to be unfeasible

II. Submission of an updated Energy Strategy in accordance with planning condition number being submitted to and approved by the LPA.

- Connection to a local energy network, if technically and economically viable (burden of proof will be with the developer to show inability to connect). In the event that a local energy network is not available or connection to it is not economically viable, the developer should develop an on-site solution and/or connect to a neighbouring site (a Shared Heating Network) and future proof any on-site solution so that in all cases (whether or not an on-site solution has been provided), the development can be connected to a local energy network if a viable opportunity arises in the future.
- Submission of a Green Performance Plan
- Submission of a draft framework Travel Plan with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Owner/developer to meet the costs of the delivery of the new development and its impact on the public highway. To include all associated construction, signage, demarcation, S38 works involving adoption of widened footway and drop off bay, S278 agreement, monitoring, any necessary amendments to Traffic Management Orders (estimated at £2,000 per Traffic Order) and administration costs.
- Site management plan to be submitted for the Council's approval, specifying arrangements for maintenance, servicing, security, fire safety, coach parking facilities and liaison with local residents. To be made available to residents on request and to be drafted before implementation.
- The approved Pedestrian cut through allowing access from Clerkenwell Road to St John's Square shall be maintained as an open unrestricted space at all times subject to closure only for essential maintenance.
- Council's legal fees in preparing the S106 and officer's fees for the preparation, monitoring and implementation of the S106.
- 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 13 weeks from the date when the application was made presented to the Planning Committee, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

ALTERNATIVELY should this application be refused (including refusals on the direction of The Secretary of State or The Mayor) and appealed to the Secretary of State, 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 B**

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

**List of Conditions:**

<b>1</b>	<b>Commencement</b>
	<p>CONDITION: The development hereby permitted shall begin no later than the expiration of 3 years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
<b>2</b>	<b>Approved plans list</b>
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved drawings and information:</p> <p>Daylight and Sunlight Report by Anstey Horne ref MH/KW/ROL6896 dated 17<sup>th</sup> December 2013, Updated Daylight and Sunlight Report by Anstey Horne ref MH/KW/ROL6896 dated 29<sup>th</sup> September 2013, Updated Sustainable design and construction statement (energy statement) by The Engineering Practice, Planning Statement by DPP One ltd ref 1081LO/R003HC, Land Contamination Assessment by Bureau Veritas, Transport Statement by ADL Transportation Limited, Full Travel Plan Template by ADL Transportation Limited, Heritage Assessment by DPP One LTD Ref 1081LO/R005he, Systems Design Statement by The Engineering Practice, Strucutral Information for planning by MLM Consulting, Ventilation and extraction statement by The Engineering Practice, Fire Safety Overview by MLM Multidisciplinary Consulting, Lighting Assessment by The Engineering Practice, Archaeology Assessment dated April 2014 by Museum of London Archaeology, Noise Assessment by Hepworth Acoustics, Statement of Community Involvement by DPP One Ltd ref 1081LO/R004HC, Air Quality Assessment doc ref MH/771322/R1 dated 17 January 2014, Utilities and Drainage Assessment by The Engineering Practice/MLM consulting, Item 1: Clerkenwell Green Visual Impact Assessment dated May 2014, Design and Accessibility Statement by Stephen Reinke Architects, Urban Design &amp; Spatial Assessment folio by Space Syntax Limited, Townscape and Urban Design Visual Impact by Tavernor Consultancy/Hayes Davidson.</p> <p>Architectural drawings comprising of: 043/M1SK01/Rev P1, A0003A/Rev 08, A0003/Rev 08, A1001A/Rev 08, A1001/Rev 08, A2101/Rev 08, A2102/Rev 08, A2103/Rev 08, A2104A/Rev 08, A2104B/Rev 08, A2105A/Rev 08, A2105B/Rev 08, A2105C/Rev 08, A2106/Rev 08, A2107/Rev 08, A2108/Rev 08, A2114/Rev 08, A2115/Rev 08, A3001/Rev 08, A3002/Rev 08, A3003/Rev 08, A3004/Rev 08, A3005/Rev 08, A3101/Rev 08, A3102/Rev 08, A3006/Rev 08, A5101/Rev 08, A3201/Rev 08, A3202/Rev 08, A3203/Rev 08, A3204/Rev 08, A3205/Rev 08, A3206/Rev 08, A3207/Rev 08, A3208/Rev 08, A3209/Rev</p>

