



PLANNING COMMITTEE REPORT

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

PLANNING COMMITTEE		
Date:	19 April 2016	

Application number	P2015/4725/FUL
Application type	Full Planning Application
Ward	Bunhill
Listed building	No
Conservation area	No (Hat and Feathers CA within 50m)
Development Plan Context	Bunhill & Clerkenwell Core Strategy Area, Central Activities Zone, Employment Priority Area (General), Pear Tree Street site allocation, adjacent to Seward St playground site allocation
Licensing Implications	No
Site Address	National Grid site, 1 Pear Tree Street and Land Adjoining, London EC1V 3SB
Proposal	Demolition of existing National Grid building and replacement with a 4 and 5 storey building to create circa 4,240sqm (gross) B1 office floorspace including 600sqm National Grid office accommodation at part first and second floors and parking at ground floor both associated with depot use.

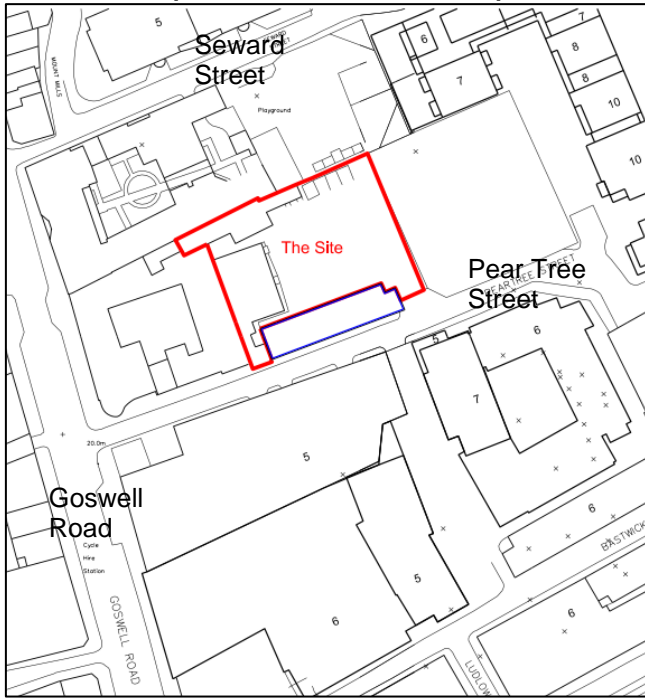
Case Officer	Amanda Peck
Applicant	no information given
Agent	GML Architects

RECOMMENDATION

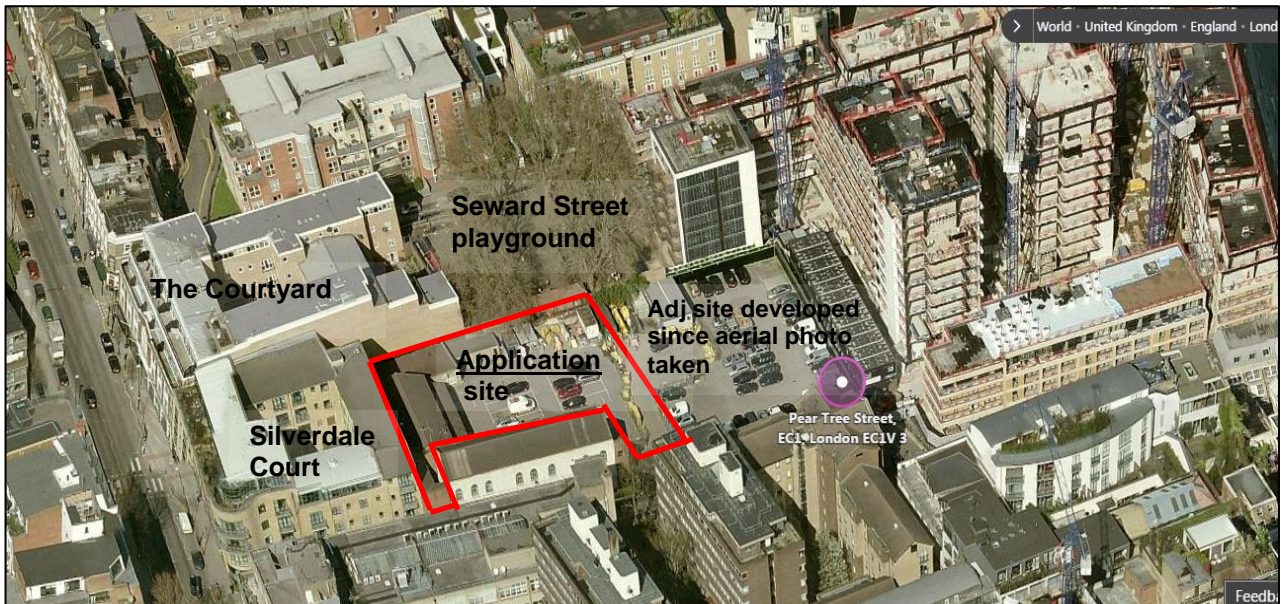
The Committee is asked to resolve to **GRANT** planning permission:

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 black)



PHOTOS OF SITE/STREET



Aerial photograph



Existing vehicles and buildings on site



Existing entrance from Pear Tree Street



view looking west along Pear Tree Street



Views looking east along pear tree street



Existing buildings on opposite side of Pear Tree Street



View from Seward Street looking south towards playground and rear of site

1. SUMMARY

- 1.1 The application site is located on the northern side of Pear Tree Street between Goswell Road and Central Street. The site is currently in use by National Grid as a depot to support and carry out emergency repairs for National Grid gas infrastructure in and around central London. There is an existing vehicular entrance from Pear Tree Street, a car park and small single and two storey buildings on site associated with the National Grid operation. The application site is phase 2 of site allocation BC16 and is adjacent to site allocation BC15 at the Seward Street playground. This application follows the recent redevelopment of phase 1 of site allocation BC16 to the east and the street frontage building to Pear Tree Street forms part of phase 2 to the south.
- 1.2 The proposal is for the demolition of the existing buildings and redevelopment of the site to provide a building with 5 storeys to the centre of the site stepping down to 4, 3 and 1 storeys. The site is surrounded by buildings and only has very limited street frontage to Pear Tree Street, with a 5m frontage forming the proposed B1 entrance at ground floor and a 6m frontage forming the proposed National Grid vehicular and office entrance. The majority of the building is proposed to be in general B1 office use (approximately 4,240sqm total GEA) with the approximately 600sqm (GEA) of self contained National Grid offices to part of the 1st and 2nd floors and parking at ground floor, both associated with the re-provided depot use.
- 1.3 During the course of the application the proposal has been amended with the building being reduced in height by one storey to the Pear Tree Street frontage adjacent to the Orchard Building; being set back further at the rear at first and second floor levels by 1.8m away from the TPO trees at the rear; and being brought forward at fourth floor level at the rear western corner by 4.6m. Additional information has also been submitted with a construction method statement detailing that the existing boundary wall will be retained and the piling method adjacent to the TPO trees and the arboricultural report has been amended in line with this. Amendments have also been made to the sunlight/daylight assessment, energy assessment and transport statement.
- 1.4 The land-use is considered to be acceptable as it will deliver a quality office development that would re-provide and improve the existing National Grid office floorspace as well as providing additional general office (B1a) floorspace on the site, and provide 2 small workspace units suitable for small and micro enterprises (SME's) (equivalent to 5% of the overall floorspace, in line with policy). The application would contribute financially towards the Council's delivery of affordable housing on Council-owned sites with a contribution of £264,000 and secure an employment and training contribution of £33,175.
- 1.5 The proposal would introduce a building of a good quality design with an appropriate scale and which successfully references the surrounding context. The top storey would be visible from surrounding residential buildings but would barely be visible from Pear Tree Street and neighbouring streets given the tight knit street layout. The development adjoins the Seward Street playground, which is already surrounded by residential buildings of a similar height to the east and west. The existing view from the playground looking south onto the application site is of the long, mainly blank, masonry rear elevation of the recently constructed adjacent frontage building. The view from the playground could therefore be enhanced with the new building. In addition, the ground floor wall facing the playground is proposed to have a decorative brick pattern in order to provide some visual interest at playground level.
- 1.6 The site will continue to be used as a depot to support and carry out emergency repairs for National Grid gas infrastructure in and around central London. The number of staff on site varies day by day and week to week based on the number of emergency call outs

required and staff travel from other depots when needed. National Grid's requirement is for 14 operational vehicles on site made up of a mixture of vans and on call emergency responders. They also require storage space for trailers, mini-diggers, transformers, generators and traffic management equipment. The vehicles are parked on site until they are required to deal with incidents and once work has been carried out the vehicles and associated equipment are returned to the site. Vehicle movements associated with the National Grid use will be similar to existing and for the new general office floorspace the Transport Statement concludes that the new office use will not generate additional private car trips as staff will either walk or use public transport.

- 1.7 The proposal does result in the loss of sunlight and daylight ground floor windows at the Orchard Building servicing 2 units in excess of the traditional BRE guidelines, but if the more site specific 'mirror image' test is used the scheme meets BRE guidelines. 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 the immediate surroundings. The building has been designed to step away from surrounding existing buildings at upper floors and the proposal would repair the urban grain by restoring appropriate building lines on Pear Tree Street on either side of the existing frontage building. Balancing the townscape and other benefits against the sunlight and daylight losses to these properties, the harm to the 2 ground floor residential units at the Orchard Building is on-balance accepted.
- 1.8 The application has been considered with regard to the Development Plan and National Planning Policy Framework (NPPF) and the NPPG and Ministerial Statement dated 28th November 2014, including the presumption in favour of sustainable development. The comments made by residents and consultee bodies have been considered.
- 1.9 The proposal is considered to be acceptable and is recommended for approval subject to conditions and a Section 106 (S106) agreement to secure the necessary mitigation alongside CIL payments.

2. SITE AND SURROUNDING

- 2.1 The application site is located on the northern side of Pear Tree Street between Goswell Road and Central Street. The site is currently in use as a National Grid as a depot to support and carry out emergency repairs for National Grid gas infrastructure in and around central London. There is an existing vehicular entrance from Pear Tree Street, a car park and small single and two storey buildings on site associated with the National Grid operation.
- 2.2 The surrounding area is mixed with residential apartments (many in recently completed developments) to the east along Pear Tree Street and in the adjacent buildings on Goswell Road. There are offices to the ground floor of some of the recent developments and a printing/packaging premises opposite the site on the southern side of Pear Tree Street.
- 2.3 The site is located close to the Hat and Feathers Conservation Area to the west, with the adjacent Silverdale Court and properties along Goswell Road falling within the Conservation Area. The site is also within Bunhill & Clerkenwell Core Strategy key area, the Central Activities Zone and the Great Sutton Street Employment Priority Area (General). The application site is phase 2 of site allocation BC16 and is adjacent to site allocation BC15 at the Seward Street playground.
- 2.4 Site allocation BC16 is for large site on Pear Tree Street and the application site falls within the western end (phase 2). The eastern end has recently been developed as

phase 1 of BC16 with residential buildings known as the Orchard Building and Dance Square and a new public square/route connecting Pear Tree Street and Seward Street (P110653 see planning history below). The site allocation acknowledges that planning permission has been granted for the eastern end as a phase 1 and refers to the western end as phase 2. For phase 2 a mixed use development incorporating a substantial element of business floorspace, alongside residential uses and associated amenity space is expected. The site allocation refers to the following with regard to the design considerations and constraints on the entire site:

- New buildings should respect the wider context and intimate character of Pear Tree Street;
- Care will need to be taken with the relationship of new buildings with TPO trees located in the Seward Street playground;
- Buildings should provide a positive frontage and overlooking onto Seward Street playground; and
- Improved north-south access linking Pear Tree Street to Seward Street playground should be provided.

