**PLANNING COMMITTEE**

<table>
<thead>
<tr>
<th>AGENDA ITEM NO:</th>
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<td>Date: 4 December 2012</td>
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<table>
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<tr>
<th>Application number</th>
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<tr>
<td>Application type</td>
<td>Full Planning Application</td>
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<tr>
<td>Ward</td>
<td>Clerkenwell Ward</td>
</tr>
<tr>
<td>Listed building</td>
<td>Unlisted</td>
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<tr>
<td>Conservation area</td>
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**Development Plan Context**

Central Activities Zone (CAZ), Local / Strategic Views, Thameslink 2000 & Crossrail 1 safeguarded area, protected local shopping centre (S50), Archaeological Priority Area (Clerkenwell), Central London Area (CLA), Area of Special Character; Area of Opportunity; City Fringe Opportunity Area and Farringdon-Smithfield Intensification Area

**Licensing Implications**

N/A

**Site Address:**

Cardinal Tower, 2A, 4-12, Farringdon Road, 48-50 Cowcross Street, Islington, London EC1M 3HP

**Proposal**

Erection of a seven storey building (incorporating lower ground, mezzanine, six upper floors plus plant enclosure) to provide office (Use Class B1) and ground floor retail uses (Use Class A1 and/or A2 and/or A3) a servicing yard and other associated works.

**Case Officer**

Stefan Sanctuary

**Applicant**

Cardinal Lysander Limited Crossrail Ltd

**Agent**

Gerald Eve

### 1.0 RECOMMENDATION

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

1. for the reasons for approval;
2. subject to the conditions set out in Appendix 1;

3. 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; and

4. where applicable, subject to any direction by the Mayor of London to refuse the application or for it to be called in for the determination by the Mayor of London.

2.0 **Site Plan (site outlined in red)**
3.0 Photos of site / street
4.0 Summary

4.1 A new station, referred to as Farringdon West Crossrail Station, servicing Crossrail and providing an interchange with Thameslink and the London Underground network is being constructed. The station and other infrastructure works have been permitted (following Schedule 7 approval) under the Crossrail Act 2008. In order to enable the construction of this station, the site was cleared of all buildings that previously occupied the site.

4.2 The proposal under consideration here concerns an ‘Over-Site Development’, to be constructed above the Crossrail Station, consisting of 1,050 sq.m of retail (A1, A2 and A3 use classes) at ground floor level and 17,466 sq.m of office floorspace above. The proposed building is seven storeys in height plus mezzanine level and roof top plant enclosure and has frontage onto both Cowcross Street and Farringdon Road.

4.3 The development essentially re-provides high quality office floorspace and retail uses at ground floor in line with the previous Cardinal Tower building, albeit with a slight reduction in floor area. The proposal is considered to be acceptable in land use terms and would make an efficient use of this brownfield site. Its delivery would be consistent with the broad aims of the NPPF and its presumption in favour of sustainable development that supports economic growth. The principle of the mixed use redevelopment of this brownfield site, to provide replacement office and retail accommodation in a modern building at a key transport hub is considered acceptable. An off-site financial contribution has been secured in-lieu of on-site provision of housing in order to maximise employment generation at this extremely accessible location, within an intensification area of London.

4.4 The proposal is of a high quality design and would result in an improvement to the surrounding townscape. The building’s height and mass is consistent with its surroundings and is not considered to undermine or compromise the setting of the adjacent listed building. The proposed building constitutes less of an obstruction to the strategic view 2A.1 Parliament Hill and View 6A.1 Blackheath than the building previously located on this site and thus constitutes an improvement to the viewing corridor.

4.5 The development results in a loss of sunlight, daylight and outlook to some of the neighbouring residential occupiers, but not to a degree that would warrant refusal of planning permission. The proposal is considered acceptable in terms of accessibility and its impact on the transportation network. A number of measures are proposed to reduce energy demand, improve energy efficiency and reduce overall carbon emissions and any permission would be suitably conditioned to ensure that the proposed CO2 reduction targets are met.

4.6 The development is designed to be capable of connection to nearby Citigen, and is designed to be energy efficient and to minimise the need for energy use as well as incorporating renewable energy. The proposal minimises CO2 emissions in line with local and regional policy requirements.

4.7 The development would be provided with a loading bay on site, accessed from Farringdon Road which would accommodate deliveries, refuse collections as well as Crossrail maintenance vehicle access. No car parking is proposed within this building.
and it is classed as car free. Cycle parking is proposed as well as showers and lockers to promote sustainable transport forms.

4.8 Planning permission would be subject to the resolution of the section 106 agreement to include financial contributions and obligations to mitigate the impacts of the development.

5.0 Site & Surrounding

5.1 The application site is located in the south-eastern corner of Cowcross Street and Farringdon Road and was previously occupied by the 12-storey Cardinal Tower building. The site has now been cleared of all buildings to make way for the construction of the Farringdon West Crossrail Station. Immediately to the north of the site, on the opposite side of Cowcross Street, is the Smith New Court House, a 1980s office building of functional design and appearance.

5.2 To the east of the site along Cowcross Street is the façade of the original Grade II listed Farringdon Station, located within the Charterhouse Square Conservation Area. The site is also bound to the east by the existing Thameslink and London Underground railway tracks. To the south of the site is a development site formally occupied by Caxton House but now clear of all buildings pending implementation of planning permission for a 12-storey building incorporating office and retail uses.

5.3 To the west of the site, on the opposite side of Farringdon Road, is the 6-storey Grade II listed 25-27 Farringdon Road located within the London Borough of Camden’s Hatton Garden Conservation Area. Historically, the surrounding area has had a distinct commercial character, strongly influenced by Smithfield Market and the emergence of the railway in the 19th century. Towards the end of the 20th century, the creation of new residential uses has somewhat altered the nature of the area, though a strong commercial character remains.

6.0 Proposal (in Detail)

6.1 The proposal is for the erection of a seven storey building (incorporating lower ground, mezzanine, six upper floors plus plant enclosure) to provide 17,466 sq.m of office floorspace (Use Class B1) and 1,050 sq.m of ground floor retail uses (Use Class A1 and/or A2 and/or A3) a servicing yard and other associated works.

6.2 The proposed building has frontages onto Farringdon Road and Cowcross Street. The principal façade on the Farringdon Road frontage terminates at the top of the fifth floor. The sixth floor is then set back from this frontage and defines a separate volume. An additional double-height light podium structure above this contains further office space and plant enclosures and is recessed on all sides. The Cowcross Street façade is four storeys in height and acts as a pavilion with the main mass of the development set back from this façade.

6.3 The building would be located above the proposed Farringdon West Crossrail Station, though elements of the proposed station would also be located at ground, mezzanine and first floor levels and thus overlap with the footprint of the application site. The main entrance to the office uses would be at ground floor level on the corner of Farringdon
Road and Cowcross Street. The proposed ground floor uses include an entrance lobby, retail uses on both frontages, lift and stair cores, cycle and bin stores. The mezzanine level includes both retail and office uses, whereas the remaining floorspace at upper levels is proposed as office floorspace.

6.4 Vehicular access to a service yard is proposed at the south-west corner of the site from Farringdon Road. The service yard provides access to refuse, recycling and bicycle storage as well as some of the operational areas of the proposed Crossrail station.

7.0 Relevant History

7.1 Planning Applications:

- **P100590**: a Certificate of Alternative Appropriate Development (CAAD) for erection of a seven-storey Class B1 (office) building was approved on the 27th July 2010.

- **P062517**: a planning application for the erection of a Radio Base Station including 6 antennas, 6 cabinets and ancillary equipment was approved on the 22nd December 2006.

- **P060959**: a part 24 application (Prior Approval) for the installation of six antennas, radio equipment housing and ancillary development at Cardinal Tower, 12 Farringdon Road EC1 was approved with conditions on the 22nd December 2009.

- **P010962**: a planning application for the change of use of units 2a and 2b from retail to Class A3 use (food and drink) was refused on the 14th June 2001.

- **P010919**: a planning application for the cladding the eastern elevation (northern section) of Cardinal Tower in matt silver weather shield was approved on the 14th June 2011.

- **P001716**: a planning application for the cladding of west elevation in matt silver ‘Weathershield’ cladding’ was approved on the 2nd November 2000.

- **P001614**: a planning application for the construction of a single storey link building joining the level one podium to the second floor of the tower was approved on the 18th September 2000.

7.2 Pre-application Advice: Extensive pre-application discussions have taken place over the last couple of years. The replacement of the office floor space previously contained on site as well as the provision of active retail frontages along Cowcross Street and Farringdon Road has always been welcomed. However, concern was raised over the proposed height of the building and its impact on the townscape and surrounding residential amenity.

7.3 Other (Nearby) Site History:

- **P120484**: Site of former Charter House (also known as Caxton House) 2 Farringdon Road and Units 501-521 London Central Markets, Gate 30, 45 Charterhouse Street, London EC1M 3HP. Planning permission was granted for the erection of 11 storey over basement building comprising 4 Class A1 retail units at ground floor level and
15,396sqm of Class B1 (office) above, plus ancillary facilities including provision for basement level servicing which was approved on the 10th September 2012.

8.0 CONSULTATION

Public Consultation

8.1 Letters were sent to occupants of 492 adjoining and nearby properties at Saffron Hill, Farringdon Road, Farringdon Place, Lily Place, Cowcross Street, Turnmill Street, Britton Street, Benjamin Street, Faulkner’s Alley, Charterhouse Street, on the 6th June 2012. Some of the residents were re-sent letters of notification on the 6th July 2012. A site notice and press advert were displayed on the 7th June 2012. The public consultation of the application therefore expired on the 27th July 2012, however it is the Council’s practice to continue to consider representations made up until the date of a decision.