	<p>08, A3210/Rev 08, A3211/Rev 08, A3212/Rev 08, A3213/Rev 08, A3214/Rev 08, A3215/Rev 08, A3216, A3217, A3301/Rev 08, A3302/Rev 08, A3303/Rev 08, A3304/Rev 08, A3305/Rev 08, A3306/Rev 08, A3307/Rev 08, A3308/Rev 08, A3309/Rev 08, A3310/Rev 08, A3311/Rev 08, A3312/Rev 08, A3313/Rev 08, A3314/Rev 08 &amp; A3315/Rev 08.</p> <p>REASON: For the avoidance of doubt and in the interests of proper planning.</p>
<b>3</b>	<b>Materials and Samples</b>
	<p>CONDITION: Details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure work commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> <li>a) solid brickwork (including brick panels and mortar courses)</li> <li>b) window treatment (including sections and reveals);</li> <li>c) roofing materials;</li> <li>d) balustrading treatment (including sections);</li> <li>e) any cladding</li> <li>f) steel columns</li> <li>g) cornice details and samples</li> <li>h) spandrel samples and colours</li> <li>i) any other materials to be used.</li> </ul> <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.</p>
<b>4</b>	<b>Further detailed elevational details conditions</b>
	<p>CONDITION: Full details of the design and treatment (including colour schemes and finishes) of all elevations shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing.</p> <p>Details shall all be shown in context and to a scale of 1:50 with 1:10 details or larger where necessary and include the following (but not be limited to):</p> <p>A) Clerkenwell Road elevation:</p> <ul style="list-style-type: none"> <li>1) Typical 3d detail interfaces ceramic frame and window finishes.</li> <li>2) 1:5 key details</li> <li>3) 1:20 section showing bathroom drop down ceilings</li> <li>4) 1:20 part elevation coloured/CGI</li> </ul> <p>B) Atrium Details to include Internal atrium elevation and the atrium elevation</p>



	<p>facing St John's Square.</p> <ol style="list-style-type: none"> <li>1) 1:20 part elevation coloured CGI</li> <li>2) Typical 3D detail interfaces atrium glazed wall in front of room window/opaque and transparent</li> <li>3) 1:5 typical details</li> </ol> <p>C) Pedestrian Passage details</p> <ol style="list-style-type: none"> <li>1) CGI render view of passage from west side of Clerkenwell Road looking diagonally through passage to St John's Square- daytime and night time.</li> <li>2) CGI render view of the passage from St John's Square side highlighting interface with atrium façade and passage during daytime hours.</li> </ol> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that the Authority may be satisfied with the access arrangements and the street level external appearance / interface of the buildings</p>
<b>5</b>	<b>Scheme of opaque glazing</b>
	<p>CONDITION: Notwithstanding there by approved plans, detailed elevational plans and a detailed scheme of opaque glazing to all the main elevations including the hereby approved atrium windows shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that the Authority may be satisfied with the access arrangements and the street level external appearance / interface of the buildings.</p>
<b>6</b>	<b>Roof Level Structures</b>
	<p>CONDITION: Notwithstanding the drawings hereby approved, updated details of the proposed roof-top structures/enclosures demonstrating a reduction in their prominence shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include the location, height above roof level, specifications and cladding and shall relate to:</p> <ol style="list-style-type: none"> <li>a) roof-top plant;</li> <li>b) ancillary enclosures/structure; and</li> <li>c) lift overrun</li> </ol> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of good design and also to ensure that the Authority</p>

	<p>may be satisfied that any roof-top plant, ancillary enclosure/structure and/or the lift overruns do not have a harmful impact on the surrounding streetscene.</p>
<b>7</b>	<b>Accessibility details 1</b>
	<p>CONDITION: Notwithstanding the plans hereby approved the scheme shall be constructed in accordance with the the principles of Inclusive Design and Islington's Development Management Policy 4.11. Plans and 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 commencing on site. The details shall include:</p> <ul style="list-style-type: none"> <li>a) stairlift facility to allow full accessible access to the hereby approved passageway to St John's Square</li> <li>b) Refuge Areas on all upper and lower floors;</li> <li>c) Cycle storage and changing facilities including: <ul style="list-style-type: none"> <li>i) Provision of accessible cycle storage and mobility scooter storage (with 30 minutes of fire protection);</li> </ul> </li> <li>d) Maximum feasible amount of wheelchair accessible rooms (fully fitted out) up to a minimum of 21 wheelchair accessible bedrooms.</li> <li>d) Details of how each floor plan and layout accords with good inclusive design principles and needs.</li> </ul> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In order to facilitate and promote inclusive and sustainable communities.</p>
<b>8</b>	<b>Accessible hotel 2</b>
	<p>CONDITION: All lifts serving the hotel accommodation hereby approved shall be installed and operational prior to the first occupation of the office floorspace hereby approved.</p> <p>REASON: To ensure that inclusive and accessible routes are provided throughout the office floorspace at all floors and also accessible routes through the site are provided to ensure no one is excluded from full use and enjoyment of the site.</p>
<b>9</b>	<b>Security and general lighting details</b>
	<p>CONDITION: Details of any external general or security lighting (including full specification of all luminaries, lamps and support structures), and the location and design of any CCTV camera equipment shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on the site.</p> <p>The details shall be installed and operational prior to the first occupation of the development hereby approved and maintained as such permanently thereafter.</p>