2.5 Phase 2 has consequently been divided further, with the narrow street frontage building on Pear Tree Street being recently redeveloped with a 5 storey building with commercial office space at ground and first floor and 8 flats to the upper floors (P120025 see planning history below). The application site is the remainder of phase 2, being bounded by the side and back elevations of surrounding developments (the Courtyard Building to the north, Silverdale Court to the west, the phase 2 street frontage building to the south and the Orchard Building/Dance Square to the east).

3. PROPOSAL (IN DETAIL)

3.1 The proposal is for the demolition of the existing buildings and redevelopment of the site to provide a building with 5 storeys to the centre of the site stepping down to 4, 3 and 1 storeys. The site is surrounded by buildings and only has very limited street frontage to Pear Tree Street, with a 5m frontage forming the proposed B1 entrance at ground floor and a 6m frontage forming the proposed National Grid vehicular and office entrance. The majority of the building is proposed to be in general B1 office use (approximately 4240sqm total GEA) with the approximately 600sqm (GEA) of self contained National Grid offices to part of the 1st and 2nd floors and parking at ground floor, both associated with the re-provided depot use.

Revisions

3.2 The application has been revised since submission as follows:

- Reduction in height by one storey to part of the building along Pear Tree Street frontage adjacent to the Orchard Building;
- Building line set back further at the rear at first and second floor levels by 1.8m, away from the existing TPO trees;
- Building line brought forward at fourth floor level at the rear western corner by 4.6m;
- Additional information has also been submitted with a construction method statement detailing that the existing boundary wall will be retained and the piling method adjacent to the TPO trees and the arboricultural report has been amended in line with this; and
- Additional information has been submitted with an amended sunlight/daylight assessment, energy assessment and transport statement.

4. RELEVANT HISTORY

Application site

4.1 Planning applications

Two applications for temporary single storey office buildings (81/2007) and a 2 storey amenity block (82/1127) at the “North Thames Gas Depot” in 1981 and 1982.

4.2 Pre-application advice

- Q2015/1532/MJR – Pre application meetings were held on 11 June 2015 and 21 August 2015 for the demolition and replacement with a 4 and 5 storey office building (including national grid offices) to create B1 floorspace and National Grid office accommodation. Pre-application advice was provided on 6 July, 13 July and 21 August 2015 and it was advised that the principle of an office development appeared acceptable along with the provision of affordable workspace and a financial contribution towards affordable housing. The bulk and height appeared acceptable subject to further discussion on the detailed design. The applicant was advised that the trees in the Seward Street playground at the rear are protected by a TPO and any development must not impact on the roots or tree canopy of these trees.

Nearby sites

4.3 Planning applications

1 Pear Tree Street (to the front of application site)

- P2013/4817/S73 – Minor material amendment to Planning Permission Ref P120025 dated 30/3/12 including increase in footprint of 4th floor and alterations to elevations. Approved 5 February 2014.
- P120025 – Demolition of existing 2 storey building and erection of a 5 storey mixed use building to provide 446m² of commercial office space (Use Class B1) at ground and first floor and 8 flats above (comprising 1 x four-bed, 6 x two-bed and 1 x one-bed flats). Approved 30 March 2012.
- P112369 – Erection of a five storey building with office use (Use Class B1) on ground floor and first floor; 8 flats, 6 two bedroom flats at second and third floor, 1 one bedroom flat and 1 four bedroom flat at fourth floor (including demolition of existing two storey office/industrial building (Use Class B1/B8). Refused 8 December 2011 and allowed at appeal 27 June 2012.

1 Pear Tree Street (to the east of application site)

- P2013/0927/NMA - Non material minor amendment of planning permission reference P110653 dated 9 November 2011. The amendments involve: (i) Replacement of cycle cages with 2 tier cycle racks (ii) Reduction in height of gates leading to rear courtyard (iii) reduction in height of metal grills connecting the building to the neighbouring development. Approved 24 April 2013.
- P110653 - Erection of part 5, part 6-storey building providing for 45 dwellings and 354sqm business (class B1) floorspace together with the creation of public realm/open space and associated works. Approved 9 November 2011.

122 Goswell Rd and 15 Bastwick St (to the south of the application site on Pear Tree St)

- P111829 - Redevelopment of the site to provide student accommodation (805 rooms), sports centre (3,175sqm), university teachings space (2,525sqm) and associated works and landscaping. Approved 30 March 2012.

5. CONSULTATION

Public Consultation

- 5.1 Letters were sent to occupants of 233 adjoining and nearby properties on 15/12/15. A site notice and press advert were displayed on 17/12/15. The public consultation of the application therefore expired on 07/01/16, however it is the Council's practice to continue to consider representations made up until the date of a decision.
- 5.2 At the time of the writing of this report a total of 15 responses had been received from the public 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):

Amenity impact on Orchard Building and Silverdale Court

- Noise from 24 hour operation by National Grid (noisy vans, waste bin collections) **(see para. 8.43-8.45);**
- Impact on daylight/sunlight as proposal does not comply with BRE standards for the Orchard Building **(see paras. 8.28-8.38);**
- Impact on daylight/sunlight to windows that face internal courtyard at Silverdale Court (some of which are single aspect units) **(see paras. 8.28-8.38);**
- Impact on the daylight/sunlight to courtyard at Silverdale Court and communal garden at the Orchard Building **(see paras. 8.28-8.38);**
- Height should be reduced to overcome issues above **(see paras. 8.20 & 8.28-8.38);**
- Overlooking impact from roof terraces and windows **(see paras. 8.39 & 8.40);**
- Clarity needed on floor levels in relation to existing residential **(Officer comment; annotated sections have been submitted by the applicant showing the relationship with surrounding buildings);**
- Aerial photos and location plans do not show this building as they are out of date **(Officer comment: The aerial photos are out of date but this has not impacted upon the assessment of the scheme as the plans and elevations are up to date and officers have carried out site visits);**
- Error in daylight/sunlight report as Silverdale Court is 4 storeys at boundary and is not taller than the proposed development **(Officer comment: The daylight/sunlight report has been corrected);**

Trees

- Impact on trees at Seward Street Playground **(see para. 8.22-8.25);**

Use

- No need for offices in the area but there is a need for housing instead **(see paras. 8.2-8.4);**

Transport

- Pear Tree Street should be reverted to one way traffic due to the increase in traffic, the narrowness of the road and the presence of a nursery in the square adjacent to the Orchard Building **(see para. 8.61);**

Construction impact

- Construction impact on road surface as after months of repair work the road is now in excellent condition **(see paras. 8.55 & 8.56);**
- Construction hours should be restricted **(see paras. 8.55 & 8.56);**
- Construction would block emergency vehicles **(see paras. 8.55 & 8.56);**

General

- Inaccuracy of drawings – existing elevation 3 (north) is inaccurate as not all windows are shown and reglit glass planks do not exist **(officer comment: The drawings have been amended and are now correct);**
- There is a litter problem in the area and the proposal will increase this. The new building should be required to provide adequate rubbish bins **(see para. 8.52).**

External Consultees

5.3 Transport for London

- TfL notes that the office use proposed is car free, which is supported. The Council, in conjunction with the developer, should assess whether this development will trigger the need for additional blue badge parking.
- A car park will be provided for operational fleet vehicles associated with the existing National Grid building. The use of this car park solely for operation vehicles only should be secured in the planning conditions/Section 106 agreement.
- Car parking should also be equipped with electric vehicle charge points to accord with London Plan standards and occupants should also be exempt from parking

- permits in a Controlled Parking Zone (except for blue badge holders).
- Cycle parking should comply with London Plan standards (short stay and long stay provision).
- Cycle changing facilities (such as showers) should be provided for staff and secured by planning condition.
- A Construction and Logistics Plan and Delivery and Service Plan should be secured by condition.
- TfL also expects that a Travel Plan will be secured as part of the application.

Internal Consultees

5.4 Policy Officer

- London Plan and Council Policies require residential accommodation to be provided on-site where major office developments are proposed in the CAZ. Only when on-site residential is not appropriate should an off-site financial contribution be considered. The applicants have justified making an off-site contribution due to the difficulty in providing on-site dwellings, primarily around the provision of separate entrances and cores. It is accepted that residential units are not appropriate at this site and a contribution lieu of on-site provision should be sought.
- There is a further policy requirement for residential when looking at the BC16 site allocation as a whole, which requires mixed use development. Previous consents have delivered residential which have satisfied this element.
- The BC16 site allocation refers to improved north-south access linking Pear Tree Street to Seward Street playground. The development of adjacent sites has provided this pedestrian link and therefore there is no requirement for this scheme to provide it.
- There is a significant uplift in B1 floorspace and this uplift is welcomed and supported in policy terms and appears to incorporate the maximum amount of business floorspace reasonably possible on site, in line with policy.
- Policies require the provision of retail or leisure uses at ground floor, alongside non B1 floorspace, floorspace that may be suitable for accommodation by micro and small enterprises and/or affordable workspace. There is no retail or leisure proposed on the site but this is not of any concern given the overriding priority to maximise business floorspace and the close proximity of these uses elsewhere. Affordable or SME workspace should be secured via a S106.
- The scheme should be car free. Parking for non-residential development will only be permitted where it is operationally essential and integral to the nature of the business or service. It is understood that National Grid operates a fleet of vehicles already from this site, as its Central London Emergency Operations Centre. As this is a new development the parking proposed must be justified to satisfy policy and a S106 should be used to ensure that spaces are not used for ordinary staff parking.

5.5 Design and Conservation Officer

- The applicant has responded to some of the detailed design suggestions made at pre-app stage. Given that the principal new elevations are to the rear of the property and the designs proposed are in keeping with those of the adjacent properties, any improvements to the design can be secured by condition rather than refusing the application on design grounds.
 - Pv panels should not be visible from Seward Street;
 - High quality yellow stock brick should be used or a textured brick within the same/similar colour palette as the frontage building;
 - Window designs should be amended to avoid visual duality and the proportions of the windows could be amended by adding panes, mullions, transoms, horizontal or vertical panels; and
 - Terraces should be easily accessible.

5.6 Tree Officer

Initial comments

- There are two London plane trees directly adjacent to the site that will be affected by the development. These trees contribute materially to the amenities of the locality, playing an important part in providing a sense of scale, maturity and textural diversity to the immediate vicinity. They are protected by a tree preservation order LBI TPO (NO.370) 2007 and pre-date the surrounding developments.
- The submitted detail does not adequately consider the above and below ground impacts on these trees and the tree constraints have not been adequately considered in the proposed design. The juxtaposition between the development and the trees creates conflicts which cannot be resolved other than by setting the building back further from the trees:

Below ground

- The root protection area (RPA) is shown as unobstructed circle and this should be amended to consider the underground constraints of the existing buildings and the existing boundary wall as they could have deflected the roots.
- The foundations for the new rear boundary wall will dissect the RPA of the trees and this is not mentioned in the assessment. The loss of roots and rooting volume will be inappropriate and unacceptable.
- The report suggests that the existing hard boundary and surface will be retained as protection for the RPA and this is not the case.
- There is limited detail on the proposed surface treatment within the RPAs. Although this detail will be irrelevant if all the root ingress onto the site is removed to facilitate the foundations.
- Spot levels for the proposed ground floor and the adjacent playground have not been included.

Above ground

- There is no proposed tree pruning to facilitate construction in the report, but from the measurements provided and the plans there is conflict between the canopy of T1 and the rear elevation at 1st and 2nd floors and pruning will be required to facilitate construction along with post development pressure on these trees for continued pruning.
- The trees have enjoyed largely unobstructed light from the aspect the proposal would now block. The impact of the loss of light on the trees and the playground do not appear to have been considered.