8.2 At the time of the writing of this report a total of 15 responses had been received from the public with regard to the application. The majority of the responses are from residents of 25-27 Farringdon Road who are also represented by a letter from their Residents’ Association. The issues raised can be summarised as follows (with the paragraph numbers where those issues are addressed within this report listed after each statement):

- the development proposed would result in an unacceptable loss of daylight / sunlight for neighbouring residential properties [paragraphs 11.18 – 11.20];
- the proposed building would create an overbearing feeling and sense of enclosure [paragraphs 11.18 – 11.20];
- the building proposed would be a detriment to the setting of the adjacent Grade II listed building at 25-27 Farringdon Road and would be harmful to the surrounding Conservation Areas [paragraphs 11.7 – 11.9];
- the 10-year period is too long as the context could change considerably in the intervening period. The time period applied for provides certainty for the developer while providing uncertainty for the residents [11.43 – 11.44]
- the bulk and massing of the proposed building is incompatible with the local context and surrounding area [11.9 – 11.10];
- the development, together with adjoining Caxton House development recently granted permission, would be considered overdevelopment;

8.3 An objection was also received by Holborn and Covent Garden Ward Councillor Sue Vincent who lodged an objection on behalf of her constituents in Camden on the basis that the proposal would have a negative impact on the amenities of residents within 25-27 Farringdon Road.

External Consultees

8.4 The Greater London Authority was broadly supportive of the proposal and raised no objection to the principle of development. Points were raised about inclusive design, transportation, energy and sustainability. It is considered that these points can be dealt with by appropriately worded conditions.
8.5 The London Fire and Emergency Planning Authority considered the proposal to be compliant with the requirements of Approved Document B regarding fire-fighting access and construction.

8.6 The Design Council were consulted but offered no comment on the proposal.

8.7 English Heritage raised no objection and stated that the scheme should be determined in accordance with national and local policy guidance, and on the basis of the Council’s specialist conservation advice.

8.8 English Heritage (Greater London Archaeology Advisory Service) raised no objection to the proposal subject to a condition and informative being attached to the permission.

8.9 Metropolitan Police (Crime Prevention) raised no objection to the proposal.

8.10 Thames Water raised no objection subject to relevant conditions.

8.11 Transport for London raised no objection to the proposal and welcomed the cycle parking provision, the contribution towards bus stop improvements and towards junction improvements.

8.12 Environment Agency raised no objection subject to relevant conditions and welcomed the potential connection to the Citigen District heat Network.

8.13 Crossrail were consulted on the application but raised no objection.

8.14 DTZ on behalf of E.ON UK who operate the Citigen CHP Plant raised no objection to the proposal and welcomed the connection to the District Heat Network.

**Internal Consultees**

8.15 Planning Policy supported the proposal in terms of its re-provision of office floorspace and the provision of retail floorspace at ground floor level.

8.16 The Inclusive Design officer provided comments on the application, specifically regarding the revolving entrance doors, the proposed refuge area and the accessible cycle storage area and recommended a number of conditions. The applicants have responded to each of the points raised.

8.17 Design and Conservation Officer provided comments on the application which have been taken into consideration and have informed the current design of the proposal.

8.18 The Highways Division raised no objection to the proposal subject to relevant conditions and compliance with highways legislation.

8.19 Energy Conservation Officer raised no objection to the proposal subject to relevant conditions.

8.20 Tree Preservation / Landscape Officer raised no objection to the application.

8.21 Public Protection Division raised no objection to the application subject to relevant conditions.
8.22 Spatial Planning and Transport (Transport Officer) raised no objection to the proposal.

8.23 The Sustainability Officer made comments on water efficiency / recycling, green roof, non-hazardous waste and passive cooling. The comments have been considered and the applicants have responded accordingly.

9.0 RELEVANT POLICIES

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

National Guidance

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

Development Plan

9.2 The Development Plan is comprised of the London Plan 2011, Islington Core Strategy 2011 and Islington Unitary Development Plan 2002. The Development Plan policies that are considered relevant to this application are listed in Appendix 2.

Emerging Policy Documents

9.3 The Submission stage versions of the following development plan documents were presented to and approved by full Council on 26/06/2012:

A. Islington’s Development Management Policies

B. Finsbury Local Plan

9.4 These documents are considered to be positively prepared, justified and effective, however some policies will have a greater weight than others due to relative consistency with the National Planning Policy Framework and due to the number and type of objections received. These documents were submitted to the Planning Inspectorate for Independent Examination on 16/08/2012. The hearing will commence on Monday 10 December 2012. The documents set out in detail the Council’s approach to determining proposals for the next 15 years and, whilst not adopted, contain emerging policies that are a material planning consideration and to which weight can be attached.

Site Allocations

9.5 The Finsbury Local Plan identifies the site within its site allocations schedule as BC37. The site-specific allocation identifies the site as providing an opportunity to enhance the quality of its important and highly accessible location for the provision of office and potentially hotel uses above the new railway station.
9.6 The site allocation goes on to state that the scale and massing of any future proposal is critical and will be expected to respect the surrounding context, including the built form of structures on the opposite side of Farringdon Road (in the Hatton Garden Conservation Area), and heritage assets within Islington (including the Farringdon Station building and street-level views of St. Paul’s Cathedral).

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

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

10.0 ENVIRONMENTAL IMPACT ASSESSMENT

10.1 The planning application was subject to an Environmental Impact Assessment which has been fully assessed by Council officers. The Environmental Impact Assessment (EIA) has been prepared to assess the significant environmental effects that are likely to arise from the proposed development, in accordance with the requirements within the Crossrail Act 2008.

10.2 The Environmental Statement comprises 3 volumes. Volume 1 provides an introduction to the statement, sets out the methodology used as part of the EIA, details of the proposed development and alternative development opportunities for the site, alongside the impacts of the proposal assessed in terms of ‘construction’, ‘waste’, ‘sustainability’, ‘socio-economics’, ‘transportation and access’, ‘air quality’. ‘noise and vibration’, ‘sunlight, daylight and overshadowing’, ‘wind’, ‘water resources’ and ‘cumulative impacts’. Volume 2 of the Environmental Statement is dedicated to an assessment of the townscape and a visual impact assessment, whereas Volume 3 includes the various technical appendices.

10.2 The Environmental Statement has been assessed to ensure:

- it meets the EIA Regulations 2011;
- that it contains sufficient information to enable a full assessment as to whether or not planning permission should or should not be granted; and
- it provides sufficient information the planning conditions / obligations that need to be attached to the permission to make the development acceptable.

10.3 The application is considered to meet the EIA Regulations and provide satisfactory levels of information in order for a proper assessment of the development proposal. The details are considered to be sufficiently comprehensive to provide a robust EIA and allow for a comprehensive assessment of the environmental impacts of the proposed development.

10.4 The relevant chapters of the Environmental Statement are summarised below.

10.5 Construction

- It is proposed to devise a Construction Management Plan to outline a broad plan of the construction works including details of general site management practices, site layout arrangements, details of operations that are likely to result in disturbance and a strategy for mitigating impacts.
- A commitment is made to use best practice in minimising noise, vibration and dust, managing waste, impacts on water resources and air quality.
10.6 Waste

- The proposed development is predicted to produce a maximum of approximately 7.3 cubic metres of waste per day (before compaction).
- It is predicted that some 50% of waste would be made up of dry recyclables consisting of paper, packaging materials, plastics, metal and glass. These would be stored in the Recycled Waste Store located off the Service Yard. The residual waste would be stored and compacted in portable skip compactors in the Service Yard.

10.6 Sustainability

- Provision of a high quality, sustainable office scheme in an area with excellent access to public transport.
- Use of sustainable, energy efficient building techniques to reduce CO2 emissions by a predicted 38% below the Part L Building Regulations 2010 requirement.
- Maximisation of recycling and implementation of the best practicable environmental options for non-recyclable residual waste.
- Provision of a development that is economically sustainable in terms of job creation for the construction and completed development phases.

10.7 Socio-Economics

- The proposed development is considered to make a positive contribution towards retail provision within Islington and the overall competitiveness of Greater London.
- The development would also have a beneficial impact within the local area, with the potential to support local businesses and the economy.

10.8 Transportation and Access

- Analysis suggests a non-significant impact on the local and wider transportation network associated with the redevelopment of the site when compared to the former Cardinal Tower.
- The development would result in a considerable reduction in vehicle trips on the local highway network due to the removal of the basement car park.
- There would be approximately 1,400 more passengers on the public transport network due to the increased office space.
- Overall, it is considered that the proposed redevelopment of the site would result in a non-significant impact on the local and wider highway and transportation network.

10.8 Air Quality

- Pollutant concentrations are anticipated to exceed the mean annual NO2 Air Quality Strategy objectives across the site and local study area, though this is the case with or without the proposed development.
- The impacts to local air quality arising from road traffic and dust generation during construction as well as operational activities (such as the boilers) are predicted to be not significant.
10.9 **Noise and Vibration**

- Through the use of appropriate design measures, ambient noise and vibration affecting future occupants of the proposed development can be suitably controlled.
- There are no operational vibration sources associated with the operational development and thus operational vibration is expected to have a non-significant impact.

10.10 **Daylight / Sunlight / Overshadowing**

- Light pollution from the proposed development is considered to be negligible.
- Overall, the analysis undertaken demonstrates that given the approach recommended by the BRE guidelines, the impact of the proposed development is acceptable in daylight, sunlight, overshadowing, light pollution and solar glare terms.