	<p>REASON: In the interest of protecting neighbouring and future residential amenity and existing and future habitats from undue light-spill.</p>
<b>10</b>	<p><b>Accessible environment details</b></p> <p>CONDITION: Notwithstanding the plans hereby approved, the residential units shall be constructed to the standards for flexible homes in Islington ('Accessible Housing in Islington' SPD) and incorporating 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 commencing on site. The details shall include:</p> <ul style="list-style-type: none"> <li>• Plans (and if necessary elevations) to scale 1:50; and</li> <li>• An accommodation schedule documenting, in relation to each dwelling, how Islington's standards for flexible homes criteria and lifetime homes standards have been met.</li> </ul> <p>The development shall be constructed strictly in accordance with the details so approved.</p> <p>REASON: To secure the provision of flexible, visitable and adaptable homes appropriate to diverse and changing needs</p>
<b>11</b>	<p><b>District Heat Network-Future Proof Connection</b></p> <p>CONDITION: Details of how the communal boiler and associated infrastructure shall be designed to allow for the future connection to any neighbouring heating and cooling network shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The communal boiler and associated infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility is provided and so that it is designed in a manner which allows for the future connection to a district system.</p>
<b>12</b>	<p><b>Energy Reduction</b></p> <p>CONDITION: The energy efficiency measures/features and renewable energy technology(s); which shall provide for no less than 30.37% on-site total CO<sub>2</sub> reduction as compared to the 2010 Building Regulations detailed within the 'Energy Strategy' shall be installed and operational prior to the first occupation of the development.</p> <p>Should, following further assessment, the approved renewable energy option be found to be no-longer feasible, then a revised scheme of renewable energy provision within an updated Energy Strategy, which shall provide for no less than 30.37% CO<sub>2</sub> reduction, shall be submitted to and approved in writing by</p>

	<p>the Local Planning Authority prior to any superstructure works commencing on site. Those details shall include:</p> <ol style="list-style-type: none"> <li>a) the resulting scheme, together with any flue/stack details, machinery/apparatus location, specification and operational details;</li> <li>b) a management plan and maintenance strategy/schedule for the operation of the technologies;</li> <li>c) (if applicable) a servicing plan including times, location, frequency, method (and any other details the Local Planning Authority deems necessary);</li> <li>d) (if applicable) a noise assessment and air-quality assessment regarding the operation of the technology; and</li> <li>e) (if applicable) confirmation that ground source heat pumps and ground source cooling system shall be a 'closed loop' system and shall not tap or utilise ground water / aquifer.</li> </ol> <p>The final agreed scheme shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets by energy efficient measures/features and renewable energy are met.</p>
<b>13</b>	<p><b>Vehicular Facilities &amp; Servicing and Delivery Management Plan</b></p>
	<p>CONDITION: Detailed design of the proposed servicing area, including the provision of the associated changes to the public highway along Clerkenwell Road and St John's Square, shall be submitted to and approved by the Local Planning Authority prior to superstructure works commencing on site.</p> <p>A Delivery and Servicing Management Plan shall be submitted to and agreed in writing by the Council prior to the first use of the respective part of the approved development.</p> <p>Details confirming the following shall be submitted:</p> <ul style="list-style-type: none"> <li>• Employ a qualified banksman at all times to manage and monitor servicing/delivery vehicles entering and exiting St John Square.</li> <li>• Operate and enforce a booking system for all deliveries/servicing events. Each visit must be allocated a specified time slot, during which no other vehicle can arrive. The service management plan must be agreed prior to occupation.</li> </ul> <p>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: The vehicle facilities are considered to form an essential element of the development, without which the scheme would have a harmful impact on both residential amenity and the free-flow and safety of traffic and the public highways.</p>

<b>14</b>	<b>Green Procurement</b>
	<p>CONDITION: No development shall take place unless and until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development would promote sustainability: use of low impact, sustainably sourced, reused and recycled materials, including reuse of demolition waste.</p> <p>The development shall be constructed strictly in accordance with the Green Procurement Plan so approved.</p> <p>REASON: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction.</p>
<b>15</b>	<b>BREEAM (Compliance)</b>
	<p>CONDITION: The Hotel portion of the development shall achieve a BREEAM New Construction 2011 rating of no less than 'Excellent'. The office space refurbishment shall achieve a BREEAM Office 2008 rating of no less than 'Excellent'. The retail space refurbishment shall achieve a BREEAM Retail 2008 rating of no less than 'Excellent'</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
<b>16</b>	<b>Green and Brown Roofs (Compliance)</b>
	<p>CONDITION: The biodiversity (green/brown) roof(s) shall be:</p> <ul style="list-style-type: none"> <li>a) biodiversity based with extensive substrate base (depth 80-150mm);</li> <li>b) laid out in accordance with plan A2108/REV V08 hereby approved; and</li> <li>c) planted/seeded with a mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum).</li> </ul> <p>The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity</p>
<b>17</b>	<b>Sustainable Urban Drainage System (SUDS)</b>
	<p>CONDITION: Details of a drainage strategy for a sustainable urban drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall be based on an assessment of the potential for disposing of surface water by means of appropriate sustainable drainage systems and be designed to</p>