Comments on revised details

- The construction method statement states that the boundary wall is to be retained and QuadraPile helical piles are to be used and this detail is sufficient to alleviate concerns regarding the proposed boundary treatment on the TPO trees. Above ground.
- The amended arboricultural assessment and an officer site visit has confirmed that the tree canopy is further away from the building than initially thought. The applicant has confirmed that the tree will be pruned to ensure a 2m clearance between the rear elevation and the tree canopy and this is acceptable.

5.7 Access Officer

- Accessible parking should be provided: there should be at least one space for visitors and one space for any employee who needs it.
- The gates that lead to the car park should be suitable for use by disabled people (preferably without the disabled person having to leave the car). The pedestrian gate should have a flush threshold and an effective clear width of at least 1000mm.
- Various requirements for minimum widths to internal and external doors including cycle storage doors as well as manifestations.

- Cycle parking area requires an adequate element of parking suitable for accessible/adapted bicycles and tricycles.
- Various requirements for the reception area and counter, WC/shower facilities, shared refreshment facilities, internal stairs will need to comply with Approved Documents M of the Building Regulations (ADM) and the Council's SPD.
- The route into the accessible WC is potentially awkward for wheelchair users as they have to negotiate the two doors and lobby.
- There do not appear to be any ambulant disabled WC cubicles provided.
- Welcome the provision of 2 lifts, one should be suitable for use for evacuation.

5.8 Energy Conservation Officer

Initial comments

- The scheme meets London Plan target for regulated CO2 emission reduction and this is welcomed.
- The scheme falls short of the Council's policy requirement for total CO2 emission reduction at 23% rather than 39% where connection to a decentralised energy network is possible or 27% where it is not possible. Further measures to meet the council's CO2 reduction target should be explored (improved window u values.
- An CO2 offset contribution of £80,831 should be secured with a S106 agreement.
- BREEAM assessment shows an interim design stage score target of 72.02% (excellent).
- Dynamic thermal modelling results are required along with clarification on capacity output of boiler system; lighting system controls; further information on the cooling hierarchy.
- The report incorrectly states that the Bunhill Heat Network is not in operation and it has been in operation since 2012. Further evidence is needed regarding the viability of connection to the heat network.
- Further clarification required regarding communal heating viability and future proofing the site.
- PV panels are an appropriate choice for this development and the applicant has demonstrated how their use has been maximised.
- Green Performance Plan required.
- Clarification of current heating proposals for the commercial area.

Comments on revised details

- The amended energy statement now proposes connection to the Bunhill Network and this is supported and the CO2 offset contribution of £80,831 should be secured with a S106 agreement

5.9 Street Environment Services

Satisfied with the proposal for refuse collection from Pear Tree Street.

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

- 6.3 Under the Ministerial Statement of 18 December 2014, the government seeks to increase the weight given to SuDS being delivered in favour of traditional drainage solutions. Further guidance from the DCLG has confirmed that LPA's will be required (as a statutory requirement) to consult the Lead Local Flood Authority (LLFA) on applicable planning applications (major schemes).

Development Plan

- 6.5 The Development Plan is comprised of the London Plan 2015 (Consolidated with Alterations since 2011), Islington's Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.

Designations

- 6.6 The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations June 2013.

Islington Local Plan

Bunhill & Clerkenwell Core Strategy key area
Central Activities Zone
Great Sutton Street Employment Priority Area (General)
Within 50m of Hat and Feathers Conservation Area
Site allocation BC16 "NCP car park, 1 Pear Tree Street"
Within 50m of site allocation BC15 "Seward Street playground"

London Plan

Central Activities Zone

Supplementary Planning Guidance (SPG) / Document (SPD)

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

7. ENVIRONMENTAL IMPACT ASSESSMENT

- 7.1 No EIA screening/ scoping opinion was requested by the applicant and no formal decision has been made by the Council. The development does not fall within 'Schedule 1' and is not within a sensitive area (SSSI, AONB, World Heritage Site). It does not fall within Schedule 2 (being an urban development project on a site smaller than the 5ha or 150 dwelling threshold). Using the criteria and thresholds for Schedule 2 schemes (characteristics of development, location of development and characteristics of the potential impact), it is considered that the scheme would not constitute a 'major development' of more than local importance, be within a 'environmentally sensitive location' or 'create any unusual or hazardous effects' pursuant to the selection criteria of Schedule 3 of the EIA 2011 regulations.

8. ASSESSMENT

- 8.1 The main issues arising from this proposal relate to:
- Land use
 - Design and appearance
 - Amenity impacts
 - Accessibility
 - Highways and transportation
 - Sustainability, Energy Efficiency and Renewable Energy

Land-use Employment

- 8.2 Core Strategy Policy CS7 states that employment development within Bunhill and Clerkenwell will contribute to a diverse local economy, which supports and complements the Central London economy. The entire site is within the designated Central Activities Zone (CAZ). Policy CS13 encourages new employment floorspace to locate in the CAZ, protects existing employment space and requires development to provide jobs and training opportunities.
- 8.3 The 'Finsbury Local Plan (Area Action Plan for Bunhill and Clerkenwell)' June 2013 (FLP) is applicable for the site. FLP Policy BC8 'Achieving a balanced mix of uses', as supported by Figure 16, applies and identifies this site as being located within an Employment Priority Area (General) (the Great Sutton Street area). Part A(ii) requires proposals to incorporate the maximum amount of business floorspace reasonably possible on site. Part B states that the employment floorspace component of a development should not be unfettered office (B1a) use and must, where appropriate, include retail or leisure uses at ground floor alongside specified other uses such as non-B1 business or business-related floorspace (e.g. workshops, galleries); and/or small retail units/offices; and/or affordable workspace.
- 8.4 The additional office floorspace proposed is in line with policy and the maximum amount of business floorspace has been provided on site. The site is located off of a main road, with a minimal street frontage and the scheme provides two office entrances (one for the general office and one for the National Grid offices) as well as the National Grid operational parking. It is therefore considered that there is no scope to provide an additional use that requires a street frontage or entrance, just as retail or leisure.
- 8.5 The scheme includes the re-provision of the National Grid office floorspace which is associated with the existing depot use and is currently housed in single and 2 storey buildings within the site.
- 8.6 Site allocation BC16 states that for phase 2 a mixed use development incorporating a substantial element of business floorspace, alongside residential uses and associated amenity space should be provided. It is considered that, together, the development of the front part of the site for residential units (approved under P120025) and the application part of the site for office floorspace (with this current separate planning application) would achieve this overall site aim. Please also refer to the paragraphs 8.9-8.12 regarding the requirement for residential floorspace in line with policy DM5.1 and BC8.
- 8.7 Policy DM5.4 states that major development proposals for employment floorspace must incorporate an appropriate amount of affordable workspace and/or workspace suitable for occupation by micro and small enterprises. Part B of Policy BC8 states that for proposals in excess of 10,000sqm this should be equivalent to at least 5% of the total amount of employment floorspace. The proposal is for approximately 3,220sqm (NIA) of office floorspace (including approximately 500sqm (GIA) replacement National Grid floorspace). In accordance with policy this includes approximately 161sqm of workspace suitable for small and micro enterprises (SME) at ground floor level, equivalent to 5% of the total amount of employment floorspace. This is provided as 2 units of less than 90sqm each (one at 90sqm and one at 71sqm) which are accessed via the main office entrance and are located behind the reception area.
- 8.8 A key issue is to ensure that this space is suitable for SME's and this will be secured with a S106 Head of Term to ensure that the space is leased in accordance with the provisions of policy DM5.4A and C and BC8B(ii) (either as small units or with information to demonstrate that the floorspace will meet the needs of small or micro enterprises). Conditions 3 and 4 are also recommended to ensure that the units cannot be let to a

single occupant or amalgamated with the rest of the office floorspace in the building.

Residential

- 8.9 Part D of policy CS7 states that housing growth will be sought across the area with a wide range of dwelling types, affordable tenures and family sized homes. Part D of DM5.1 and part D of policy BC8 states that within the CAZ where major development proposals result in a net increase in office floorspace, housing should be included and the total amount of housing floorspace should be equivalent to at least 20% of the total net increase in office floorspace. Policy DM5.1 allows for a financial contribution towards affordable housing instead, where it is not appropriate for housing to be provided on site.
- 8.10 At pre-application stage options were submitted that included one floor of residential accommodation. These options illustrated the problems with providing the additional residential entrance and lift/stair core as the B1 office entrance would be unacceptably compromised and the residential entrance would also be of an unacceptable design. In addition the location of the necessary refuse and cycle storage areas for each use would be difficult to accommodate and access. Given these site constraints it is considered more appropriate to require a financial contribution towards the off-site provision of affordable housing in this instance. The financial contribution required is £264,000 and is calculated in line with the Planning Obligations SPD.
- 8.11 The applicant has agreed to this financial contribution and a viability assessment has therefore not been required. The contribution will be secured with a S106 legal agreement.
- 8.12 In summary, the land-use is considered to be acceptable as it will deliver a quality office development that would re-provide and improve the existing National Grid office floorspace as well as providing additional general office (B1a) floorspace on the site, and provide 2 small workspace units suitable for SME's. The application would contribute financially towards the Council's delivery of affordable housing on Council-owned sites with a contribution of £264,000 and secure an employment and training contribution of £33,175.

Design and appearance

- 8.13 The site is surrounded by buildings along Pear Tree Street that are 4, 5 and 6 storeys in mainly recent developments, rising to a 10 storey element in phase 1 to the east. Goswell Road is predominantly 4 and 5 storeys. The Seward Street Playground to the rear of the site and is characterised by large mature trees.
- 8.14 The site is not located within a conservation area, but the adjacent buildings at Silverdale Court and a number of buildings on this part of Goswell Road are located within the Hat and Feathers Conservation Area. There is no policy basis for the retention of any of the buildings on site as they are not locally or statutorily listed. The demolition of the buildings is therefore not resisted.
- 8.15 The scheme has been subject to pre-application advice in Summer 2015. The proposal has been revised since the pre application discussions with the top floor set back in line with the adjacent recently constructed frontage building and the rear elevation design being worked up in more detail. During the course of this application the scheme has also been amended with a reduction in height at the front adjacent to the Orchard Building and the rear building line has been set by 1.8m away from the nearby TPO trees.
- 8.16 Policy DM2.1 requires high quality, inclusive design for all developments. The Islington Urban Design Guide states that new buildings should reinforce the character

of an area by creating an appropriate and durable fit that harmonises with their setting. New building should create a scale and form of development that is appropriate in relation to the existing built form so that it provides a consistent / coherent setting for the space or street that it defines.

Layout

- 8.17 The site allocation (BC16) refers to improved north-south access linking Pear Tree Street to Seward Street playground. The site allocation relates to a site larger than the application site and the new north-south access has already been provided as part of phase 1 to the east (Orchard Building/Dance Square). There is therefore no requirement to provide a separate pedestrian access/through route as part of this scheme.

Height

- 8.18 Policy BC9 (Tall Buildings and contextual considerations for building heights) sets out areas where tall buildings may be considered appropriate and this site is not within such a location. Elsewhere building heights must respond to the local context and the plan accompanying policy BC9 identifies this area as being characterised by a platform building height of around 6 storeys.
- 8.19 The proposal is for 5 storeys in total with the taller element being behind the existing building which fronts Pear Tree Street. The building has been stepped down towards the rear towards the Seward Street Playground and adjacent residential buildings. The top storey would be visible from surrounding residential buildings but would barely be visible from Pear Tree Street and neighbouring streets given the tight knit street layout. The development adjoins the Seward Street playground, which is already surrounded by residential buildings of a similar height to the east and west. The existing view from the playground looking south onto the application site is of the long, mainly blank, masonry rear elevation of the recently constructed adjacent frontage building. The view from the playground could therefore be enhanced with the new building. In addition, the ground floor wall facing the playground is proposed to have a decorative brick pattern in order to provide some visual interest at playground level.
- 8.20 Objections have been raised regarding the proposed height and the potential associated amenity impacts, along with requests that the building is reduced in height to overcome these potential impacts. The objections do not relate to the proposed design or height and the amenity impact issues is addressed below at paragraphs 8.28-8.38.