10.11 **Wind**

- Analysis suggests that the proposed development would not result in a wind microclimate that would require mitigation.

10.12 **Water Resources**

- No significant impacts to water resources are expected to occur throughout the construction phase and once the proposed development is complete and operational, provided that standard mitigation measures are applied.
- The proposed development has been considered in the context of other proposed or consented developments in the vicinity of the site.
- The proposed development would have a non-significant impact on surface water run-off generated at the site. The generation of surface water run-off from the cumulative schemes must, in line with the NPPF, provide betterment compared with existing rates. If this can be achieved on the surrounding development sites then a significant beneficial cumulative impact will also be observed.

11.0 **ASSESSMENT**

The main issues arising from this proposal relate to:

- Land-use
- Design and acceptability in relation to Heritage Assets
- Neighbouring Amenity
- Accessibility
- Sustainability
- Highways & Transportation
- Planning Obligations
- National Planning Policy Framework
- Other Matters
Land-use

11.1 Prior to the demolition of the original Cardinal Tower, the site contained a mix of Class B1 office (17,752sqm) and Class A1/A2/A3 (1,590sqm). Due to the constraints of the site, particularly those posed by the use of the ground and basement floors for the new Farringdon West Crossrail Station, no overall increase in commercial floorspace is proposed as part of this development. The pre-demolition and proposed floorspace figures for the two sites are set out below:

<table>
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<tr>
<th>Land Use</th>
<th>Former Cardinal Tower</th>
<th>Proposed Area (sqm GEA)</th>
<th>Net change (sqm GEA)</th>
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<tbody>
<tr>
<td>Office (Class B1)</td>
<td>17,752</td>
<td>17,466</td>
<td>-286</td>
</tr>
<tr>
<td>Retail (Class A1/A2/A3)</td>
<td>1,590</td>
<td>1,050</td>
<td>-540</td>
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<tr>
<td>Total</td>
<td>19,342</td>
<td>18,515</td>
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11.1 London Plan Policies 2.10 and 2.11 encourage development proposals to maximise office floorspace within the Central Activities Zone and seek solutions to constraints on office provision and other commercial development imposed by heritage designations without compromising local environmental quality. Moreover, Policy 4.2 of the London Plan encourages the renewal and modernisation of the existing office stock in viable locations, such as the Farringdon/Smithfield Area of Intensification. Given the constraints of the site, the proposal is considered to maximise the amount of commercial floorspace possible at this location and thus meets London strategic aims by enhancing its competitiveness through the provision of high quality office accommodation.

11.2 Islington 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. Moreover, Policy CS13 encourages new employment floorspace to locate in the CAZ where access to public transport is greatest, and for new office provision to be flexible to meet future business needs. The site is in a highly accessible location and the proposed office accommodation has been designed so that it can be let either to a single occupant, multi-let by floor or let to multiple occupiers on each floor.

11.3 Whilst this proposal represents a reduction in office floorspace compared to what was previously accommodated on the site (which does not accord with the aims of Policy CS13), given the significant constraints due to the Crossrail facilities themselves as well as heritage and townscape surroundings that restrict additional height and massing, the reduction is considered acceptable.

11.4 The incorporation of 1,050sqm of ground floor level retail floor space in this protected local shopping centre would be consistent with policies 4.7 and 4.8 of the London Plan which seek to support a vibrant, diverse retail sector. The retail floor space would contribute to a mixed use development and reintroduce active street frontages along Charterhouse Street and Farringdon Road in accordance with policy BC5 of the emerging Finsbury Local Plan.
Policy 2.11 of the London Plan (2011) require for increases in office floorspace in the CAZ to include a mix of uses including housing. Due to the increase in employment density and the site’s own restrictions and limitations the applicants have committed to making an off-site contribution towards affordable housing.

The development is considered to be acceptable in land use terms and would make an efficient use of this brownfield site. Its delivery would be consistent with the broad aims of the NPPF and its presumption in favour of sustainable development that supports economic growth. The National Planning Policy Framework articulates the Government’s commitment to ensuring that the planning system contributes to encouraging and delivering sustainable economic growth. The principle of the mixed use redevelopment of this brownfield site to provide replacement office and retail accommodation in a modern building in a key transport hub is therefore considered acceptable.

**Design, Conservation and Heritage Considerations**

The application site is surrounded by a varied context of historic and more contemporary buildings and, while not in a conservation area itself, is bounded by adjacent conservation areas to the east, south and west. The site is also bound by two streets of distinct character, the busy thoroughfare of Farringdon Road and the partially pedestrianised and narrower Cowcross Street.

The surrounding area is made up of an eclectic mix of buildings, notably the grade II statutorily listed building of 25-27 Farringdon Road immediately opposite the application site and the grade II statutorily listed Farringdon Station building along Cowcross Street. Immediately to the north of the site along Farringdon Road is Smith New Court House, a functional office building from the 1980s.

**Massing and Layout**

Despite the diversity of buildings within the immediate site context, the built form does convey a discernible and cohesive language along Farringdon Road. The streetscape along Farringdon Road is linear in shape and the buildings are generally 5-6 storeys in height. Within this context, the now demolished Cardinal Tower with its lower podium building fronting Farringdon Road and the imposing 12-storey tower, would have been considered an anomaly. The redevelopment of the site thus provides an opportunity to improve the streetscape, to introduce a finer grain to the architecture, to infill the void created by the original tower and to offer a more balanced and consistent townscape.

The overall height of the proposed development is higher than the prevailing building heights in the immediate surroundings. For example, the listed building opposite is some 2 storeys lower in height than the proposed development. However, the proposed building is split into sections, with the top of the main bulk of the building fronting Farringdon Road actually lower than the turret of the listed building opposite. The building then steps back once to reveal an additional storey and then steps further back to a glazed roof pavilion. These set-back additional storeys would not be seen from street level and thus the additional height of the building would not appear out-of-character or incongruous within the existing townscape.

Moreover, the proposed building must be seen within the context of the neighbouring Caxton House development, located immediately to the south of the application site.
along Farringdon Road. This site has planning permission for an 11-storey development which would be considerably higher than the building proposed at Cardinal Tower. The proposal would be higher than the adjacent building to the north, which itself steps up towards the application site, and thus the proposed development would result in the building line along Farringdon Road increasing in height as you move south towards the city.

**Detailed Design**

11.12 The proposal has two principal elevations which need to address their respective contexts. The Farringdon Road façade incorporates a large area of Crossrail louvres within a double height ground floor frontage, divided by single height porticos. Three-metre wide bays structure the elevation to break it down and bring it in line with the rhythm and scale of the existing street context. The principal façade is a 6-storey element, which matches the height of the top of the listed building opposite. The 7th storey is set back from the frontage to reveal the mass of the top of the building, which is a two-storey glass pavilion.

11.13 The northern elevation of the proposed building along the soon-to-be pedestrianised Cowcross Street aims to address the narrower street pattern and lower building heights along this street. The principal elevation of this frontage is a four-storey element which responds to the lower building heights along Cowcross Street. It considers the scale and character of the street’s fabric and provides a more harmonious relationship with the adjacent station building. It is proposed to clad this frontage in different shades of brown metallic glazed terracotta providing a distinctive finish and appearance.

11.14 The facades are designed on a 1500mm grid within 3700mm floor to floor heights with deeply recessed windows to provide shading from the sun. The façade is articulated into a large grid over the elevation with a double height proportion on Farringdon Road reflecting the scale of that street and single height bays on Cowcross Street. Faience, a glazed terracotta, has been selected as the principal cladding material for the
elevations. The building then steps back from the principal 4-storey façade along Cowcross Street to its main 7-storey bulk.

11.15 At ground floor level, the main entrance to the office building is clad in off-white terracotta, located on the corner of Farringdon Road and Cowcross Street and slightly set back off these two frontages. By contrast, the entrances to the more active retail uses are located within the more prominent facades along the two frontages.

11.16 The overall design approach is well conceived and is a commendable response to the site’s varying contexts. The proposed building would result in an improved streetscene and townscape and would enhance the character and appearance of the area. Notwithstanding the high quality of the materials proposed, a condition is imposed which requires final agreement and approval of the building’s façade treatment.

Strategic Views

11.17 A number of strategic and local views of St. Paul’s Cathedral pass through Farringdon. The presence of these views is a significant design constraint for new buildings, particularly in terms of building heights. Policy BC5 aims to ensure that new buildings adjacent to view corridors will enhance the quality of the view, by framing the view in a sensitive manner, particularly in terms of shape, massing and materials. The proposed building constitutes less of an obstruction to this strategic view than the building previously located on site and thus constitutes an improvement to the viewing corridor.

Neighbouring Amenity

11.18 The relevant policies are Env16, Env17 and D3 of the Islington Unitary Development Plan 2002 and 7.15 of the London Plan as well as Islington’s Planning Standards SPG. Policies in general seek to protect the amenity of existing occupiers and residents within reasonable proximity to the site. As reflected in both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.

11.19 Policy D3 requires the layout of buildings and spaces on a development site to be logically and efficiently planned in order to safeguard the daylight and sunlight to nearby properties. London Plan Policies 7.6 and 7.7 require for buildings in residential environments to pay particular attention to privacy, amenity and overshadowing. The SPG adopts the Building Research Establishment (BRE) criteria for assessing the sunlight and daylight impact of new development on existing buildings.