	<p>maximise water quality, amenity and biodiversity benefits.</p> <p>The submitted details shall include the scheme's peak runoff rate and storage volume and demonstrate how the scheme will aim to achieve a greenfield run off rate (8L/sec/ha) and at minimum achieve a post development run off rate of 50L/ha/sec. The drainage system shall be installed/operational prior to the first occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water.</p>
<b>18</b>	<b>Rainwater and Greywater Recycling</b>
	<p>CONDITION: Details of the rainwater and greywater recycling system shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite.</p> <p>The details shall demonstrate the maximum level of recycled water that can feasibly be provided to the development.</p> <p>The rainwater and greywater recycling system shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the building to which they form and shall be maintained as such thereafter.</p> <p>REASON: To ensure the sustainable management and use of water, and to minimise impacts on water infrastructure, potential for surface level flooding</p>
<b>19</b>	<b>CSH LEVEL 4</b>
	<p>CONDITION: The residential units hereby approved shall achieve a Code of Sustainable Homes rating of no less than 'Level 4'.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development</p>
<b>20</b>	<b>Bird and Bat Boxes</b>
	<p>CONDITION: Details of no less than 4 (total) bird and bat nesting boxes / bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include the exact location, specification and design of the habitats.</p> <p>The nesting boxes / bricks shall be provided strictly in accordance with the details so approved, installed prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>



<b>21</b>	<b>Plant Noise and Fixed Plant</b>
	<p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level <math>L_{Aeq,T}</math> 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 <math>L_{AF90,Tbg}</math>.</p> <p>The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142:1997.</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity or business operations.</p>
<b>22</b>	<b>Noise Level from Premises</b>
	<p>CONDITION: Noise emitted from any part of the premises through the operation of the use shall not increase the current background levels, measured as an <math>LA_{90}</math> (one hour) day and <math>LA_{90}</math> (five minutes) night at one metre from the nearest noise sensitive facade.</p> <p>REASON: In order to protect residential amenity.</p>
<b>23</b>	<b>Noise protection measures</b>
	<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 8233:1999):</p> <p>Bedrooms (23.00-07.00 hrs) 30 dB <math>L_{Aeq}</math>, and 45 dB <math>L_{max}</math> (fast)  Living Rooms (07.00-23.00 hrs) 35 dB <math>L_{Aeq}</math>,  Kitchens, bathrooms, WC compartments and utility rooms (07.00 –23.00 hrs) 45 dB <math>L_{Aeq}</math></p> <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: In order to protect residential amenity.</p>
<b>24</b>	<b>Lifts</b>
	<p>CONDITION: All lifts serving the hotel accommodation hereby approved shall be installed and operational prior to the first occupation of the office floorspace hereby approved.</p> <p>REASON: To ensure that inclusive and accessible routes are provided throughout the office floorspace at all floors and also accessible routes through the site are provided to ensure no one is excluded from full use and enjoyment</p>

	of the site.
<b>25</b>	<b>Retail Opening Hours</b>
	<p>CONDITION: The ground floor retail/ professional services / café/ restaurant (A1/A3) hereby approved shall not operate except between the hours of 08:00 and 23:00 on any day unless otherwise agreed in writing with the Local Planning Authority.</p> <p>Outdoor tables and chairs associated with the A1-A3 uses at ground floor level shall be used between 9am – 10pm only unless otherwise approved in writing by the Local Planning Authority.</p> <p>REASON: To ensure that the operation of the retail units do not unduly impact on residential amenity.</p>
<b>26</b>	<b>Shopfront Glass</b>
	<p>CONDITION: The window glass of all ground floor retail units shall not be painted, tinted or otherwise obscured and no furniture or fixings which may obscure visibility above a height of 1.4m above finished floor level shall be placed within 2.0m of the inside of the window glass.</p> <p>REASON: In the interest of securing passive surveillance of the street, an appropriate street frontage appearance and preventing the creation of dead/inactive frontages.</p>
<b>27</b>	<b>Construction Management Plan and Construction Logistics Plan</b>
	<p>CONDITION: No development shall take place unless and until a Construction Management Plan (CMP) and Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority following consultation with Transport for London.</p> <p>The CMP and CLP shall update the Draft Construction Management Plan as submitted as part of the application hereby approved, while also providing the following additional information:</p> <ol style="list-style-type: none"> <li>1. identification of construction vehicle routes;</li> <li>2. how construction related traffic would turn into and exit the site</li> <li>3. details of banksmen to be used during construction works</li> <li>4. the parking of vehicles of site operatives and visitors;</li> <li>5. loading and unloading of plant and materials;</li> <li>6. storage of plant and materials used in constructing the development;</li> <li>7. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;</li> <li>8. wheel washing facilities;</li> <li>9. measures to control the emission of dust and dirt during construction;</li> <li>10. a scheme for recycling/disposing of waste resulting from demolition and construction works.</li> </ol> <p>The development shall be carried out strictly in accordance with the approved CMP and CLP throughout the construction period.</p>