Elevation design and materials

- 8.21 The detailed design takes its cue from the industrial nature of the area and the new development to the east of the site. Yellow stock brick is proposed with large glazed windows of a similar size and vertical emphasis to adjacent buildings on Pear Tree Street. Condition 15 is proposed to secure appropriate materials. The submitted drawings show the ground floor wall facing the Seward Street playground to be demolished and rebuilt with a decorative brick pattern, with columns and blank 'windows' in order to provide some articulation to the playground. During the course of the application it has been confirmed that where the boundary wall still exists it will be retained. Condition 15 is therefore required to ensure details are submitted showing the retained and new elements.

Landscaping/trees/biodiversity

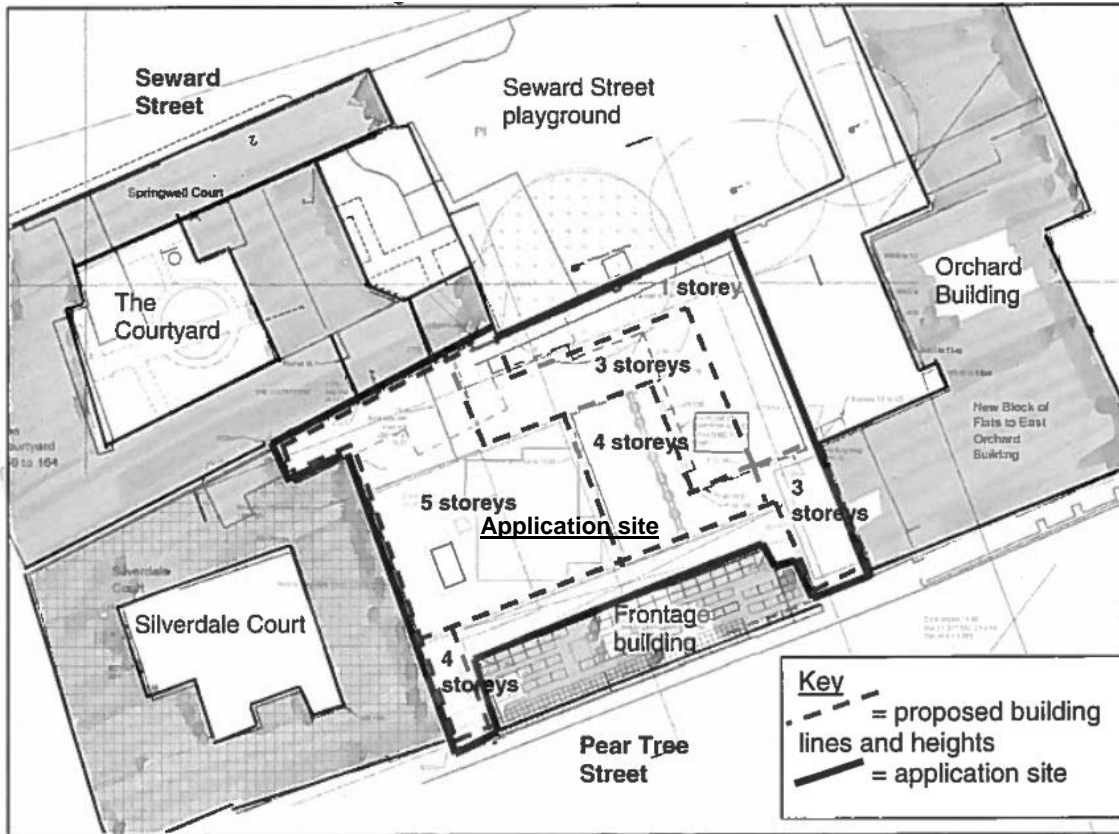
- 8.22 Site allocation BC15 states that the adjacent public open space (Seward Street playground) should be greened to provide amenity and informal play space with the potential to improve access for a greater range of users. The playground is due to re-open in Summer 2016 following a scheme to improve the playground and provide play

structures that are supported by the trees (which has been funded by S106 contributions in the area).

- 8.23 There are 6 trees protected by a Tree Preservation Order in the Seward Street playground, 3 of which are located close to the rear boundary of the application site. The applicant has submitted an Arboricultural report and Construction Method Statement to show that there will not be an impact from the proposed construction or the new building on the roots or tree canopy of these protected trees. During the course of the application the building was set back further at the rear at first and second floor levels by 1.8m away from these trees in order to keep enough clearance for the tree canopies. The applicant has also confirmed that the existing boundary wall with the Seward Street playground will be retained and that QuadraPile helical piles will be used. The Council's tree officer is happy with the information submitted and amendments made to the scheme and condition 14 is recommended to ensure that the scheme is carried out in accordance with the submitted details.
- 8.24 In accordance with policy DM6.5, the development should contribute to and enhance the landscape and biodiversity value and growing conditions of the site and surrounding area by maximising the inclusion of green roofs, ecological landscaping, greening of facades and artificial nesting sites. The proposal incorporates green/brown roofs on the top floor and 3rd floor and condition 25 is recommended to ensure that the details of these roofs are acceptable. Condition 27 is also recommended to secure bird and bat boxes, landscaping. Given the site's location adjacent to the playground and TPO trees the incorporation of shrubs and trees to the roof terraces will be secured with condition 26.
- 8.25 The proposal is considered to be in accordance with policies 7.4, 7.6 and 7.8 of the London Plan 2015, CS 1 and CS 9 of the Core Strategy 2011, Policies DM2.1 (Design) and DM2.3 (Heritage) of the Development Management Policies 2013 and the Urban Design Guide.

Neighbouring Amenity

- 8.26 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.
- 8.27 The site is bounded by residential units on Pear Tree Street to the east (the Orchard Building) and by residential units on Goswell Road to the north and west (The Courtyard and Silverdale Court). To the south are residential units at the frontage building at 1 Pear Tree Street. These buildings are shown on the plan and photos below.



Orchard Building looking south across Seward Street playground



Orchard Building looking east from Pear Tree Street during construction (prior to construction of frontage building)



The Courtyard looking south across Seward St playground



The Courtyard viewed from within the site



Silverdale Court internal courtyard looking east



Silverdale Court Pear Tree Street elevation

Sunlight and Daylight

- 8.28 A daylight and sunlight study has been submitted in support of this application, with windows being tested at residential properties at the Orchard Building (5 windows on each floor at ground, 1st, 2nd, 3rd, 4th and 5th floors), Silverdale Court (2 windows at each floor at ground, 1st, 2nd, 3rd and 4th floors) and at The Courtyard (2 windows/doors to roof terraces at 2nd and 3rd floors). The communal garden at the Orchard Building, the courtyard gardens at Silverdale Court and The Courtyard were also tested as well as the Seward Street playground.
- 8.29 The daylight/sunlight assessment is carried out with reference to the 2011 Building Research Establishment (BRE) guidelines which are accepted as the relevant guidance. The supporting text to Policy DM2.1 identifies that the BRE 'provides guidance on sunlight layout planning to achieve good sun lighting and day lighting'. Where these guidelines are exceeded then sunlighting and/or daylighting may be adversely affected. The BRE Guidelines provide numerical guidelines, the document though emphasises that advice given is not mandatory and the guide should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.
- 8.30 **Daylight:** the BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:
- The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or
- The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value. It should be noted that whilst the BRE guidelines suggest a 20% reduction in NSL would represent an acceptable loss of daylight within a room.
- 8.31 **Sunlight:** the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment, it is considered that there would be no real noticeable loss of sunlight where:

In 1 year the centre point of the assessed window receives more than 1 quarter (25%) of annual probable sunlight hours (APSH), including at least 5% of Annual Winter Probable Sunlight Hours (WSPH) between 21 Sept and 21 March – being winter; and less than

0.8 of its former hours during either period; and

In cases where these requirements are breached there will still be no real noticeable loss of sunlight where the reduction in sunlight received over the whole year is no greater than 4% of annual probable sunlight hours.

8.32 For gardens and amenity areas the BRE test is as follows:

At least 50% of the garden/amenity area should receive at least 2 hours of sunlight on 21 March..... if a detailed calculation cannot be carried out and the area is a simple shape, it is suggested that the centre of the area should receive at least 2 hours of sunlight on 21 March. If as a result of a new development an existing garden/amenity space does not meet the above and the area which can receive 2 hours of sun on 21 March is less than 0.8times its former value, then the loss of sunlight is likely to be noticeable.

8.33 Appendix F of the BRE guide allows for alternative values for daylight and sunlight to be assessed based on the special requirements of the proposed development or its location and states:

“To ensure that new development matches the height and proportions of existing buildings, VSC and APSH targets for these windows could be set to those for a ‘mirror-image’ building of the same height and size, an equal distance away on the other side of the boundary”

8.34 The daylight/sunlight report has therefore used the more traditional tests outlined in paragraphs 8.30, 8.31 and 8.32 for Silverdale Court, The Courtyard and Seward Street playground and the more site specific ‘mirror image’ test outlined in paragraph 8.33 for the Orchard Building. The report has concluded that the proposal is acceptable because there is no impact on adjoining residential units in terms of overshadowing. Officers have assessed the results of the Daylight/Sunlight report and agree with this conclusion. The results are discussed below:

The Orchard Building

Windows in the east facing elevation, which is approximately 12m away from the side boundary with the application site have been tested as well as the amenity space to the west of this building (in between the application site and the existing building at the Orchard Building). At ground floor level the 5 windows that have been tested serve 2 units (1 x 2b and 1 x 1b)

Daylight

- There is no impact on the 1st, 2nd, 3rd or 4th floor windows because the proposed scheme does not cut the 25 degree line from these windows.
- W2, W3, W4, W5 at ground floor windows meet the VSC criteria with reductions of 18% and 20%.
- W1 at ground floor does not meet the VSC criteria with a reduction of 23%.

Sunlight

- There is no impact on the 1st, 2nd, 3rd or 4th floor windows because the proposed scheme does not cut the 25 degree line from these windows.
- W1, W2, and W4 do not meet the APSH with results of 6% (reduction of 63%), 12.5% (reduction of 34%), and 22% (reduction of 36%).
- The WSPH is met for W1, W2, W3 and W4 with results of 5%, 9.5%, 14% and 19%.
- W3 and W5 meet all the BRE criteria with a reduction of 20% and a result of 26% APSH and 19% and 20% WSPH respectively.
- At least 50% of the garden/amenity space does not receive at least 2 hours of sunlight on 21 March with results of 17% at noon and 29% at 2pm and a reduction of

44% and 49.2% respectively.

8.35 As noted above, the BRE guidance states that targets could justifiably be set to allow for a 'mirror-image' development to be located opposite a site. This then allows for a mirror image of the Orchard Building to be superimposed on the application site and for the results from such a building to be used as the targets for a proposed development. While the above daylight and sunlight impacts are recognised when compared to the 'mirror image' results the impact is within the BRE limits;

Daylight

- W1 meets the BRE criteria with the same result as the mirror image scheme which has a 23% impact.

Sunlight

- W1, W2, W3 and W4 meet the BRE criteria with the same or better results than the mirror image scheme with the mirror image results of:
 - APSH results of 6%, 12%, 19% and 22%.
 - WSPH results of 5%, 9%, 13% and 16%.
 - W4 APSH of 22% and WSPH of 16%.
- On 21 March the BRE criteria is met with better results than the mirror image scheme which receives 17% at noon and 27% at 2pm.

Silverdale Court

There are no windows in the side boundary wall adjoining the application site. The west facing elevation within the courtyard has therefore been tested as well as the courtyard garden itself (which is enclosed on 4 sides by the buildings at Silverdale Court).