Daylight and Sunlight

11.20 The loss of daylight can be assessed by calculating the Vertical Sky Component (VSC) which measures the daylight at the external face of the building. The parameters of window size, glass transmissivity, room size and internal surface reflectance are then evaluated against the VSC for the window location to get the resulting average daylight factor (ADF). In terms of sunlight receipt, a window may be adversely affected by a new development if a point at the centre of the window receives in the year less than 25% of the annual probable sunlight hours including at least 5% of annual probable sunlight hours during the winter months and less than 0.8 times its former sunlight hours during either period. It should be noted that BRE guidance advises that sunlight is only an
issue to a neighbouring property where the new development is located within 90 degrees of due south

11.21 Adjoining residents have raised concerns regarding impacts on amenity, with particular regard to sunlight, daylight, outlook and a sense of enclosure. The extent of impacts on residential amenity is considered below.

11.22 To the north and east of the site are commercial buildings, while immediately to the south of the site is the Caxton House development site which is currently vacant but soon to be developed for commercial purposes. To the west of the site, on the other side of Farringdon Road, are residential uses. Occupants within these buildings are the ones most likely to be affected by any development on the application site. While the 12-storey building which previously occupied the site was considerably higher than the building now proposed, the overall impact of the building was lessened due to the site layout, in particular the location of the lower podium building previously located on Farringdon Road.

11.23 The results of the VSC daylight analysis on the relevant facing habitable room windows of the assessed properties are shown below:

<table>
<thead>
<tr>
<th>Address</th>
<th>Total Number of windows tested</th>
<th>Number of windows experiencing adverse impacts*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Less than 20% represents BRE compliance</td>
</tr>
<tr>
<td>17-23 Farringdon Road</td>
<td>18</td>
<td>9</td>
</tr>
<tr>
<td>25-27 Farringdon Road</td>
<td>84</td>
<td>55</td>
</tr>
<tr>
<td>29-35 Farringdon Road</td>
<td>19</td>
<td>19</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>121</strong></td>
<td><strong>83</strong></td>
</tr>
</tbody>
</table>

* These thresholds are not statutory guidelines or based on planning policy are to be used as a guide only

11.24 The worst affected 121 windows to habitable rooms were considered. Of these, 83 windows (68.6%) would fully comply with the target values set by the BRE as the reduction in daylight (VSC) would be less than 20%. The six windows that suffer substantial losses are located on the fourth floor of 17-23 Farringdon Road. It should be noted that these windows receive very low levels of light in the baseline condition because of the way the building has been designed in terms of internal layout, window location and window design.

11.25 In terms of average daylight factor, the impact of the development on 74 rooms within 17-23, 25-27 and 29-35 Farringdon Road was assessed. The assessment demonstrates
that 67 of the rooms (90.5%) would comply with the BRE guidelines. It should be noted that 6 of the rooms that do not meet BRE requirements are situated on the 4th floor of 17-23 Farringdon Road and these windows are severely obstructed structure prior to any development on site.

11.26 The development would also result in a loss of outlook and an increased sense of enclosure to the residential occupiers of the properties opposite. The impact is not however considered to be out of the ordinary in a densely populated urban area. The proposed building essentially infills a gap in the streetscene and thereby improves the appearance of the area while simultaneously reducing the outlook of neighbouring occupiers. In this instance it is considered that the balance between maximising employment floorspace and improving the townscape on the one hand and maintaining residential amenity has been achieved.

Accessibility

11.27 The relevant policies are D3 of the Islington Unitary Development Plan 2002 and 7.2 of the London Plan 2011. Policies require all new developments in London to achieve the highest standards of accessible and inclusive design by ensuring that developments can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances.

11.28 The main entrance to the office space within the building has level access from Farringdon Road and Cowcross Street. It is proposed that access would be through revolving doors with slide pass doors to allow disabled access to the building. The proposal to install revolving doors and adjacent swing pass doors that are operated by a push pad cannot be said to be properly inclusive given that they separate able-bodied persons entering the building from those with mobility impairments. However, the proposal is considered to be more sustainable as the level of air infiltration would be minimal compared with alternative solutions.

11.29 Following comments from the Council’s Inclusive Design officer, the internal layout of the building has been altered in order to address access issues. All access to the mezzanine level would be step free via the adjacent goods lift and the accessible shower facility and WCs would be appropriately sized to meet the requirements of Approved Documents M of the Building Regulations.

Sustainability & Energy

11.30 The London Plan (adopted July 2011) Policy 5.1 stipulates a London-wide reduction of carbon emissions of 60 per cent by 2025. Policy 5.2 of the plan requires for all development proposals to contribute towards climate change mitigation by minimising carbon dioxide emissions through energy efficient design, the use of less energy and incorporation of renewable energy. London Plan Policy 5.5 sets strategic targets for new developments to connect to localised and decentralised energy systems while Policy 5.6 requires developments to evaluate the feasibility of Combined Heat and Power (CHP) systems.

11.31 Islington’s Core Strategy Policy CS10 ‘Sustainable Design’ requires all developments to minimise on-site carbon dioxide emissions and sets an overall target for all development to achieve a 40% reduction in comparison with total emissions from a building that complies with Building Regulations 2006, unless it can be demonstrated that such a
target is not feasible. This translates to a 30% reduction in comparison with total emissions from a building that complies with Building Regulations 2010. Developments capable of connecting to an existing decentralised energy network are required to secure a further 10% reduction.

11.32 The Core Strategy also requires developments to address a number of other sustainability criteria such as climate change adaption, sustainable transport, sustainable construction and the enhancement of biodiversity. Details and specifics are provided within Islington’s Sustainable Design and Construction Guidance, which is underpinned by the Mayor’s Sustainable Design and Construction Statement SPG.

11.33 Emerging Development Management Policy DM43 requires the achievement of BREEAM office ‘Excellent’. The applicants have committed to achieving a BREEAM office rating of ‘Excellent’. The BREEAM methodology assesses developments on the basis of credits for a set of performance criteria covering issues such as energy, transport, water materials, waste, pollution, health and well-being, management and ecology.

11.34 The development commits to a 15% reduction of total energy use through the use of passive design and energy efficiency measures such as insulation, thermal mass, solar control glazing, and building management systems. A further 7% reduction is to be achieved through the use of photovoltaic panels at roof level.

11.35 The Energy Strategy submitted with the application does not fully commit to connecting to the district heating and cooling network as its feasibility is dependent on other factors outside of the applicant’s control. However, Citigen have now confirmed their interest in supplying the site with heating and cooling, and a suitably worded condition is recommended to ensure that the feasibility of connection is fully explored. Connection to the district heating and cooling network would lead to a further 18% reduction in carbon emissions and thus the development would meet the targets set by the London Plan.

11.36 In addition to the reduction in energy demand and carbon emissions, the development also includes the use of green / brown roofs to reduce the urban heat island effect and to enhance biodiversity, sustainably sourced construction material and the provision of secure, covered cycle storage to support use of sustainable transport methods among other things. Any permission would be suitably conditioned to ensure that the sustainability measures are implemented.

**Highways and Transportation**

11.37 The site is located on Farringdon Road (the A201), with the nearest section of the Strategic Road Network (the A40 Holborn Viaduct) located some 300m to the south. A total of 9 bus routes operate within walking distance of the site and the adjacent Farringdon Station provides access to three London Underground lines, the Thameslink as well as Crossrail in the future. The application site has a Public Transport Accessibility Level (PTAL) of 6b, on a scale of 1-6 where 6 is the most accessible.

11.38 The development would be car-free with no car parking provision on site. The development thus results in an overall reduction in car trips compared with the previous Cardinal Tower which included car parking spaces. Safe and secure cycle parking, including showers and lockers, would be provided on site to encourage sustainable
modes of transport. A loading bay, designed to accommodate a refuse vehicle and other service vehicles is proposed on site with access from Farringdon Road.

11.39 Given the number of employees associated with the previous Cardinal Tower, the likely impact of the development upon the public transport network is considered negligible. A Travel Plan has been submitted with the application in order to manage the travel needs of the development. The document is not currently in an acceptable form. That being said, any decision would be subject to transport related conditions to ensure conformity with London plan and Islington Planning Policies.

Planning Obligations, Community Infrastructure Levy and local finance considerations

11.40 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London'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 Community Infrastructure Levy Charging Schedule, 2012. CIL will be payable to the London Borough of Islington after the planning consent has been implemented and will be used by the Mayor of London to pay for Crossrail in accordance with CIL Regulations 2010 (as amended).

11.41 The applicant has agreed to the following Heads of Terms being included in a Section 106 Agreement attached to any planning permission for the proposed development:

- A contribution of £159,281 towards the provision of off-site affordable housing in the London Borough of Islington.
- A contribution of £225,940 towards transport and public realm improvement works within the vicinity of the site.
- A contribution of £110,188 towards public open space improvement works within the vicinity of the site.
- A contribution of £58,760 towards sport and recreation improvement works within the vicinity of the site.
- A contribution of £15,080 towards community facility improvement works within the vicinity of the site.
- A contribution of £30,000 for the TfL Works (consisting of £10,000 for cycle safety improvements to the Farringdon Road/Clerkenwell Road junction and £20,000 towards upgrading local bus stops on Farringdon Road)
- The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Condition surveys may be required.
- A contribution of £38,000 for the provision of accessible transport bays or alternative accessible transport measures.
- Compliance with the Code of Employment and Training. Facilitation of 19 work placements during the construction phase of the development, lasting a minimum of 13 weeks, or equivalent fee (£5,000 per placement) to be paid to LBI. Applicant to pay for trainee’s wages which should be at least the national minimum wage. LBI Construction Works Team to recruit for and monitor placements.
• Compliance with the Code of Local Procurement.
• Compliance with the Code of Construction Practice, including a monitoring fee (£19,219).
• A draft Travel Plan to be submitted for the Council’s approval prior to implementation of the planning permission. A final Travel Plan is to be submitted for Council approval 6 months after the first Occupation of the Development. An update on progress to be submitted on the 3rd anniversary of first Occupation of the Development.
• Council's legal fees in preparing the S106 and officer’s fees for the monitoring and implementation of the S106.