	<p>REASON: In order to secure highway safety and free flow of traffic on York Way and Wharfedale Road, local residential amenity and mitigate the impacts of the development.</p>
<b>28</b>	<b>Recycling/refuse storage provision and management</b>
	<p>CONDITION: Full details of refuse/recycling storage locations, dimensions, collection arrangements and management shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of superstructure works.</p> <p>The approved details shall be installed prior to the first occupation of the development and collection and management practices be carried out in accordance with the details so approved permanently thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
<b>29</b>	<b>No External Piping</b>
	<p>CONDITION: Other than any pipes shown on the plans hereby approved, no additional plumbing, down pipes, rainwater pipes or foul pipes shall be located/fixed to any elevation(s) of the buildings hereby approved.</p> <p>Should additional pipes be considered necessary the details of those shall be submitted to and approved in writing by the Local Planning Authority prior to installation of any such pipe.</p> <p>REASON: The Local Planning Authority considers that such plumbing and pipes would detract from the appearance of the building.</p>
<b>30</b>	<b>Archaeology</b>
	<p>CONDITION: In the event of a buried heritage asset being found during site clearance or construction works no further works (including demolition works) shall take place on site unless and until the applicant has undertaken a programme of building recording and historic analysis, which considers building structure, architectural detail and archaeological evidence along with details of mitigation and asset protection.</p> <p>This shall be undertaken in accordance with a written scheme of investigation submitted by the applicant and approved by the Local Planning Authority.</p> <p>REASON: Built heritage assets of archaeological interest may survive on the site. The Local Planning Authority (in conjunction with English Heritage) wishes to secure the protection of archaeological assets if they are discovered.</p>
<b>31</b>	<b>Servicing Arrangements - Compliance</b>
	<p>CONDITION: All service vehicle deliveries / collections / visits to and from the development hereby approved must not take place outside hours of:</p>

	<p>Monday - Friday 07:00 to 20:00; and Saturdays 08:00 to 20:00; and Sundays and Public Holidays 10:00 to 17:00</p> <p>REASON: To ensure that resulting servicing arrangements do not adversely impact on existing and future residential amenity.</p>
<b>32</b>	<b>Connection to a District Energy Network Feasibility</b>
	<p>CONDITION: No superstructure works shall be commenced unless and until a feasibility study analysing the potential for the connection to a nearby energy district heating network (or other network) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Should the study demonstrate that a connection is:</p> <p>a) technically and practically feasible then full details of the connection and infrastructure including the level of CO2 reduction which would be achieved by such a connection shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite;</p> <p>or</p> <p>Should the study demonstrate that a connection is:</p> <p>b) not technically and practically feasible - then the scheme of on-site renewable energy provision as detailed under the Energy and Sustainability Statement and conditions herein shall be implemented.</p> <p>Should the connection be found feasible, the connection shall be provided and operational prior to the first occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure investigation into the potential connection to a nearby district energy network and to secure the on-site provision of the maximum amount of energy efficiency technology should this not be feasible.</p>
<b>33</b>	<b>Thermal modeling details</b>
	<p>CONDITION: Details of internal thermal modelling of the development using the SBEM procedure should be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The modelling shall demonstrate that the development will have a low likelihood of high internal temperature during hot weather, allowing for increasing summer temperatures as a result of projected climate change. The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interest of adapting to climate change and to secure sustainable development.</p>
<b>34</b>	<b>Hotel Management Plan</b>

	<p>CONDITION: A Hotel &amp; Restaurant Management Plan shall be submitted to and approved by the Local Planning Authority prior to the hotel and restaurant use first commencing. The management plan shall address both separate uses and contain details of:</p> <ul style="list-style-type: none"> <li>• Door policy;</li> <li>• Servicing and delivery times/arrangements;</li> <li>• Bottling out and waste management noise and times;</li> <li>• Control of noise from any designated smoking areas;</li> <li>• Control of noise from amplified music within the building;</li> <li>• Close down policy with gradual lowering of music volume and increasing of lighting;</li> <li>• Visitor Accommodation Operation;</li> <li>• An enforcement strategy for dealing with any breaches of the scheme;</li> <li>• Coach parking arrangements; and</li> <li>• Any other relevant operation of the site.</li> </ul> <p>REASON: To ensure that the resulting arrangements do not adversely impact on existing and future residential amenity, safety and security of the surrounding area.</p>
<b>35</b>	<b>Details of Flues</b>
	<p>CONDITION: Details of proposed flues / extraction systems for the restaurant/retail units at ground floor level hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on the unit to which they relate.</p> <p>The filter systems of the approved flue / extraction units shall be regularly maintained and cleaned; and any filters and parts requiring cleaning or replacement shall be easily accessible.</p> <p>The flues/extraction systems shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the commercial units to which they relate and maintained as such thereafter.</p> <p>REASON: In the interest of protecting future residential amenity and the appearance of the resulting building(s).</p>
<b>36</b>	<b>Contaminated Land</b>
	<p>CONDITION: No development/demolition works shall be commenced unless and until details of the following works are be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site:</p> <p>a) Any necessary remedial land contamination works arising from the land contamination investigation.</p> <p>The development shall be carried out strictly in accordance with the land contamination investigation and any resulting scheme of remedial land contamination works so approved, any necessary remediation shall be carried out prior to the first occupation of the development, and shall be maintained as</p>