Daylight

- There is no impact on the 2nd, 3rd or 4th floor windows because the proposed scheme does not cut the 25 degree line from these windows.
- On the ground and 1st floor the VSC test is met with reductions of 8.5% and 10% at ground floor and 8.5% and 12% at 1st floor. It should be noted that from the officer site visit there are no windows located in this elevation at ground floor, so it is only the 1st floor results that are relevant.

Sunlight

- Sunlight provision to the windows in the west elevation is not an issue since these are not within 90 degrees of south and do not need to be tested.
- On 21st March the courtyard area receives sunlight only after 11am and, because the application site is to the east of this courtyard, the sun will have passed the roof of the proposed development and there will be no reduction in sunlight to the courtyard.

The Courtyard

There are no windows in the side boundary wall adjoining the application site. The south facing elevation within the courtyard 2 roof terrace windows/doors have therefore been tested as well as the courtyard garden itself (which is enclosed on 4 sides by the buildings at The Courtyard).

Daylight

- There is no impact on the 2nd, 3rd or 4th floor windows because the proposed scheme does not cut the 25 degree line from these windows.
- The applicant has submitted a cross section through the existing buildings and this shows that the proposed building is not visible from the ground or 1st floor windows as it is blocked by the existing buildings. Therefore, there will be no overshadowing of these windows as a result of the development.
- The VSC test has been met for the windows/doors to the 2 roof terraces with results of 28.3% and 40%.

Sunlight

- The applicant has submitted a cross section through the existing buildings showing

that the proposed building is not visible from the ground or 1st floor windows on the south elevation facing the courtyard as it is blocked by the existing buildings. Therefore, there will be no overshadowing of these windows as a result of the development

- Sunlight provision to the roof terrace windows/doors is not an issue since these are not within 90 degrees of south and do not need to be tested.
- The submitted cross section through the existing buildings shows that the proposed building is not visible from the courtyard amenity space as it is blocked by the existing buildings. Therefore, there will be no overshadowing of the amenity space as a result of the development

Seward Street playground

- Over 50% of the playground receives at least 2 hours of sunlight on 21 March with results of 67% at 11am, 78% at noon, 74% at 1pm and 66% at 2pm.

Conclusion

- 8.36 There are some failures of the traditional BRE tests with one ground floor window at The Orchard Building falling short of the VSC daylight test (W1 with a reduction of 23% rather than 20%) and 4 ground floor windows not achieving the APSH sunlight test (W1, W2, and W4 with results of 6% (63% reduction), 12.5% (34% reduction) and 22% (36% reduction). When compared to the 'mirror image' development these windows achieve the same or better results and therefore technically meet the 'mirror image' BRE test.
- 8.37 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 the immediate surroundings. The building has been designed to step away from surrounding existing buildings at upper floors and the proposal would repair the urban grain by restoring appropriate building lines on Pear Tree Street on either side of the frontage building.
- 8.38 This situation therefore requires a balance to be struck and it is considered that making more efficient use of this central and highly accessible site, securing townscape improvements through the high quality design of these buildings and the provision of new office floorspace outweighs the degree of daylight/sunlight loss and resulting harm to the amenity of the two ground floor residential units at the Orchard Building.

Privacy, Overlooking

- 8.39 Policy DM2.1 identifies that 'to protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms (living rooms and bedrooms, sometimes kitchens if they are large dining kitchens but excluding bathrooms and staircases). This does not apply across the public highway; overlooking across a public highway does not constitute an unacceptable loss of privacy.
- 8.40 There are not considered to be any overlooking issues to properties surrounding the site, if suitable mitigation measures are provided, because:
- The frontage building at 1 Pear Tree Street was designed with no habitable room windows to the rear elevation. The only windows on that rear elevation serve the corridor to access the flats and a secondary kitchen/dining/living room window to two flats, which have a main window to the front elevation as well. There are windows which face this elevation and condition 8 is recommended requiring these to be obscure glazed;
 - The only residential windows that face the site are those in the Orchard Building to the rear which are 20m away from the proposed office windows (these windows are approximately 13m away from the shared boundary and the proposed building is

- then set back a further 7m from the boundary);
- The balconies at the Orchard Building are projecting and are therefore closer to the application site but there is still a total distance of 19m between the proposed office windows and the balconies;
 - The proposed first floor roof terrace is 12m away from the first floor balconies at the Orchard Building and 14m away from the first floor windows at the Orchard Building at its closest point. There are different floor to ceiling heights proposed at the application site to the Orchard Building so the proposed terrace is approximately 1.5m higher than the Orchard Building balcony. To minimise overlooking condition 9 requires planting or screening to be erected along the side boundary of this terrace;
 - The proposed terraces to the rear at 3rd floor level are approximately 7m away from the 4th floor roof terrace at The Courtyard to the rear and the windows are approximately 10.5m away at their closest point. Condition 9 requires planting or screening to be erected along this boundary to prevent any overlooking;
 - The proposed terraces at 3rd floor level to the side are approximately 19m away from the 4th floor balconies at the Orchard Building and 20m from the 4th floor windows at the Orchard Building; and
 - The proposed windows at 4th floor level are approximately 4.3m away from an existing roof terrace at The Courtyard. These windows are at a higher level and are approximately 2.5m above the roof terrace. Condition 8 requires these windows to be obscure glazed.

Outlook

- 8.41 There is only approximately 3m between the proposed building and the frontage building at 1 Pear Tree Street however, as described above, the frontage building at 1 Pear Tree Street was designed with no habitable room windows to the rear elevation. The new building will clearly be visible from the windows to the rear elevation of the frontage building but these windows serve the corridor to access the flats and a secondary kitchen/dining/living room to two flats. It is therefore considered that there will not be an unacceptable impact on outlook from these residential units or on the overall standard of accommodation to any of these residential units.
- 8.42 There are stepped roof terraces at The Courtyard at 4th and 5th floor level to the rear of the site (equivalent to 3rd and 4th floor levels at the application site because of the different floor to ceiling heights). These have windows doors in the east elevation facing the roof terrace and have amenity space taking up approximately 3m of the roof terrace areas. At the 4th floor level (2nd/3rd floor at the application site) the proposed building extends approximately 4m along the side boundary of the roof area. Due to the different floor levels at both sites the proposal is only 1.4m in height along this boundary and is therefore no different to a garden wall. At 5th floor level (3rd/4th floor at the application site) the proposed building extends approximately 7.5m along the side boundary of the roof terrace. Because of the different floor levels the proposal is 2.4m in height along this boundary. Again this is similar in height to a high garden wall and the existing windows to this terrace have uninterrupted views the other way across the Seward Street playground as well as large windows serving the same unit along most of the northern elevation. It is therefore considered that there will not be an unacceptable impact on outlook from these residential units or on the overall standard of accommodation to any of these residential units.

Noise

- 8.43 Objections have been made by local residents regarding potential noise from the 24 hour operation by National Grid, specifically with noisy vans and waste bin collections. The 24 hour National Grid operation is already on site and takes place in an open car park area. The proposal is to enclose the parking/equipment storage/refuse storage

area and to re-provide the office and supporting uses within the building at part 1st and 2nd floor levels. Any noise from vehicles using the site, equipment being moved around on site, refuse collections etc. should therefore be greatly reduced if not disappear, because the ground floor use is to be entirely enclosed.

- 8.44 The demolition and construction periods are generally responsible for the most disruptive impacts affecting residential amenity and this issue has been raised by objectors. Conditions requiring the submission of a Construction & Demolition Logistics Plan (No 12), a Construction Environmental Management Plan (No 13) and an informative advising of restriction to hours for 'noisy' works (No 6) have been included as part of the recommendation, in order to mitigate and reduce the impacts of demolition and construction.
- 8.45 Roof terraces are proposed at 1st, 3rd and 4th floor levels to the rear which are relatively large and service the office uses. At the closest point at first floor level they are approximately 12m away from the residential balconies to the Orchard Building. They are likely to be used during the day and are unlikely to cause any noise or disturbance issues, however to ensure this is the case Condition 10 is recommended restricting the hours of use of the roof top terraces.

Accessibility

- 8.46 The applicant has submitted a Design and Access Statement and has outlined how inclusive design has been considered, including level access from the street, 2 lifts in the office floorspace and 1 in the National Grid offices and accessible WCs.
- 8.47 There is a requirement for the provision of 7 wheelchair accessible spaces and there are none shown on site. There is potential for 1 or 2 spaces to be accommodated on site within the parking area, but it is appreciated that there are operational needs for these spaces. A S106 head of term is included as is usual, for the provision of these spaces or a financial contribution. The entrance gates need to be suitable for use by disabled people and the pedestrian gate should have a flush threshold and these have been secured with condition 18. There are outstanding questions from the Access Officer with regard to accessible bicycles and tricycles and these details are also secured by condition 18.

Highways and Transportation

- 8.48 The proposal includes at ground floor vehicle parking associated with the existing National Grid use, which is proposed to remain on site. For the National Grid use the scheme reduces the number of vehicular spaces from the 22 existing to 14 proposed, along with areas for plant/machinery storage and a large refuse storage area. Cycle parking is proposed for all uses with 11 spaces within the National Grid entrance core and 49 within the office entrance core. The site has a PTAL rating of 6a (excellent) and is within walking distance of Barbican, Angel and Old Street stations and is close to many bus routes that run along Goswell Road.

Transport Statement

- 8.49 A Transport Statement has been submitted with the application because of the unique nature of the National Grid use and the inclusion of operational parking spaces on site (the scheme is not large enough for a full transport assessment). This statement confirms that the site will continue to be used as a depot to support and carry out emergency repairs for National Grid gas infrastructure in and around central London. The number of staff on site varies day by day and week to week based on the number of emergency call outs required and staff travel from other depots when needed. There are 16 permanent members of staff based on site, with 8 of these being 'on-call emergency responders' who travel to sites with National Grid vehicles with blue

flashing beacons. National Grid's requirement is for 14 operational vehicles on site made up of a mixture of vans and on call emergency responders. They also require storage space for trailers, mini-diggers, transformers, generators and traffic management equipment. The vehicles are parked on site until they are required to deal with incidents and once work has been carried out the vehicles and associated equipment are returned to the site.

- 8.50 Vehicle movements associated with the National Grid use will be similar to existing and for the new general office floorspace the Transport Statement concludes that the new office use will not generate additional private car trips as staff will either walk or use public transport.

Servicing

- 8.51 Policy DM8.6 (Delivery and servicing for new developments), Part A states that for commercial developments over 200 square metres, 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). Where servicing/delivery vehicles are proposed on street, Policy DM8.6 (Delivery and servicing for new developments), Part B, requires details to be submitted to demonstrate that on-site provision is not practical, and show that the on-street arrangements will be safe and will not cause a traffic obstruction/nuisance.

- 8.52 A large refuse storage area is provided in the corner of the ground floor parking area for National Grid requirements and ancillary spaces are provided at ground floor level for the office use which could be used for refuse storage. The Transport Statement states that the site will continue to be serviced via Pear Tree Street as existing (for both the National Grid use and new office use). The applicant has explored whether it will be possible for refuse vehicles to use the ground floor parking area but because of the proposed supporting columns for the upper floors it is not possible for a refuse vehicle to turn within the site and exit in forward gear. National Grid require skips on site for the collection of large items of waste and the Transport Statement includes a swept path analysis to show that a skip lorry can turn around within the site and exit in forward gear.

Vehicle parking

- 8.53 The development would be car free, as required by Core Strategy Policy CS10 (in terms of the office and National Grid staff rather than the National Grid operational vehicle requirements). In order to ensure that the parking area is not used by National Grid or office staff for general parking, which is contrary to policy, conditions are recommended restricting the number of spaces on site to 14 and restricting the use of the parking area to National Grid vehicles only (conditions 6 and 7).