11.42 The legal agreement is to also include a clause securing funding for the improvements to Cowcross Street which are required as part of the new Farringdon Crossrail station.

**National Planning Policy Framework and Final Balancing Exercise**

11.43 The NPPF sets out 12 core planning principles that should underpin decision-taking. Of these, the current proposal is particularly strong in relation to design, climate change, effective reuse of brownfield land and sustainable transport. With regard to the 3 dimensions of sustainable development, the current proposal is particularly relevant to the economic roles of the planning system, i.e contributing to building a strong, responsive and competitive economy. Thus, the proposal is considered to be compliant with the NPPF’s planning policies regarding building a strong, competitive economy (section 1) promoting sustainable transport (section 4), good design (section 7), meeting the challenge of climate change (section 10) and conserving and enhancing the natural environment (section 11).

11.44 The proposal has many benefits, including an improvement to the townscape compared with the Cardinal Tower which previously occupied the site. The proposal results in high quality office provision which would help build a strong and competitive economy. The proposal would achieve a good degree of sustainability, with an appropriate CO₂ saving. Shortcomings of the proposal include its overall impact on neighbouring residential amenity, particularly on sunlight, daylight and an increased sense of enclosure.

11.45 In the final balance of planning considerations, and with particular regard to the Council’s priorities regarding enabling a strong competitive economy and sustainability, it is considered that the positive aspects of the proposal significantly outweigh the disbenefits. On this basis, approval of planning permission is recommended.

**Other Matters**

11.46 The applicants have requested a 10-year permission to allow for the fact that the Crossrail station will have to be completed prior to the implementation of this permission. The Crossrail station is due to be completed in 2017 but the applicants have requested a more generous timeframe in order to allow for contingencies.

11.47 In view of residents’ representations and in order to reduce uncertainty, an 8-year permission is considered more appropriate. In the event that a longer timeframe for implementation is required, the developers / applicants will have the option to apply for an extension of the time for implementation.
12.0 SUMMARY AND CONCLUSION

Summary

12.1 A new station, referred to as Farringdon West Crossrail Station, servicing Crossrail and providing an interchange with Thameslink and the London Underground network is being constructed. The station and other infrastructure works have been permitted (following Schedule 7 approval) under the Crossrail Act 2008. In order to enable the construction of this station, the site has been cleared of all buildings previously occupying the site.

12.2 The proposal under consideration here concerns an Over-Site Development, to be constructed above the Crossrail Station, consisting of retail at ground floor level and office floorspace above. The proposed building is seven storeys in height plus mezzanine level and roof top plant enclosure and has frontage onto both Cowcross Street and Farringdon Road.

12.3 The development essentially re-provides high quality office floorspace and retail uses at ground floor in line with the previous Cardinal Tower building, albeit with a slight reduction in floor area. The proposal is considered to be acceptable in land use terms and would make an efficient use of this brownfield site. Its delivery would be consistent with the broad aims of the NPPF and its presumption in favour of sustainable development that supports economic growth. The principle of the mixed use redevelopment of this brownfield site to provide replacement office and retail accommodation in a modern building in a key transport hub is considered acceptable.

12.4 The proposal is of a high quality design and would result in an improvement to the surrounding townscape. The building’s height and mass is consistent with its surroundings and is not considered to undermine or compromise the setting of the adjacent listed building. The proposed building constitutes less of an obstruction to this strategic view than the building previously located on site and thus constitutes an improvement to the viewing corridor.

12.5 The development results in a loss of sunlight, daylight and outlook to some of the neighbouring residential occupiers, but not to a degree that would warrant refusal of planning permission. The proposal is considered acceptable in terms of accessibility and its impact on the transportation network. A number of measures are proposed to reduce energy demand, improve energy efficiency and reduce overall carbon emissions and any permission will be suitably conditioned to ensure that the proposed targets are met.

12.6 Planning permission would be subject to resolution of the Section 106 Agreement to include financial contributions and obligations to mitigate the impacts of the development.

Conclusion

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

RECOMMENDATION A

That the Committee resolve to GRANT planning permission subject to any direction by The Mayor to refuse the application or for it to be called in for determination by the Mayor of London. Therefore, following the Council’s determination of the application, the shall be referred to the Mayor of London in accordance with Article 5 of the Town and Country Planning (Mayor of London) Order 2008 – allowing him 14 days to decide whether to: allow the draft decision to proceed unchanged; or direct the Council under Article 6 to refuse the application; or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purpose of determining the application.

RECOMMENDATION B

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

1. A contribution of £159,281 towards the provision of off-site affordable housing in the London Borough of Islington.
2. A contribution of £225,940 towards transport and public realm improvement works within the vicinity of the site.
3. A contribution of £110,188 towards public open space improvement works within the vicinity of the site.
4. A contribution of £58,760 towards sport and recreation improvement works within the vicinity of the site.
5. A contribution of £15,080 towards community facility improvement works within the vicinity of the site.
6. A contribution of £50,050 towards employment and training initiatives in the London Borough of Islington.
7. A contribution of £30,000 for the TfL Works (consisting of £10,000 for cycle safety improvements to the Farringdon Road/Clerkenwell Road junction and £20,000 towards upgrading local bus stops on Farringdon Road)
8. The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Condition surveys may be required.
9. A contribution of £38,000 for the provision of accessible transport bays or alternative accessible transport measures.
10. Compliance with the Code of Employment and Training. Facilitation of 19 work placements during the construction phase of the development, lasting a minimum of 13 weeks, or equivalent fee (£5,000 per placement) to be paid to LBI. Applicant to pay for trainee’s wages which should be at least the national minimum wage. LBI Construction Works Team to recruit for and monitor placements.
11. Compliance with the Code of Local Procurement.
12. Compliance with the Code of Construction Practice, including a monitoring fee (£19,219).

13. A draft Travel Plan to be submitted for the Council’s approval prior to implementation of the planning permission. A final Travel Plan is to be submitted for Council approval 6 months after the first Occupation of the Development. An update on progress to be submitted on the 3rd anniversary of first Occupation of the Development.

14. The legal agreement is to also include a clause securing funding for the improvements to Cowcross Street which are required as part of the new Farringdon Crossrail station.

15. Officer’s fees for the monitoring and implementation of the S106 (5%) of contributions

The contributions will be index-linked from the date of committee and due upon implementation of the planning permission.

That, should the Section 106 Deed of Planning Obligation not be completed within the timescales set within the Planning Performance Agreement, the Service Director Planning and Development / Head of Service – Development Management or in their absence the Area Team Leader may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation the proposed development is not acceptable in planning terms. ALTERNATIVELY should this application be refused (including refusals on the direction of The Secretary of State or The Mayor) and appealed to the Secretary of State, Service Director Planning and Development / Head of Service – Development Management or in their absence the Area Team Leader be authorised to enter into a Deed of Planning Obligation under section 106 of the Town and Country Planning Act 1990 to secure to the heads of terms as set out in this report to Committee.

RECOMMENDATION C

That if members are minded to approve this proposal (subject to conditions and ~Deed of Planning Obligation) officers recommend that the following summary forms the reasons for grant to be published on the decision notice:

This proposal has been approved following consideration of all the relevant policies in the Development Plan (London Plan 2011, Islington Core Strategy 2011 and Islington Unitary Development Plan 2002), the National Planning Policy Framework (2012) and other material considerations.

- This decision was made by the Members of the Planning Committee on 4 December 2012.
- The delivery of this scheme would be consistent with the broad aims of the NPPF and its presumption in favour of sustainable development that supports economic growth;
- Subject to a contribution towards securing offsite housing provision the development of a Class B1 office based scheme on this constrained site in the CAZ is considered to be acceptable in land use terms in accordance with policy 4.3 of the London Plan. The change of use and provision of Class B1 office accommodation would be consistent with the broad aims of policy 4.2 of the London Plan, policies CS7 and CS13 of the Islington Core Strategy and policies E1 and E2 of the Islington Unitary
Development Plan which seek to encourage the provision of quality office accommodation in accessible locations;

- The erection of a building at this location respecting the height and scale of surrounding properties complies with the NPPF, policies 7.4, 7.5, 7.6 and 7.8 of the London Plan, policies CS7 and CS9 of the Islington Core Strategy 2011, policies D4, D5, D22 and D24 of the Islington Unitary Development Plan, Development Management Policy DM1 and guidance contained within the Islington Urban Design Guide 2006 and Conservation Area Design Guidelines 2002. These policies seek to secure high quality design that is sympathetic in scale and appearance and complementary to local identity;

- Subject to appropriate conditions relating to the design of the building and use of high quality materials, the development would comply with policies 5.3; 7.4; 7.5, 7.6 and 7.7 of the London Plan, policies CS9A, B and G and CS10F of the Islington Core Strategy, policies D4 and D24 of the Islington Unitary Development Plan, Development Management Policy DM1 and guidance contained within the Islington Urban Design Guide 2006 and Conservation Area Design Guidelines 2002 which seek to ensure new buildings acknowledge the most important elements of the urban context, create a positive and appropriate relationship with surrounding buildings and spaces and preserve or enhance the character and appearance of conservation areas;