	<p>such thereafter.</p> <p>REASON: Given the history of the site the land may be contaminated, investigation and potential remediation is necessary to safeguard the health and safety of future occupants.</p>
<b>37</b>	<b>Cycle Parking (Compliance)</b>
	<p>CONDITION: The hereby approved provision of 22 cycle spaces for the hotel use and 14 cycle spaces for the residential aspects of the scheme as detailed within approved drawing A2103/REV V08 shall be provided prior to the first occupation of the buildings hereby approved.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
<b>38</b>	<b>Reuse materials target</b>
	<p>CONDITION: In accordance with the approved plans 10% of materials used in the construction of the development are to be derived from re-used or recycled content.</p> <p>REASON: In the interests of environmental sustainability and sustainable development.</p>
<b>39</b>	<b>Water usage and reduction targets</b>
	<p>CONDITION: The residential development shall achieve a 95 litre / person / day of water use rate.</p> <p>REASON: In the interests of securing developments that minimise their impact on water resources, in accordance with Core Strategy Policy CS10.</p>
<b>40</b>	<b>Construction Environment Plan</b>
	<p>Condition: A Construction Environmental Management Plan 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 order to safeguard the amenity levels of adjoining occupiers.</p>
<b>41</b>	<b>Control on Hotel occupation</b>
	<p>CONDITION: The hotel accommodation hereby approved shall be retained in a single planning unit and shall not be subdivided into independent residential</p>



	<p>units for the purpose of management or sale. The rooms shall not be occupied other than by hotel visitors on a short stay basis (no greater than 3 months).</p> <p>REASON: To ensure that the facility remains in use as hotel accommodation.</p>
<b>42</b>	<b>Details of final hotel room layouts and elevational alterations</b>
	<p>CONDITION: Notwithstanding the hereby approved plans, detailed plans and information documenting the final layout of the hereby approved hotel rooms detailing the removal of the bathroom areas of the hotel rooms away from the front elevation windows along Clerkenwell Road shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>Reason: In order to ensure the visual appearance of the building is enhanced.</p>
<b>43</b>	<b>Non amalgamation of A1/A3 units.</b>
	<p>CONDITION: The two ground and basement floor flexible A1/A3 (shop / restaurant-café) units hereby approved shall be laid out / divided as shown on drawings A2103/REV V08 and A2102/REV V08 hereby approved and shall not be amalgamated or further subdivided.</p> <p>REASON: The consideration of the acceptability of the commercial uses was based on the proposed size of units as shown on the approved plans; the amalgamation or further subdivision of the units is likely to have operational, transportation, security and amenity implications, which would need to be tested under a separate planning application.</p>
<b>44</b>	<b>No rear roof terraces</b>
	<p>CONDITION: The rear first floor flat roof area and flat roof area shown on drawings nos.: A2104A/REV 08 &amp; A2108/REV V08 hereby approved shall not be used other than for essential maintenance or repair, or escape in case of emergency and shall not be used as an amenity or sitting out space of any kind whatsoever.</p> <p>REASON: To prevent the overlooking of neighbouring habitable room windows.</p>

#### List of Informatives:

<b>1</b>	<b>S106</b>
	<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>
<b>2</b>	<b>Superstructure</b>
	DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'

	<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>
<b>3</b>	<p><b>Community Infrastructure Levy (CIL) (Granting Consent)</b></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 Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the Mayor of London's 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 <a href="mailto:cil@islington.gov.uk">cil@islington.gov.uk</a>. The Council would 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: <a href="http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil">www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</a></p> <p><b>Pre-Commencement Conditions:</b></p> <p>These conditions are important from a CIL liability perspective as a scheme would not become CIL liable until all of these unidentified pre-commencement conditions have been discharged.</p>
<b>4</b>	<p><b>Sustainable Sourcing of Materials</b></p> <p>INFORMATIVE: 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.</p>
<b>5</b>	<p><b>NPPF</b></p> <p>INFORMATIVE: The LPA and the applicant have worked positively and proactively in a collaborative manner through both the pre-application and the application stages of the development to deliver an acceptable development in line with the NPPF.</p>
<b>6</b>	<p><b>Roller Shutters</b></p> <p>The scheme hereby approved does not suggest the installation of external rollershutters to any entrances or ground floor glazed shopfronts. The applicant is advised that the council would consider the installation of external rollershutters to be a material alteration to the scheme and therefore constitute development.</p>
<b>7</b>	<p><b>No permission for any signage</b></p> <p>Informative: Your attention is drawn to the fact that any signage on the</p>

	approved building would require a separate advertisement consent application to be made to the council
<b>8</b>	<b>Car free development</b>
	INFORMATIVE: (Car-Free Development) All new developments are car free in accordance with Policy CS10 of the Islington Core Strategy 2011. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.