Cycle parking

- 8.54 Policy DM8.4 (Walking and cycling) requires the provision of 53 cycle parking spaces for the total floorspace (taking the National Grid floorspace as being equivalent to office floorspace). Cycle parking is proposed for all uses with a total of 60 spaces: 11 spaces at ground floor level within the National Grid entrance core (9 for staff and 2 for visitors) and 49 at ground floor level within the office entrance core (41 for staff and 8 for visitors).

Construction impact

- 8.55 Objections have been raised regarding hours of construction, impact on road surfaces that have recently been repaired and construction traffic blocking emergency vehicles. The applicant has submitted a draft Construction Management Plan, which includes the following:
- Works are likely to start on site in August 2016 and to be complete in January 2018;
 - The document states that construction will take place between 8am and 7pm Monday

to Friday and Saturday morning between 8am and 1pm. Under the Control of Pollution Act 1974 any works that can be heard from the boundary of the site can only be carried out between 8am and 6pm Monday to Friday and 8am to 1pm on Saturday and the applicant is reminded of this with informative 6;

- Procedures will be in place to control site generated dust, noise and vibration
- The servicing point for the site will be via the existing entrance from Pear Tree Street which will be controlled by gates.
- A detailed Site Waste Management Plan will be prepared.

8.56 In addition condition 12 requires the submission of a Demolition and Construction Logistics plan to cover potential transport issues, condition 13 requires the submission of a Construction and Environment Management Plan to cover environmental health issues, there is a S106 Head of Term to secure highway reinstatement works and a S106 Head of Term to secure compliance with the Code of Construction Practice (and a monitoring fee). An informative is also included advising of the restriction to hours for 'noisy' works (No 6) have been included.

Two way traffic on Pear Tree Street

8.57 Objections have been received from local residents requesting that Pear Tree Street becomes one way instead of two way operation. It appears that the street was changed to one way operation (eastbound) in 2013 during construction of a number of nearby development and since these developments have been completed and occupied the street has reverted back to two way operation. Given the fact that the scheme does not increase vehicle trips because the existing National Grid operation is to be retained and the office use is unlikely to generate significant traffic (see paragraph 8.49), it is not considered necessary to require Pear Tree Street to become one way permanently (or for the applicant to fund such works through a S106 legal agreement).

8.58 In conclusion, there is not considered to be any adverse highways or transportation impact in terms of loss of servicing, car parking, cycle parking and construction impact, subject to the conditions set out in this report.

Sustainability, Energy Efficiency and Renewable Energy **Sustainability**

8.59 All major developments should achieve the highest feasible level of nationally recognised sustainable building standard (in Islington's case this is considered to be Code for Sustainable Homes (CFsH) level 4 and BREEAM Excellent or equivalent). This is set out in Core Strategy policy CS10 and Development Management policy DM7.4.

8.60 A BREEAM assessment has been submitted and the applicant has confirmed a commitment to achieve BREEAM 'excellent' with a score of 72%. Condition 23 is recommended in order to secure this.

8.61 In accordance with policy DM7.4 all credits for water efficiency in the relevant BREEAM scheme should be achieved. Low flow sanitary fittings are proposed throughout along with water meters and a water leak detection panel and this will achieve 7 out of 8 credits. A feasibility assessment of the possibility to include rainwater harvesting (CS10, DM6.6) is secured by condition 29.

8.62 The Council require all development to minimise the environmental impact of materials through sustainably sourced, low impact and recycled materials. This is set out within the BREEAM, with a requirement that 50% of the materials credits are achieved and the proposed development would deliver 8 out of 13 credits.

8.63 Development proposals should protect the existing ecology and make the fullest

contribution to enhancing biodiversity (CS10, DM6.5) e.g. by maximising the inclusion of green roofs, ecological landscaping, greening of facades and artificial nesting sites. Policy DM6.5 requires the maximisation of provision of green roofs and requires major developments to use all available roof space for green roofs (subject to other planning considerations). The scheme includes green roofs at fourth floor and main roof levels and it is considered that the amount of green roofs has been maximised. Condition 25 is required to ensure that the green roof details are acceptable (green roofs should be biodiversity based extensive substrate roofs with a minimum substrate depth of 80-150mm).

- 8.64 Government legislation has recently changed with regards to sustainable urban drainage SUDs (6 April 2015) and the expectation is that where appropriate, SUDs should be provided for all major developments following consultation with the lead Local Flood Authority. Policy DM6.6 expects all major development to include details to demonstrate that SUDs has been incorporated and this new legislation gives additional weight to this as well as introducing the issue of maintenance of the SUDs system. The applicant has not addressed this policy and it is presumed that this is because the proposal is for a constrained site that is entirely covered by buildings. This is not considered acceptable as SUDs measures such as basement attenuation tanks could be provided. Condition 28 is therefore recommended requiring SUDs details to be submitted.

Energy Efficiency and Renewable Energy

- 8.65 Islington's Core Strategy policy CS10 (part A) states that all major development should achieve an on-site reduction in total (regulated and unregulated) carbon dioxide emissions of at least 40% in comparison with total emissions from a building which complies with the Building Regulations 2006, unless it can be demonstrated that such provision is not feasible. This 40% saving is equivalent to a 30% saving compared with the 2010 Building Regulations, and 27% compared with the 2013 Building Regulations. A higher saving (50% in comparison with total emissions from a building which complies with the Building Regulations 2006, which translates into a 30% saving compared with Building Regulations 2010 and 39% compared with the 2013 Building Regulations) is required of major development in areas where connection to a decentralised energy network (DEN) is possible.
- 8.66 The GLA's guidance on preparing energy assessments (April 2014) states, that the Mayor will apply a 35% carbon reduction target beyond Part L 2013 of the Building Regulations - this is deemed to be broadly equivalent to the 40% target beyond Part L 2010 of the Building Regulations, as specified in Policy 5.2 of the London Plan for 2013-2016.
- 8.67 The Sustainable Design and Construction Statement (dated 10/03/16) states that a 35% reduction in CO2 emissions (regulated) and a 23% reduction in CO2 emissions (regulated and unregulated based on 2013 Building Regulations baseline) can be achieved, with a Carbon offset financial contribution of £80,831. The proposal includes the use of 250sqm of Solar PVs for the renewable energy. The Council's Energy Officer has confirmed that this is in line with Policy.
- 8.68 Development Management Policy DM7.3 requires all major developments to be designed to be able to connect to a District Energy Network (DEN), and connection is required if a major development site is within 500 metres of an existing or a planned future DEN. The policy goes on to state that where connection to a DEN is not possible developments should connect to Shared Heat Network (SHN). Part J of Core Strategy policy CS7 and part F of Finsbury Local Plan policy BC2 set out aims and requirements relating to expansion of existing DENs. During the course of the application the applicant has changed their energy assessment and has confirmed that the scheme will

connect to the Bunhill heat network. There is a S106 Head of Term to secure this.

Planning Obligations, Community Infrastructure Levy and local finance considerations

- 8.69 Islington's CIL Regulation 123 infrastructure list specifically excludes measures that are required in order to mitigate the direct impacts of a particular development. This means that the measures required to mitigate the negative impacts of this development in terms of carbon emissions, lack of accessible parking spaces and local accessibility cannot be funded through Islington's CIL. Separate contributions are therefore needed to pay for the necessary carbon offset, accessible transport, highway reinstatement and local accessibility investment required to ensure that the development does not cause unacceptable impacts on the local area.
- 8.70 None of the financial contributions included in the heads of terms represent general infrastructure, so the pooling limit does not apply. Furthermore, none of the contributions represent items for which five or more previous contributions have been secured.
- 8.71 The carbon offset and accessible transport contributions are site-specific obligations, both with the purpose of mitigating the negative impacts of this specific development. The carbon offset contribution figure is directly related to the projected performance (in terms of operation emissions) of the building as designed, therefore being commensurate to the specifics of a particular development. This contribution does not therefore form a tariff-style payment. Furthermore, in the event that policy compliant on-site accessible car parking spaces had been provided by the development (or other accessibility measure) a financial contribution would not have been sought. Therefore this is also a site-specific contribution required in order to address a weakness of the development proposal, thus also not forming a tariff-style payment.
- 8.72 The highway and footway reinstatement requirement is also very clearly site-specific. The total cost will depend on the damage caused by construction of this development, and these works cannot be funded through CIL receipts as the impacts are directly related to this specific development.
- 8.73 None of these contributions were included in Islington's proposed CIL during viability testing, and all of the contributions were considered during public examination on the CIL as separate charges that would be required in cases where relevant impacts would result from proposed developments. The CIL Examiner did not consider that these types of separate charges in addition to Islington's proposed CIL rates would result in unacceptable impacts on development in Islington due to cumulative viability implications or any other issue.
- 8.74 The agreement will include the following agreed heads of terms:
- For proposals with an increase in office floorspace in the CAZ, the provision of a mix of uses including housing or a contribution towards provision of off-site affordable housing where it is accepted that housing cannot be provided on site. A contribution towards provision of off-site affordable housing of £264,000.
 - Securing the provision of small/micro workspace at ground floor level in accordance with the provisions of policy BC8B(ii)/DM5.4A and C (submission of details of unit sizes, design, management and marketing information including rent and service charges).
 - A contribution towards Crossrail of £462,000.
 - The provision of 7 additional accessible parking bays or a contribution towards bays or other accessible transport initiatives of £14,000.
 - Submission of a draft framework Travel Plan with the planning application, or a draft full Travel Plan for Council approval prior to occupations 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).

- CO2 offset contribution of £80,831
- Connection to the Bunhill heat network.
- Payment towards employment and training for local residents of a commuted sum of £33,175.
- Compliance with Code of Employment and Training including delivery of 4 work placements during the construction phase of the development, lasting a minimum of 13 weeks. London Borough of Islington Construction Works Team to recruit for and monitor placements. Developer/ contractor to pay wages (must meet London Living Wage). If these placements are not provided, LBI will request a fee of £5,000
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £3,800 and submission of a site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- Green Performance Plan.
- 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. Conditions surveys may be required.
- Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106.

8.75 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community Infrastructure Levy (CIL) will be chargeable on this application on grant of planning permission. This will be calculated in accordance with the Mayor's adopted CIL Charging Schedule 2012 and the Islington adopted CIL Charging Schedule 2014 and is likely to be £199,775.78 for the Mayoral CIL and £298,242.68 for the LBI CIL. This will be payable to the London Borough of Islington after the planning consent has been implemented.

9. SUMMARY AND CONCLUSION

Summary

9.1 In accordance with the above assessment the comments made by residents and consultee bodies have been taken into account and it is considered that the proposed development is consistent with national policies and the policies of the London Plan, the Islington Core Strategy, the Islington Development Plan and associated Supplementary Planning Documents.

9.2 The proposal is considered to be acceptable in terms of land use, urban design, the quality and quantity of the proposed employment floorspace and sustainability/energy. Balancing the townscape and other benefits against the sunlight and daylight losses to the two ground floor residential units at The Orchard Building the harm is on-balance accepted. Conditions are recommended and a Section 106 (S106) agreement, the Heads of Terms of which have been agreed with the applicant.

Conclusion

9.3 It is recommended that planning permission be granted subject to conditions and s106 legal agreement heads of terms for the reasons and details as set out in Appendix 1 - RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

That 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:

- For proposals with an increase in office floorspace in the CAZ, the provision of a mix of uses including housing or a contribution towards provision of off-site affordable housing where it is accepted that housing cannot be provided on site. A contribution towards provision of off-site affordable housing of £264,000.
- Securing the provision of small/micro workspace at ground floor level in accordance with the provisions of policy BC8B(ii)/DM5.4A and C (submission of details of unit sizes, design, management and marketing information including rent and service charges).
- A contribution towards Crossrail of £462,000.
- The provision of 7 additional accessible parking bays or a contribution towards bays or other accessible transport initiatives of £14,000.
- Submission of a draft framework Travel Plan with the planning application, or a draft full Travel Plan for Council approval prior to occupations 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).
- CO2 offset contribution of £80,831
- Connection to the Bunhill heat network.
- Payment towards employment and training for local residents of a commuted sum of £33,175.
- Compliance with Code of Employment and Training including delivery of 4 work placements during the construction phase of the development, lasting a minimum of 13 weeks. London Borough of Islington Construction Works Team to recruit for and monitor placements. Developer/ contractor to pay wages (must meet London Living Wage). If these placements are not provided, LBI will request a fee of £5,000.
- Compliance with the Code of Local Procurement.
- Compliance with the Code of Construction Practice, including a monitoring fee of £3,800 and submission of a site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- Green Performance Plan.
- 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. Conditions surveys may be required.
- Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106.