- The proposals are unlikely to have a widespread or significant impact on archaeological finds within this Archaeological Protection Area and accordingly no mitigation measures are required in accordance with policy 7.8 of the London Plan, policy CS9 of the Islington Core Strategy and policy D43 of the Islington Unitary Development Plan;

- While the development would result in loss of daylight, sunlight, outlook and privacy to surrounding residential properties, those losses would not be to an extent that would justify refusing planning permission in accordance with policy D3 of the Islington Unitary Development Plan, Emerging Islington Development Management Policy DM1 and guidance contained within the Planning Standards Guidelines 2002. These policies seek to secure development that safeguards daylight and sunlight to nearby property, minimise disturbance and impacts on privacy to adjoining properties, whilst also seeking to secure development that is appropriate to its urban context;

- The proposed development would provide high quality, fully accessible office accommodation in accordance with policy 7.2 of the London Plan. This policy seeks to secure the provision of the highest standards of accessible and high quality inclusive environments;

- The development would comply with relevant planning policies relating to sustainability and energy efficiency in accordance with policies: 5.1; 5.2; 5.3; 5.5, 5.6; 5.7; 5.9; 5.11; 5.13; 5.15 and 7.19 of the London Plan, policies CS10A, B, C, E, G and CS15 F and G of the Islington Core Strategy and policy Env39 of the Islington Unitary Development Plan. These policies require new developments to mitigate against the impacts of climate change, minimise carbon dioxide emissions and to secure the highest standards of sustainable design and construction including SUDS, minimising water use and promoting biodiversity;

- The proposed development would be serviced from within the site accessed from a loading bay off Farrington Road. This bay would be safely accessed by delivery vehicles, refuse collection vehicles and Crossrail maintenance vehicles. The access to this bay is considered safe and would therefore have no adverse impacts on the local road network. The refuse/recycling and servicing arrangements are considered to be acceptable in accordance with policies 5.15, 5.16 and 7.2 of the London Plan,
policy CS11B the Islington Core Strategy and policy D3 of the Islington Unitary Development Plan. These policies seek to ensure new development has no adverse impacts on the local road network and is designed with appropriate refuse storage and servicing arrangements;
- The provision of secure cycle storage and showering and changing facilities for staff would encourage sustainable travel in accordance with policies 6.7 and 6.9 of the London Plan 2011, policies: T34 and T52 of the Islington Unitary Development Plan 2002 and policy CS10H of the Islington Core Strategy 2011 which seek to ensure new developments have appropriate cycle storage facilities;
- The development would be CIL liable and would make a contribution towards the costs of Crossrail in accordance with policy 6.5 of the London Plan;
- Contributions towards public transport and public realm improvements in the vicinity of the site and a contribution towards off-site housing have been secured via a planning obligation to mitigate the impacts of the development and to ensure compliance with policy 4.3 of the London Plan requiring mixed use development in the CAZ.
- The LPA and the applicant have worked positively and proactively in a collaborative manner through both the pre-application and the application stages of the development to deliver an acceptable development in line with the NPPF.

RECOMMENDATION D

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

List of Conditions:

<table>
<thead>
<tr>
<th></th>
<th>Commencement</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CONDITION: The development hereby permitted shall begin no later than the of 8 years from the date of this permission.</td>
</tr>
<tr>
<td></td>
<td>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).</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Approved plans list</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>CONDITION: The development hereby approved shall be carried out in accordance with the following approved drawings and information:</td>
</tr>
<tr>
<td></td>
<td>Drawing Numbers 1534 P01/210 Rev P1; 1534 P01/099 Rev P5; 1534 P01/100 Rev P13; 1534 P01/101 Rev P8; 1534 P01/102 Rev P7; 1534 P01/103 Rev P7; 1534 P01/104 Rev P6; 1534 P01/105 Rev P6; 1534 P01/106 Rev P6; 1534 P01/107 Rev P11; 1534 P01/108 Rev P12; 1534 P01/109 Rev P9; 1534 P01/199 Rev P1; 1534 P01/202 Rev P1; 1534 P01/204 Rev P1; 1534 P01/205 Rev P1; 1534 P03/201 Rev P10; 1534 P03/202 Rev P8; 1534 P03/203 Rev P8; 1534 P03/204 Rev P8; 1534 P03/301 Rev P3; 1534 P03/302 Rev P3; 1534 P03/303 Rev P6; 1534 P03/304 Rev P5;</td>
</tr>
<tr>
<td></td>
<td>Planning Statement (incl. Statement of Community Involvement) by Gerald Eve LLP</td>
</tr>
<tr>
<td></td>
<td>Design and Access Statement by John Robertson Architects</td>
</tr>
<tr>
<td></td>
<td>Environmental Statement Volume I</td>
</tr>
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<td></td>
<td>Environmental Statement Volume II</td>
</tr>
<tr>
<td></td>
<td>Environmental Statement Volume III</td>
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</tbody>
</table>
3 Materials and samples

CONDITION: Details of facing materials including samples shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The samples shall include details of:

a) the cladding system including type and treatment of the faience;
b) glazed pavilion;
c) fenestration and openings;
d) steel refuse store doors;
e) the ground floor louvres;
f) any other materials to be used on the exterior of the development; and

The development shall be carried out strictly in accordance with the details and samples so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

REASON: In the interests of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard in accordance with policies: 5.3; 7.4; 7.5 and 7.6 of the London Plan 2011, policy D4 of the Islington Unitary Development Plan 2002, and policies CS7, CS8 and CS9 of the Islington Core Strategy 2011.

4 Roof-level structures

CONDITION: Other than the photovoltaic panels, all plant enclosures and roof-level structures shall be housed within the roof-top pavilion shown on roof plan P01/109 Rev P7 unless otherwise agreed in writing by the Local Planning Authority.

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.

REASON: In the interests of good design and also to ensure that the Local Planning Authority may be satisfied that any roof-level structures do not have a harmful impact on the surrounding streetscene or the character and appearance of the area in accordance with policies: 7.4; 7.6 and 7.8 of the London Plan 2011, policy D4 of the Islington Unitary Development Plan 2002, and policies: CS8 and CS9 of the Islington Core Strategy 2011.

5 Access

CONDITION: Notwithstanding the plans hereby approved the scheme shall be constructed in accordance with the principles of Inclusive Design. Plans and details confirming that these standards have been met shall be submitted to and approved in
writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include:

a) Refuge Areas on all Upper and lower floors

b) Cycle storage and changing facilities
   - Provision of accessible cycle storage and scope for mobility scooter storage
   - Stair link between ground floor cycle storage and upper floor changing facilities to be inclusive and in accordance with design guidance
   - Route to and arrangement of the wheelchair accessible shower facility, including a WC.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority


### 6 Security & General Lighting

**CONDITION:** Details of any general or security lighting (including full specification of all luminaries, lamps and support structures) shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.


### 7 District Heat Network

**CONDITION:** The development shall be connected to the Citigen Combined Heat and Power Plant at 47-53 Charterhouse Street. The development shall be connected to the Network prior to the occupation of the development and shall be maintained as such thereafter.

In the event that:

- following assessment at a later date it is demonstrated to the Local Planning Authority that connection to the Network is no longer feasible; or

- the applicant fails to connect to the Network within a period of 3 years from occupation of this site;
then an alternative scheme comprising low carbon technologies, shall be submitted to and approved in writing by the Local Planning Authority. The alternative scheme shall target a reduction in CO2 emissions equivalent to that delivered by connection to Citigen.

The final agreed scheme shall be installed and operational within 3 months of this approval being given, and shall be maintained as such thereafter.

REASON: To ensure the facility is provided and so that it is designed in a manner which allows for the future connection to a district system in accordance with policies: 5.1, 5.2, 5.4 and 5.5 of the London Plan 2011 and policy CS10A, B and G of the Islington Core Strategy 2011.

8 Energy Reduction

CONDITION: The energy efficiency measures/features and renewable energy technology(s) (including solar PVs), which shall provide for no less than 25% on-site total CO2 reduction as detailed within the ‘Energy Strategy’ shall be installed and operational prior to the first occupation of the development.

Should, following further assessment, the approved renewable energy option be found to be no-longer suitable, then a revised scheme of renewable energy provision, which shall provide for no less than 25% CO2 reduction, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

The final agreed scheme shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

REASON: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by energy efficient measures/features and renewable energy are met in accordance with policies: 5.2; 5.3; 5.5; 5.6 and 5.7 of the London Plan 2011 and policy CS7 and CS10A, B and G of the Islington Core Strategy 2011.

9 Vehicular Facilities Provided

CONDITION: The development shall not be occupied unless and until the servicing area for loading/unloading, turning, parking and vehicular access facilities as shown on drawing P01/100 Rev P11 hereby approved has been constructed, made available for their intended use and appropriately line-marked and/or signs erected.

Those vehicle facilities shall be maintained as such thereafter and retained for the purposes so approved.

REASON: The vehicle facilities are considered to form an essential element of the development, without which the scheme would have a harmful impact on both residential amenity and the free-flow and safety of traffic and the public highways. Securing the vehicle facilities ensures compliance with policies: 6.9; 6.10; 6.11; 6.12; 6.13 and 7.5 of the London Plan 2011 and policies: Env5; Env6; Env9; Env10; D3; D6; D7; D8; T45; T46; T47 and T55 of the Islington Unitary Development Plan 2002.