## APPENDIX 2: RELEVANT POLICIES

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

### 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.

### Development Plan

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

#### A) The London Plan 2011 - Spatial Development Strategy for Greater London

1 Context and strategy Policy 1.1 Delivering the strategic vision and objectives for London	6 London's transport Policy 6.1 Strategic approach Policy 6.3 Assessing effects of development on transport capacity
2 London's places Policy 2.1 London in its global, European and United Kingdom context Policy 2.2 London and the wider metropolitan area Policy 2.10 Central Activities Zone – strategic priorities Policy 2.11 Central Activities Zone – strategic functions	Policy 6.5 Funding Crossrail and other strategically important transport infrastructure Policy 6.7 Better streets and surface transport Policy 6.8 Coaches Policy 6.9 Cycling Policy 6.10 Walking Policy 6.13 Parking
3 London's people Policy 3.9 Mixed and balanced communities	7 London's living places and spaces 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
4 London's economy Policy 4.1 Developing London's economy Policy 4.5 London's visitor infrastructure Policy 4.7 Retail and town centre development Policy 4.8 Supporting a successful and diverse retail sector Policy 4.9 Small shops	Policy 7.8 Heritage assets and archaeology Policy 7.11 London View Management Framework Policy 7.12 Implementing the London View Management Framework Policy 7.14 Improving air quality Policy 7.15 Reducing noise and enhancing soundscapes
5 London's response to climate change Policy 5.1 Climate change mitigation Policy 5.2 Minimising carbon dioxide	Policy 7.19 Biodiversity and access to nature

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 5.18 Construction, excavation and demolition waste

Policy 5.21 Contaminated land

8 Implementation, monitoring and review

Policy 8.1 Implementation

Policy 8.2 Planning obligations

Policy 8.3 Community infrastructure levy

Policy 8.4 Monitoring and review for London

## **B) Islington Core Strategy 2011**

Spatial Strategy

Policy CS7 (Bunhill and Clerkenwell)

Policy CS13 (Employment Spaces)

Policy CS14 (Retail and Services)

Strategic Policies

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

Policy CS10 (Sustainable Design)

Policy CS11 (Waste)

Policy CS12 (Housing)

Infrastructure and Implementation

Policy CS18 (Delivery and Infrastructure)

## **C) Development Management Policies June 2013**

Design and Heritage

DM2.1 Design

DM2.2 Inclusive Design

DM2.3 Heritage

DM2.4 Protected views

DM2.5 Landmarks

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

Shops, culture and services

DM4.1 Maintaining and promoting small and independent shops

DM4.2 Entertainment and the night-time economy

DM4.3 Location and concentration of

Transport

DM8.1 Movement hierarchy

DM8.2 Managing transport impacts

DM8.3 Public transport

DM8.4 Walking and cycling

uses				DM8.5 Vehicle parking
DM4.4 Promoting Centres	Islington's	Town		DM8.6 Delivery and servicing for new developments
DM4.6 Local shopping Areas				
DM4.8 Shopfronts				Infrastructure
DM4.11 Hotels and accommodation		and visitor		DM9.1 Infrastructure DM9.2 Planning obligations DM9.3 Implementation

## D) Site Allocations June 2013

Finsbury Local Plan  
BC41 & BC 8.

### Designations

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

#### Islington Local Plan

Employment Priority Area (General),  
Conservation Area (Clerkenwell Green),  
Site Allocations (KC3)  
Archaeological Priority Area  
Local Views of St Paul's Cathedral from  
Amwell Street, Archway Road and  
Archway Bridge.

#### London Plan

Central Activities Zone

### Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

#### Islington Local Plan

Environmental Design  
Conservation Area Design Guidelines  
Planning Obligations and S106  
Urban Design Guide  
Streetbook SPD  
Small sites SPD

#### London Plan

Accessible London: Achieving and  
Inclusive Environment  
Sustainable Design & Construction  
Planning for Equality and Diversity in  
London



## Appendix 3 - Design Review Panel Response dated 14<sup>th</sup> October 2014

**CONFIDENTIAL**



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Our ref: **DRP/037**

Date: 14 October 2014

Dear Mr Robinson,

### **ISLINGTON DESIGN REVIEW PANEL**

**RE: 96-100 Clerkenwell Road (application ref: P2014/0373/FUL) – 3<sup>rd</sup> Review**

Thank you for coming to Islington's Design Review Panel meeting on 16 September 2014 for a follow-up assessment of the above scheme which the Panel previously reviewed on 9 April and 11 June 2013. The proposed scheme under consideration is for provision of a mixed use development of 8 storeys (plus basement) accommodating retail/restaurant uses (A1/A3 use class) to Clerkenwell Road, 224 bedroom hotel and 9 residential units to the St John's Square block (as per Planning Case Officer's briefing note).