That, should the **Section 106** Deed of Planning Obligation not be completed within 13 weeks / 16 weeks (for EIA development) from the date when the application was made valid, the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

ALTERNATIVELY should this application be refused (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:

1	<p>Commencement</p> <p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	<p>Approved plans list</p> <p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>4205/PA01; PA02; PA03; PA04A; PA05A; PA06; PA07; PA08; PA09B; PA10E; PA11B; PA12B; PA13C; PA14D; PA15E; PA20A; PA21C; PA22B; PA23A; PA24B; PA30B; PA31A; PA40; PA50A; PA51B; PA52A; PA53B; PA54B; Arboricultural Impact Assessment 1140_05_APIII prepared by Hallwood Associates dated April 2016; Construction Method Statement undated; Daylight and Sunlight Assessment prepared by Stinton Jones Consulting Engineers LLP dated March 2016; Transport Statement 1012161 rev D prepared by Cundall dated 22/03/2016; Sustainable Design & Construction Statement ES106 issue 08 prepared by Enviro + Sustain dated 05/05/2016; Planning Statement prepared by GML Architects Ltd dated November 2016; Construction Phase Plan prepared by GML Architects Ltd undated; Site Waste Management Plan SWMP-11/15 prepared by GML Architects Ltd dated November 2015; Design and Access Statement prepared by GML Architects Ltd dated October.</p> <p>REASON: To comply with Section 70(1) (a) of the Town and Country Planning Act 1990 as amended and also for the avoidance of doubt and in the interest of proper planning.</p>
3	<p>Small/Micro Workspace (Details)</p> <p>The small/micro workspace on the ground floor is to be let in units of 90sqm or less only and shall not be amalgamated and let to a single occupant. Any space that is not provided as physically separate units and is larger than 90sqm requires details to be submitted, prior to occupation, demonstrating how the floorspace meets the needs of small or micro enterprises through its design, management and/or potential lease terms.</p> <p>REASON: In the interests of providing a mix of unit sizes and types to help support a varied and strong local economy and to facilitate the growth of new businesses. This condition secures compliance with policies CS13 of the Islington Core Strategy (2011), policy DM5.4 of the Development Management Policies (2013).</p>
4	<p>Small/Micro Workspace (Compliance)</p>

	<p>CONDITION: The small/micro workspace located on the ground floor shall not be amalgamated with the remainder of the office floorspace in the building</p> <p>REASON: In the interests of providing a mix of unit sizes and types to help support a varied and strong local economy and to facilitate the growth of new businesses. This condition secures compliance with policies CS13 of the Islington Core Strategy (2011), policy DM5.4 of the Development Management Policies (2013).</p>
5	<p>Removal of Permitted Development rights (Compliance)</p> <p>CONDITION: Notwithstanding the provisions of Classes I, O or T of Part 3 or Class D or E of Part 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended by any Order revoking and re-enacting that Order, no change of use of the ground floor retail floorspace shall be carried out without the grant of planning permission having first been obtained from the local planning authority.</p> <p>REASON: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS 14 of the Islington Core Strategy (2011), policies DM4.1, DM4.2, DM4.3, DM4.4, DM4.12 of the Development Management Policies (2013) and Policies BC3 and BC8 of the Finsbury Local Plan. (2013)</p>
6	<p>Vehicle parking area (compliance)</p> <p>CONDITION: The ground floor depot vehicle parking and equipment storage area hereby approved shall be used (by National Grid plc only or their successors in title) in association with the depot use on the site only and shall not be used independently or in association with the general office floorspace hereby approved.</p> <p>The ground floor depot vehicle parking area shall provide a maximum of 14 marked out vehicle spaces only and a maximum of 14 vehicles shall be parked at any one time.</p> <p>REASON: To ensure that the ground floor vehicle parking and equipment storage area is not used for general staff parking and to promote sustainable modes of transport.</p>
7	<p>Vehicle parking area (compliance)</p> <p>CONDITION: The ground floor depot vehicle parking and equipment storage area hereby approved shall be provided prior to the first occupation of the depot floorspace at 1st and 2nd floors and permanently retained in accordance with the approved plans thereafter.</p> <p>REASON: The ground floor vehicle parking and equipment storage area is considered to form an essential element of the depot use, 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>
8	<p>Windows Obscured and Fixed Shut (Compliance)</p> <p>CONDITION: All of the following windows shown on the plans hereby approved shall be permanently obscure glazed and fixed shut up to a height of 1.7m above the floor of the room in which the windows are installed prior to the first occupation of the development:</p> <ul style="list-style-type: none"> • South eastern elevation at all levels facing the lightwell between the frontage building at 1 Pear Tree Street. • Part of the north western elevation at fourth floor level facing the existing roof terrace at The Courtyard

	<p>All obscurely glazed windows shall be fixed shut, unless revised plans are submitted to and approved in writing by the Local Planning Authority which confirm that those windows could open to a degree, which would not result in undue overlooking of neighbouring habitable room windows.</p> <p>The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.</p> <p>REASON: To prevent the undue overlooking of neighbouring habitable room windows.</p>
9	<p>Roof terrace screening (details and compliance)</p> <p>CONDITION: Details of the boundary to</p> <ul style="list-style-type: none"> • the first floor roof terrace (side boundary with the Orchard Building site); and • the fourth floor roof terrace (rear boundary with The Courtyard) <p>shall be submitted prior to any superstructure works commencing on site. These details shall include a 1.7m high screen or planters and planting which shall be provided prior to first occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.</p> <p>REASON: To prevent the undue overlooking of neighbouring habitable room windows or balconies.</p>
10	<p>Roof terraces hours (compliance)</p> <p>CONDITION: The roof terraces of the development hereby approved shall not be used except between the hours of 09:00 and 19:00 on any day except in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>REASON: To ensure that the amenity of residents is not adversely affected in accordance with policy 7.15 of the London Plan 2011, and policy DM2.1 of Islington's Development Management Policies 2013.</p>
11	<p>Roof-Top Plant & Lift Overrun (Details)</p> <p>CONDITION: Details of any roof-top structures/enclosures 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"> a) roof terrace planting b) roof-top plant; c) ancillary enclosures/structure; and d) lift overrun <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 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>
12	<p>Demolition and Construction Logistics Plan (details)</p> <p>*CONDITION: A report assessing the planned demolition and construction vehicle routes and access to the site including addressing environmental impacts (including</p>

	<p>(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 (in consultation with TfL) prior to any works commencing on site.</p> <p>The report shall assess the impacts during the demolition and construction phases of the development on the Transport for London controlled Holloway Road, nearby residential amenity and other occupiers together with means of mitigating any identified impacts.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In order to secure highway safety and free flow of traffic, local residential amenity and mitigate the impacts of the development.</p>
13	<p>Construction Environmental Management Plan (CEMP) (details)</p> <p>*CONDITION: A Construction Environmental Management Plan (CEMP) assessing the environmental impacts (including (but not limited to) noise, air quality including dust, smoke and odour, vibration and TV reception) of the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The report shall assess impacts during the construction phase of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The report shall also secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority</p> <p>REASON: In the interests of residential amenity, highway safety and the free flow of traffic on streets.</p>
14	<p>Trees and protection and potential details</p> <p>CONDITION: The construction methodology and tree protection measures (including root protection areas) shall be carried out strictly in accordance with the Arboricultural Impact Assessment (April 2016 1140_05_APIII) and the Construction Method Statement (undated) hereby approved prior to works commencing on site, and shall be maintained for the duration of the works.</p> <p>Any amendments to the construction methodology or tree protection measures (including root protection areas) require details to be submitted to and approved in writing by the Local Planning Authority prior to the relevant works taking place on site.</p> <p>REASON: In the interest of the protection of trees and to safeguard visual amenities.</p>
15	<p>Materials</p> <p>CONDITION: Notwithstanding the approved drawings, no materials or material colours are approved with this consent. Details and samples, including manufacturer's details 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> <p>a) solid brickwork (including brick panels and mortar courses) – which should</p>

	<p>ideally be a high quality yellow stock brick or match the frontage development at 1 Pear Tree Street</p> <p>b) The retention of the rear boundary wall adjoining the Seward Street Playground</p> <p>c) The decorated brick pattern to the ground floor wall facing the Seward Street playground</p> <p>d) render (including colour, texture and method of application)</p> <p>e) window treatment (including sections and reveals) – the proportions of the windows should be amended to avoid visual duality</p> <p>f) door treatment (including sections and reveals)</p> <p>g) Fairfaced concrete</p> <p>h) Roofing materials</p> <p>i) balustrading treatment (including sections) including to roof terraces;</p> <p>j) metal gates – the entrance gates should provide some decoration via design, colour or materials as utilitarian black gates are not appropriate in this location;</p> <p>k) any other materials to be used.</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 the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
16	<p>Photovoltaic panels (details)</p>
	<p>CONDITION: Prior to first occupation of the development hereby approved, details of the proposed Solar Photovoltaic Panels shall be submitted to and approved in writing by the Local Planning Authority. These details shall include but not be limited to the following and should demonstrate that the panels are not visible from Seward Street:</p> <ul style="list-style-type: none"> • Location; • Area of panels; and • Design (including angle of panels and elevation plans). <p>The solar photovoltaic panels as approved shall be installed prior to the first occupation of the development and retained as such permanently thereafter.</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 of design.</p>
17	<p>Pipes (compliance)</p>
	<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>
18	<p>Access (compliance)</p>
	<p>CONDITION: Notwithstanding the plans hereby approved the scheme shall be constructed in accordance with the principles of Inclusive Design. To achieve this the development shall incorporate/install:</p>

	<p>a) Vehicular and pedestrian gates that are suitable for use by disabled people;</p> <p>b) Flush thresholds to all entrances and gated entrances</p> <p>c) Accessible/adapted bicycle and tricycle spaces</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 facilitate and promote inclusive and sustainable communities.</p>
19	<p>Cycle Parking Provision (Compliance)</p> <p>CONDITION: The bicycle storage area(s) shown on drawing No. 4205/PA10D hereby approved, shall be secure and provide for no less than 17 bicycle spaces and 1 disability tricycle space and shall be provided prior to the first occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
20	<p>Waste Management</p> <p>CONDITION: The dedicated refuse / recycling enclosure(s) shown on drawing no. 4205/PA10D shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
21	<p>Noise (details)</p> <p>CONDITION: A report is to be commissioned by the applicant, using an appropriately experienced & competent person, to assess the noise from the proposed mechanical plant to demonstrate compliance with condition 22. The report shall be submitted to and approved in writing by the Local Planning Authority prior to occupation and any noise mitigation measures shall be installed before commencement of the uses hereby permitted and permanently retained thereafter.</p> <p>REASON: To protect the amenities of the neighbouring occupiers.</p>
22	<p>Plant Noise and Fixed Plant</p> <p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level $L_{Aeq Tr}$ arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level $L_{AF90 Tbg}$. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 1997.</p> <p>The development shall be carried out strictly in accordance with the scheme so approved prior to first occupation, shall be maintained as such thereafter, and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To secure an appropriate internal residential environment.</p>
23	<p>BREEAM (compliance)</p> <p>CONDITION: The development shall achieve 'Excellent' under BREEAM New Construction (2011).</p>