10 Cycle Storage

CONDITION: The bicycle storage area(s) hereby approved, which shall be covered,
secure and provide for no less than 116 bicycle spaces shall be provided prior to the first occupation of the development hereby approved and maintained as such thereafter.

**REASON:** To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport in accordance with policies 6.7 and 6.9 of the London Plan 2011, policies: T34 and T52 of the Islington Unitary Development Plan 2002 and policy CS10H of the Islington Core Strategy 2011.

### 11 No Amalgamation

**CONDITION:** The ground floor commercial units hereby approved shall be laid out / divided as shown on drawing P01/100 Rev P11 and shall not be amalgamated or unless approved in writing by the Local Planning Authority.

**REASON:** The consideration of the acceptability of the commercial units was based on the proposed size of units as shown on the approved plans; the amalgamation or further subdivision of the units is likely to have operational, transportation, security and amenity implications, which should be the subject of consultation and a full planning application. The prevention of amalgamation / division of units would ensure compliance with policies: 6.7; 7.2; 7.4 and 7.6 of the London Plan 2011, policies: D3; Env12; S29; T45 of the Islington Unitary Development Plan 2002 and policy CS14D of the Islington Core Strategy 2011.

### 12 Window Cleaning Apparatus

**CONDITION:** Details of the window cleaning strategy including any apparatus and associated goods, their operation and housing shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on-site.

Any apparatus and associated goods associated with the window cleaning strategy shall be installed strictly in accordance with the approved plans and shall be maintained as such thereafter.

When not in operation/use any associated window cleaning apparatus and any associated goods shall be returned to, and housed entirely within the dedicated rooftop enclosure

**REASON:** To ensure that the resulting window cleaning apparatus and any associated goods are appropriately housed and kept out of view when not in use in the interest of maintaining an appropriate appearance of the building(s) in accordance with policies: 5.3; 7.4; 7.6 of the London Plan 2011, policy: D4 of the Islington Unitary Development Plan 2002 and policies: CS9A, B and G and CS12F of the Islington Core Strategy 2011

### 13 Environmental Impacts

**CONDITION:** An Environmental Management Plan (EMP) 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 EMP shall assess impacts during the construction phase of the development on nearby residents and other occupiers together with means of mitigating any identified impacts.
### 14 Green Procurement

**CONDITION:** No development shall take place unless and until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability: use of low impact, sustainably sourced, reused and recycled materials, including reuse of demolition waste.

The development shall be constructed strictly in accordance with the Green Procurement Plan so approved.

**REASON:** To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction in accordance with policies: 5.1; 5.2; and 5.3 of the London Plan 2011 and Policy CS7 and CS10F of the Islington Core Strategy 2011.

### 15 BREEAM (Compliance)

**CONDITION:** The development shall achieve a BREEAM Office (2011) rating of no less than ‘Excellent’.

A BREEAM specification report relating to the retail elements shall be submitted to, and approved in writing by, the council prior to the start of superstructure works. The specification report will set out which BREEAM retail credit-scoring measures will be incorporated into the base build for the retail element. The retail element shall be constructed in accordance with the approved specification report.

A Green Guide shall be provided to future retail tenants to inform them of the measures they will need to incorporate as part of the fit out process to further enhance the environmental performance of the units. A copy of the Green Guide shall be provided to the Council prior to occupation of any of the retail units.

**REASON:** In the interest of addressing climate change and to secure sustainable development in accordance with policies: 5.1; 5.2; 5.3; and 5.9 of the London Plan 2011 and policy CS7 and CS10B of the Islington Core Strategy 2011.

### 16 Green / brown Roof

**CONDITION:** The biodiversity (green/brown) roof(s) hereby approved shall be:

- a) biodiversity based with extensive substrate base (depth 80-150mm);
- b) laid out in accordance with plan P01/109 Rev P8 hereby approved; and
- c) planted / seeded with a mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum).
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<tr>
<th>Section</th>
<th>Condition</th>
<th>Details</th>
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<tr>
<td><strong>17 Sustainable Urban Drainage System</strong></td>
<td>CONDITION: Details of surface drainage works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</td>
<td>The details shall be based on an assessment of the potential for disposing of surface water by means of sustainable drainage system in accordance with the principles as set out in London Plan policies: 5.13 and 5.15. The submitted details shall include the scheme’s peak runoff rate and storage volume and demonstrate how the scheme will achieve at least a 50% attenuation of the undeveloped site’s surface water run off at peak times. The drainage system shall be installed and operational prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter. REASON: To ensure that sustainable management of water in accordance with PPG25, policies: 5.13 and 5.15 of the London Plan 2011, policy Env39 of the Islington Unitary Development Plan 2002 and policies: CS7, CS10C and E and CS15G of the Islington Core Strategy 2011.</td>
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<tr>
<td><strong>18 Rainwater / Greywater Recycling</strong></td>
<td>CONDITION: Details of the rainwater and 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. 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. REASON: To ensure the sustainable use of water in accordance with policies: 5.13 and 5.15 of the London Plan 2011, policy Env39 of the Islington Unitary Development Plan 2002 and policies: CS7 and CS10C and G of the Islington Core Strategy 2011.</td>
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<tr>
<td><strong>19 Nesting Boxes</strong></td>
<td>CONDITION: Details of bird and bat nesting boxes / bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</td>
<td>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. The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter. REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policies: 7.19; 5.3; 5.9 and 5.11 of the London Plan 2011, policy Env24 of the Islington Unitary Development Plan 2002 and policy CS7, CS10E and G and CS15F and G of the Islington Core Strategy 2011.</td>
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commencing on site.

No less than 4 nesting boxes / bricks shall be provided and the details shall include the exact location, specification and design of the habitats.

The nesting boxes / bricks shall be provided strictly in accordance with the details so approved, installed prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.

**REASON:** To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policies: 5.3 and 7.19 of the London Plan 2011, policy: Env24 of the Islington Unitary Development Plan 2002 and policy CS7 and CS15D and F of the Islington Core Strategy 2011.

### 20 Noise

**CONDITION:** The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level $La_{eq Tr}$ arising from the proposed plant, measured or predicted at 1m from the façade of the nearest noise sensitive premises, shall be a rating level of at least 10dB(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.

**REASON:** To ensure that the development does not have an adverse impact on amenity in accordance with policies: 6.11; 6.14; 7.13; 7.14; 7.15 and 7.21 of the London Plan 2011, policies: T15; T55; Env6; Env16 and Env17 of the Islington Unitary Development Plan 2002, and policies: CS12; CS15 and CS18 of the Islington Core Strategy 2011.

### 21 Vibration

**CONDITION:** Internal vibration levels shall not exceed the category of “low probability of adverse comment” in Table 7 of Appendix A of BS 6472:2008.

**REASON:** To ensure that the development does not have an adverse impact on amenity in accordance with policies Env16 and Env17 of the Islington Unitary Development Plan 2002.

### 22 Noise

**CONDITION:** Groundborne noise shall not exceed 40dB $LA_{max}$ Slow as measured in the centre of any room.

**REASON:** To ensure that the development does not have an adverse impact on amenity in accordance with policy 7.15 of the London Plan policies, policy CS7 of the Islington Core Strategy and Env16 and Env17 of the Islington Unitary Development Plan 2002.

### 23 Internal Noise Level

**CONDITION:** Internal noise levels shall not exceed the recommended level for "reasonable acoustic privacy in shared spaces" as detailed in Table 5 of BS8233.

**REASON:** To ensure that the development does not have an adverse impact on
amenity in accordance with policy 7.15 of the London Plan policies, policy CS7 of the Islington Core Strategy and Env16 and Env17 of the Islington Unitary Development Plan 2002.

24 Lifts
CONDITION: All lifts serving the accommodation hereby approved shall be installed and operational prior to the first occupation of the office floorspace hereby approved. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

REASON: To ensure that adequate access is provided to the office floorspace at all floors in accordance with policy 7.2 of the London Plan 2011 and policy D3 of the Islington Unitary Development Plan 2002, policy CS7 of the Islington Core Strategy 2011.

25 Retail Opening Hours
CONDITION: The ground floor retail uses hereby approved shall not operate except between the hours of 06:00 and 23:30 on any day.

REASON: To ensure that the operation of the retail units does not impact on residential amenity in accordance with policy 7.15 of the London Plan 2011, policies: D3 and Env17 of the Islington Unitary Development Plan 2002 and policy CS12F of the Islington Core Strategy 2011.

26 Shopfront Glass
CONDITION: The window glass of all ground floor commercial units shall not be painted, tinted or otherwise obscured and no furniture or fixings which may obscure visibility above a height of 1.4m above finished floor level be placed within 2.0m of the inside of the window glass.

REASON: In the interest of securing passive surveillance of the street, an appropriate street frontage appearance and preventing the creation of dead/inactive frontages in accordance with policies: 7.3; 7.4 and 7.6 of the London Plan 2011, policies: D3; D4, D13 and Env12 of the Islington Unitary Development Plan 2002 and policy CS9D of the Islington Core Strategy 2011.

27 Piling Method Statement
CONDITION: No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with the relevant water or sewerage undertaker.

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: To ensure the adequate protection of water quality and wastewater infrastructure in accordance with policy 5.14 of the London Plan 2011.