### **Review Process**

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. The scheme was reviewed by Dominic Papa (Chair), Charles Thomson, Philip Cave, Richard Portchmouth, Stephen Archer and Stuart Piercy in the afternoon of Tuesday 16 September 2014 including a presentation from the design team followed by question and answers session and deliberations at Islington's Municipal Offices, 222 Upper Street. The views expressed below are a reflection of the Panel's discussions as an independent advisory body to the council.

### **Panel's observations**

- Panel members appreciated that the scheme had been further developed in a positive direction since the previous review and that some of the issues raised then had been addressed, but stressed that the changes fell short of the more fundamental re-design it had wished to see. The Panel remained concerned that the proposal appeared to be principally driven by the need to accommodate a set number of hotel rooms to the detriment of creating a building of distinction with high quality internal communal and private spaces.
- The Panel noted that it is critical to see drawings which adequately describe the design intent of the scheme, particularly on a site of such importance, and was concerned that from the information presented key design details remained outstanding. Please see the final page of this letter for a list of information that the Panel felt should be provided.

- The Panel noted that the design team had done further work in developing the building's façades. On the Clerkenwell Road frontage, the Panel noted the further development of the tripartite approach with a better expression of a base, middle and top. The Panel was however concerned that the plan did not inform the elevation, and that there was a strong sense of both having been developed separately.
- The Panel welcomed the direction taken on the use of interesting materials on the front elevation, but said that further information was required on the detailed design. In particular the use of glazed bricks and how they are detailed on the window returns. The Panel stated that it would like some reassurance around the materials and designs proposed and whether these would be possible to deliver, particularly in relation to the windows. The Panel suggested that a 2 window bay mock-up of the (at 1:1 scale) could help inform whether the proposed designs and materials are appropriate and feasible.
- There was some discussion surrounding the proposed placement of bathrooms within the hotel rooms - the architect described the room layouts with the bathrooms on external wall - and the Panel was, therefore, concerned about their impact on the external faces of the building. It was felt that further clarification of this aspect of the scheme was needed. The Panel reiterated its concern that it is unclear what parts of the elevations were opaque, transparent and translucent and the overall impact this may have on the street elevation. A more detailed coloured elevation and CGI view at a less acute angle would be necessary to assess the appropriateness of the design.
- In relation to the St John's Square frontage, the Panel expressed serious concerns in relation to the elevation. The Panel felt that not enough of a detailed design had been provided to judge whether the design was appropriate, particularly in relation to the functions behind the elevations for example in the southern corner, use of materials and which sections would be transparent, opaque, or solid. The Panel requested very specific design drawings of the back elevation.
- The Panel welcomed improvements made to the arrival area of the upper floors of the hotel. However, the Panel felt that the atrium was a lost opportunity in terms of bringing daylight & views into the corridors of the hotel. The Panel noted that the atrium is very narrow with the windows of the rooms directly facing one another only feet apart.
- Panel members welcomed improvements made to the residential accommodation. Although the Panel welcomed the inset of the balcony, it noted that this had reduced the size and particularly the width of the living rooms.
- The Panel welcomed improvements made to the workshop space, but expressed concern over the lack of daylight.

### **Summary**

As during previous reviews, the Panel welcomed the design intentions of reinstating the fabric on this site and the introduction of permeability from Clerkenwell Road to St John's Square. The Panel noted the scheme had evolved in some areas but felt that the proposal still fell short of delivering a building of exceptional architectural quality to respond to its rich surrounding context.

Although the Panel felt that design had improved, they were concerned that the lack of detailed design drawings of the front and back elevations made it difficult to assess the proposed designs. The Panel would encourage the design team to revisit the above mentioned aspects of the proposal to ensure the final development proposal provides a more adequate scheme.

With regard to assessing the further detailed design response and the façade and atrium details the Panel suggested that a desktop assessment could be explored.

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

#### List of further information to be provided

##### Clerkenwell Road Elevation

- 1:20 part elevation coloured / CGI
- Typical 3D detail interfaces ceramic frame /window/opaque and transparent.
- 1:5 key typical details
- 1:20 section showing bathroom drop down ceilings
- CGI render face on to the elevation from across the street - daytime and nighttime

##### Internal Atrium Elevation

- 1:20 part elevation coloured / CGI
- 1:5 key typical details
- 3D detail interfaces atrium glazed wall/ room window/opaque and transparent.

##### Atrium Elevation facing the square

- 1:20 part elevation coloured / CGI
- 1:5 key typical details
- 3D detail interfaces atrium glazed wall in front of room window/opaque and transparent
- CGI render face on to the elevation (closer than current images) - daytime and night time

##### Passage

- CGI render view of passage from west side of Clerkenwell Road looking diagonal through passage to St Johns Sq - daytime and night time.
- CGI render view of the passage from the St. John's Square side highlighting interface with Atrium facade and passage – daytime

#### Confidentiality

Please note that as the scheme under review is currently the subject of a planning application, the views expressed in this letter may become public and will be taken into account by the council in the assessment of the proposal and determination of the application.

Yours sincerely,



**Luciana Grave**  
Design Review Panel Coordinator  
Design & Conservation Team Manager