	REASON: In the interest of addressing climate change and to secure sustainable development.
24	<p>Energy Strategy (compliance/details)</p> <p>CONDITION: The energy measures as outlined within the approved Energy Strategy shall together provide for no less than a 35% on-site regulated CO2 emissions and a 23% on-site total C02 emissions reduction in comparison with total emissions from a building which complies with Building Regulations 2013. Should, following further assessment, the approved energy measures be found to be no longer suitable, a revised Energy Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The revised energy strategy shall provide for no less than a 35% on-site regulated CO2 emissions and a 23% on-site total C02 reduction in comparison with total emissions from a building which complies with Building Regulations 2013.</p> <p>The final agreed scheme shall be installed and 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: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that the C02 emission reduction targets are met.</p>
25	<p>Green and Brown Roofs (Details)</p> <p>CONDITION: Details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The biodiversity (green/brown) roof(s) shall be maximised and be:</p> <ol style="list-style-type: none"> a) biodiversity based with extensive substrate base (depth 80-150mm); b) laid out in accordance with and no less than shown on plans 4205/PA14C and 15C hereby approved; and c) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum). <p>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>
26	<p>Landscaping (details)</p> <p>CONDITION: A landscaping scheme for the roof terraces (accessible and maintenance only areas, but excluding the green roofs) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The landscaping scheme shall include the following details:</p> <ol style="list-style-type: none"> a) a biodiversity statement detailing how the landscaping scheme maximises

	<p>biodiversity;</p> <p>b) soft planting: including planters, grass and turf areas, shrub and herbaceous areas;</p> <p>c) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;</p> <p>d) hard landscaping: including ground surfaces, kerbs, edges, ridge and flexible pavings, unit paving, furniture, steps and if applicable synthetic surfaces; and</p> <p>e) any other landscaping feature(s) forming part of the scheme.</p> <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
27	<p>Bird / bat boxes (details)</p>
	<p>CONDITION: Details of bat and bird nesting boxes/bricks shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any superstructure works commencing. The details shall include the exact location, specification and design of the installations. The boxes/bricks shall be installed prior to the first occupation and permanently retained thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision in respect of the creation of habitats and valuable areas for biodiversity.</p>
28	<p>Sustainable Urban Drainage System (SUDS) (details)</p>
	<p>CONDITION: Details of a detailed 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 maximise water quality, amenity and biodiversity benefits in accordance with DM Policy 6.6 and the National SuDS Standards. The submitted details shall:</p> <ol style="list-style-type: none"> i. provide information about the design storm period and intensity, the method employed (SuDS management train) to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; ii. include a timetable for its implementation; and iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. <p>The drainage system shall be installed/operational prior to the first occupation of the</p>

	<p>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 and minimise the potential for surface level flooding.</p>
29	<p>Rainwater / greywater recycling (Details)</p> <p>CONDITION: Details of a rainwater/greywater recycling system shall be submitted to and approved in writing by the Local Planning Authority prior any superstructure works commencing onsite. The details shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.</p> <p>The rainwater recycling system shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the sustainable use of water.</p>

List of Informatives:

1	<p>S106</p> <p>SECTION 106 AGREEMENT</p> <p>You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.</p>
2	<p>Superstructure</p> <p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
3	<p>Community Infrastructure Levy (CIL) (Granting Consent)</p> <p>INFORMATIVE: 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 will 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 cil@islington.gov.uk. The Council will then issue a Liability Notice setting out the amount of CIL that is payable.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed. The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</p>

	<p>Pre-Commencement Conditions:</p> <p>These conditions are identified with an ‘asterix’ * in front of the short description. These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of these unidentified pre-commencement conditions have been discharged.</p>
4	<p>Car-Free Development</p> <p>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.</p>
5.	<p>Roof top plant</p> <p>The applicant is advised that any additional roof top plant not shown on the approved plans will require a separate planning application.</p>
6	<p>Construction works</p> <p>Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Pollution Team, Islington Council, 222 Upper Street London N1 1XR (Tel. No. 020 7527 3258 or by email pollution@islington.gov.uk) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.</p>
7	<p>Highways Requirements</p> <p>Compliance with sections 168 to 175 and of the Highways Act, 1980, relating to “Precautions to be taken in doing certain works in or near streets or highways”. This relates, to scaffolding, hoarding and so on. All licenses can be acquired through streetworks@islington.gov.uk. All agreements relating to the above need to be in place prior to works commencing.</p> <p>Compliance with section 174 of the Highways Act, 1980 - “Precautions to be taken by persons executing works in streets.” Should a company/individual request to work on the public highway a Section 50 license is required. Can be gained through streetworks@islington.gov.uk. Section 50 license must be agreed prior to any works commencing.</p> <p>Compliance with section 140A of the Highways Act, 1980 – “Builders skips: charge for occupation of highway. Licenses can be gained through streetworks@islington.gov.uk.</p> <p>Compliance with sections 59 and 60 of the Highway Act, 1980 – “Recovery by highways authorities etc. of certain expenses incurred in maintaining highways”. Haulage route to be agreed with streetworks officer. Contact streetworks@islington.gov.uk.</p> <p>Joint condition survey required between Islington Council Highways and interested parties before commencement of building works to catalogue condition of streets and drainage gullies. Contact highways.maintenance@islington.gov.uk Approval of highways required and copy of findings and condition survey document to be sent to planning case officer for development in question.</p>

Temporary crossover licenses to be acquired from streetworks@islington.gov.uk. Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place.

Highways re-instatement costing to be provided to recover expenses incurred for damage to the public highway directly by the build in accordance with sections 131 and 133 of the Highways Act, 1980.

Before works commence on the public highway planning applicant must provide Islington Council's Highways Service with six months notice to meet the requirements of the Traffic Management Act, 2004.

Development will ensure that all new statutory services are complete prior to footway and/or carriageway works commencing.

Works to the public highway will not commence until hoarding around the development has been removed. This is in accordance with current Health and Safety initiatives within contractual agreements with Islington Council's Highways contractors.

Alterations to road markings or parking layouts to be agreed with Islington Council Highways Service. Costs for the alterations of traffic management orders (TMO's) to be borne by developer.

All lighting works to be conducted by Islington Council Highways Lighting. Any proposed changes to lighting layout must meet the approval of Islington Council Highways Lighting. NOTE: All lighting works are to be undertaken by the PFI contractor not a nominee of the developer. Consideration should be taken to protect the existing lighting equipment within and around the development site. Any costs for repairing or replacing damaged equipment as a result of construction works will be the responsibility of the developer, remedial works will be implemented by Islington's public lighting at cost to the developer. Contact streetlights@islington.gov.uk

Any damage or blockages to drainage will be repaired at the cost of the developer. Works to be undertaken by Islington Council Highways Service. Section 100, Highways Act 1980.

Water will not be permitted to flow onto the public highway in accordance with Section 163, Highways Act 1980

Public highway footway cross falls will not be permitted to drain water onto private land or private drainage.

APPENDIX 2: RELEVANT POLICIES

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

1 **National Guidance**

The National Planning Policy Framework 2012 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals. Since March 2014 planning practice guidance for England has been published online

2. **Development Plan**

The Development Plan is comprised of the London Plan 2015, Islington's Core Strategy 2011, Islington's Development Management Policies 2013, the Finsbury Local Plan 2013 and Islington's Site Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

A) The London Plan 2015 – Spatial Development Strategy for Greater London, Consolidated with Alterations since 2011

1 Context and strategy

1.1 Delivering the strategic vision and objectives for London

2 London's places

2.9 Inner London

2.10 CAZ – Strategic priorities

2.11 CAZ – Strategic functions

2.12 CAZ – Predominantly local activities

2.13 Opportunity areas and intensification areas

2.14 Areas for regeneration

2.15 Town centres

3 London's people

3.9 Mixed and balanced communities

3.10 Definition of affordable housing

3.11 Affordable housing targets

3.12 Negotiating affordable housing on individual private residential and mixed use schemes

3.13 Affordable housing thresholds

3.15 Coordination of housing development and investment

3.16 Protection and enhancement of social infrastructure

4 London's economy

4.1 Developing London's economy

4.2 Offices

4.3 Mixed use development and offices

4.10 New and emerging economic sectors

4.12 Improving opportunities for all

5.10 Urban greening

5.11 Green roofs and development site environs

5.12 Flood risk management

5.13 Sustainable drainage

5.14 Water quality and wastewater infrastructure

5.15 Water use and supplies

5.17 Waste capacity

5.18 Construction, excavation and demolition waste

6 London's transport

6.1 Strategic approach

6.2 Providing public transport capacity and safeguarding land for transport

6.3 Assessing effects of development on transport capacity

6.5 Funding Crossrail and other strategically important transport infrastructure

6.7 Better streets and surface transport

6.9 Cycling

6.10 Walking

6.11 Smoothing traffic flow and tackling congestion

6.13 Parking

7 London's living places and spaces

7.1 Building London's neighbourhoods and communities

7.2 An inclusive environment

7.3 Designing out crime

7.4 Local character

5 London's response to climate change

- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.5 Decentralised energy networks
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling

- 7.5 Public realm
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.13 Safety, security and resilience to emergency
- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscapes
- 7.18 Protecting local open space and addressing local deficiency
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

8 Implementation, monitoring and review

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

B) Islington Core Strategy 2011

Spatial Strategy

- CS 7 Bunhill and Clerkenwell
- CS 8 Enhancing Islington's character

- CS 13 Employment spaces
- CS 15 Open Space and Green Infrastructure
- CS 16 Play Space

Strategic Policies

- CS 9 Protecting and Enhancing Islington's Built and Historic Environment
- CS 10 Sustainable Design
- CS 11 Waste
- CS 12 Meeting the Housing Challenge

- Infrastructure and Implementation**
- CS 18 Delivery and Infrastructure)
- CS 19 Health Impact Assessments
- CS 20 Partnership Working

C) Development Management Policies June 2013

Design and Heritage

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

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

Employment

- DM5.1 New business floorspace
- DM5.2 loss of existing business floorspace
- DM5.4 Size and affordability of workspace

Transport

- DM8.1 Movement hierarchy
- DM8.2 Managing transport impacts
- DM8.3 Public transport
- DM8.4 Walking and cycling
- DM8.5 Vehicle parking
- DM8.6 Delivery and servicing for new Developments

Health and open space

- DM6.1 Healthy development
- DM6.2 New and improved public open space
- DM6.6 Flood prevention

Infrastructure

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

Energy and Environmental Standards

C) Finsbury Local Plan June 2013

BC1 King Square and St Luke's
BC8 Achieving a balanced mix of uses
BC9 Tall Buildings and contextual
considerations for building heights
BC10 Implementation

D) **Site Allocations June 2013**

SA1 Proposals within allocated sites	Within 50m of BC15 "Seward Street playground"
BC16 "NCP car park, 1 Pear Tree Street"	

4. **Designations**

The site has the following designations under the London Plan 2015, Islington Core Strategy 2011, Development Management Policies 2013 and Site Allocations June 2013.

Islington Local Plan

Bunhill & Clerkenwell Core Strategy key area

Central Activities Zone

Great Sutton Street Employment Priority Area (General)

Site allocation BC16 "NCP car park, 1 Pear Tree Street"

Within 50m of site allocation BC15 "Seward Street playground"

Within 50m of Hat and Feathers Conservation Area

London Plan

Central Activities Zone

5. **Supplementary Planning Guidance (SPG) / Document (SPD)**

The following SPGs and/or SPDs are relevant:

Islington Local Development Plan

- Accessible Housing in Islington
- Car Free Housing
- Environmental Design SPD
- Inclusive Design in Islington SPD
- Inclusive Landscape Design SPD
- Planning Obligations (Section 106) SPD
- Streetbook SPD
- Urban Design Guide SPD

London Plan

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