28 Construction Logistics Plan
CONDITION: No development shall take place unless and until a Construction
Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The approved CLP shall be adhered to throughout the construction period. The CLP shall provide details of:

i. the parking of vehicles of site operatives and visitors
ii. loading and unloading of plant and materials
iii. storage of plant and materials used in constructing the development
iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
v. wheel washing facilities
vi. measures to control the emission of dust and dirt during construction
vii. a scheme for recycling/disposing of waste resulting from demolition and construction works

The report shall assess the impacts during the construction phases of the development on the Transport for London controlled Farringdon Road, nearby residential amenity and other occupiers together with means of mitigating any identified impacts.

The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

REASON: In order to secure highway safety and free flow of traffic on Farringdon Road, local residential amenity and mitigate the impacts of the development in accordance with policies: 5.18, 6.7, 6.13, 6.14 and 7.14 of the London Plan 2011 and policies: D3, Env17, T15, T21 and T55 of the Islington Unitary Development Plan 2002.

29 Delivery and Service Management Plan

CONDITION: A delivery and service management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. The plan shall include details of all servicing and delivery requirements of the site, including waste and recycling collection and details of how safe access to and from the disabled parking bay shall be provided and managed.

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.

REASON: In order to secure highway safety and free flow of traffic on Farringdon Road, local residential amenity and mitigate the impacts of the development in accordance with policies: 5.18, 6.7, 6.13, 6.14 and 7.14 of the London Plan 2011 and policies: D3, Env17, T15, T21 and T55 of the Islington Unitary Development Plan 2002.

30 Recycling/refuse storage provision

CONDITION: The dedicated refuse/recycling store shown on drawing no. P01/100 Rev P11 shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.

REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to in accordance with policies: 5.15 and 5.16 of the London Plan 2011, policy:

List of Informatives:

1. SECTION 106 AGREEMENT
   You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

2. DEFINITION OF ‘SUPERSTRUCTURE’ AND ‘PRACTICAL COMPLETION’
   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.

3. Surface water runoff rates and volumes from the site must be managed in accordance with the London Plan (July 2011) - which sets higher standards than NPPF for the control of surface water run-off.

   Policy 5.13 - Sustainable drainage (page 155) of the London Plan states that "development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible" in line with the drainage hierarchy.

4. INFORMATIVE: Materials procured for the development should be selected to be sustainably sourced and otherwise minimise their environmental impact, including through maximisation of recycled content, use of local suppliers and by reference to the BRE’s Green Guide Specification.

5. INFORMATIVE: 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.

6. ROLLER SHUTTERS
   The scheme hereby approved does not suggest the installation of external rollershutters to any entrances or ground floor glazed shopfronts. The applicant is advised that the council would consider the installation of external rollershutters to be a material alteration to the scheme and therefore constitute development. Should external rollershutters be proposed a new planning application must be
submitted for the council’s formal consideration.

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<tr>
<th>7</th>
<th>NPPF</th>
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<tr>
<td>INFORMATIVE: The LPA and the applicant have worked positively and proactively in a collaborative manner through both the pre-application and the application stages of the development to deliver an acceptable development in line with the NPPF.</td>
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APPENDIX 2 : RELEVANT POLICIES

This appendices list all relevant development plan polices and guidance notes pertinent to the determination of this planning application.

1 National Guidance

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

2 Development Plan

The Development Plan is comprised of the London Plan 2011, Islington Core Strategy 2011 and Islington Unitary Development Plan 2002. The following policies of the Development Plan are considered relevant to this application:


1 Context and strategy
   Policy 1.1 Delivering the strategic vision and objectives for London

2 London’s places
   Policy 2.1 London in its global, European and United Kingdom context
   Policy 2.2 London and the wider metropolitan area
   Policy 2.3 Growth areas and co-ordination corridors
   Policy 2.5 Sub-regions
   Policy 2.9 Inner London
   Policy 2.11 Central Activities Zone – strategic functions
   Policy 2.13 Opportunity areas and intensification areas
   Policy 2.14 Areas for regeneration

3 London’s people
   Policy 3.3 Increasing housing supply
   Policy 3.4 Optimising housing potential
   Policy 3.8 Housing choice
   Policy 3.9 Mixed and balanced communities

4 London’s economy
   Policy 4.1 Developing London’s economy
   Policy 4.2 Offices

   Policy 5.12 Flood risk management
   Policy 5.13 Sustainable drainage
   Policy 5.14 Water quality and wastewater infrastructure
   Policy 5.15 Water use and supplies
   Policy 5.16 Waste self-sufficiency
   Policy 5.17 Waste capacity
   Policy 5.18 Construction, excavation and demolition waste

6 London’s transport
   Policy 6.1 Strategic approach
   Policy 6.2 Providing public transport capacity and safeguarding land for transport
   Policy 6.3 Assessing effects of development on transport capacity
   Policy 6.4 Enhancing London’s transport connectivity
   Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
   Policy 6.7 Better streets and surface transport
   Policy 6.9 Cycling
   Policy 6.10 Walking
   Policy 6.11 Smoothing traffic flow and tackling congestion
   Policy 6.12 Road network capacity
   Policy 6.13 Parking
Policy 4.3 Mixed use development and offices
Policy 4.7 Retail and town centre development
Policy 4.8 Supporting a successful and diverse retail sector

5 London’s response to climate change
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.4 Retrofitting
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs

7 London’s living places and spaces
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 7.13 Safety, security and resilience to emergency
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.19 Biodiversity and access to nature

8 Implementation, monitoring and review
Policy 8.1 Implementation
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy
Policy 8.4 Monitoring and review for London

B) Islington Core Strategy 2011

Spatial Strategy
Policy CS7 (Bunhill and Clerkenwell)
Policy CS8 (Enhancing Islington’s Character)

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

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

C) Islington Unitary Development Plan (2002)

Environment Policies:
Env4 (Improvement Works)
Env9 & 10 (Street Furniture, Paving and the Streetscene)
Env12 (Community Safety)
Env16 & 17 (Protection of Amenity)
Env24 (New Wildlife Habitats)
Env37 (Waste and Recycling)

Sustainable Transport Policies:
T18 (Parking and Traffic Restraint)
T32 (On-Street Servicing)
T34 (Cycle Parking)
T45 (Land Use Planning)
T46 (Design Issues)
T47 (Streetscape)
T49 (Meeting the Needs of People with Mobility Problems)
Economic Regeneration Policies:
E1 & 2 (Business Development)
E3 (Mixed Use in Business Schemes)

Shopping & Town Centres Policies:
S29 (Access to Shops)

Conservation and Design Policies:
D3 (Site Planning)
D4 (Designing in Context)
D5 (Townscape)
D6 & 7 (Landscape and Public Facilities)
D17 (Local Views)
D20 (Land Use)
D22 (New Development)
D24 (Materials)

Implementation Policies:
Imp5 (Mixed Use)
Imp6 (Efficient Use)
Imp13 (Community Benefits)
Imp14 (Central London)
Imp15 (Clerkenwell/Smithfield)

3. Emerging Policy Documents

A) Islington’s Development Management Policies – Submission, June 2011

The Proposed Submission of Islington’s Development Management Policies and Finsbury Local Plan were presented to and approved by full Council on 26/06/2012. These documents are considered to be positively prepared, justified, effective and consistent with the National Planning Policy Framework and were submitted to the Planning Inspectorate for Independent Examination on 16/08/2012. These documents whilst not adopted, give an indication of the Council’s approach to sustainable development proposals for the next 15 years, a spatial approach to the Bunhill and Clerkenwell areas as well as particular site allocations. The emerging policies are a material planning consideration.

Design and Heritage
DM1 Design
DM2 Inclusive Design
DM3 Heritage

Employment
DM30 New business floorspace

Health and open space
DM38 Landscaping, trees and biodiversity
DM39 Flood prevention

Energy and Environmental Standards
DM40 Sustainable design and construction statements

Transport
DM45 Movement hierarchy
DM46 Managing transport impacts
DM47 Public transport
DM48 Walking and cycling
DM49 Vehicle parking
DM50 Delivery and servicing for new developments

Infrastructure
DM51 Infrastructure
DM52 Planning obligations

B) Finsbury Local Plan – Proposed Submission, October 2011

BC5 Farringdon Station area
BC8 Achieving a balanced mix of uses
4. **Designations**

The site has the following designations under the London Plan 2011 and Islington Unitary Development Plan (2002):

- LV1 View from Farringdon/Clerkenwell Rds
- LV4 Local view from Archway Road
- LV5 Local view from Archway Bridge
- SV1 Kenwood strategic view corridor
- SV2 Parliament Hill strategic view (cor)
- SV2B Parliament Hill view consult area
- SV1B Kenwood view consultation area
- SV5 From Blackheath Point (background)
- SV6 From Greenwich Park (background)
- RS5 Thameslink 2000 safeguarded area
- RS1 Crossrail 1 safeguarded area
- S50 Protected Local Shopping Centre
- APA1: Clerkenwell
- CLA: Central London Area Special Policy
- ASC: Area of Special Character
- Within 200 metres of RS1 Crossrail 1
- Within 200 metres of RS5 Thameslink 2000
- Surface Interest for RS1 Crossrail 1
- LLAU area for RS5 Thameslink 2000
- AO28: Area Of Opportunity
- Parl Hill to St Paul's View Corridor
- Parl Hill to St Pauls Left Lat Assm area
- Kenwood to St Paul's View Corridor
- Crossrail Safeguarding Direction
- Central Activities Zone (CAZ)
- Site within 100m of a TLRN Road
- Within 50m of Charterhouse Square CA

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

The following SPG’s and/or SPD’s are relevant:

**Islington UDP**
- Conservation Area Design Guidelines
- Environmental Design
- Planning Standards Guidelines
- Planning Obligations and S106
- Urban Design Guide
- Environmental Design

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