

PLANNING COMMITTEE REPORT
ADDENDUM

Development Management Service
 Planning and Development Division
 Community Wealth Building Department

PLANNING COMMITTEE		AGENDA ITEM
Date:	7 June 2022	NON-EXEMPT

Application number	P2021/2269/FUL
Application type	Full Application
Ward	Caledonian
Listed building	None on site. Close proximity to Kings Cross Station (Grade I), 7 Caledonian Road (Grade II) and 295-297 Pentonville Road (Grade II)
Conservation area	Kings Cross Conservation Area (CA21) Close proximity to Keystone Crescent Conservation Area (CA14), and Kings Cross Conservation Area (LB Camden)
Development Plan Context	Core Strategy Key Area – Kings Cross and Pentonville Road Central Activities Zone Employment Growth Areas (General) Article 4 Direction A1-A2 (Borough wide) Article 4 Direction B1(c) to C3 (CAZ) Rail Safeguarding Area (Crossrail 2)
Licensing Implications	Kings Cross - Cumulative Impact Areas
Site Address	Times House and Laundry Building, Regent Quarter, Kings Cross, Islington, London, N1 9AW
Proposal	Refurbishment of existing buildings; partial demolition and infill extensions to the southern, northern courtyard and western elevations at ground, first, second, third and fourth floor level and one storey roof extensions to provide additional Class E(g)(i) Office floorspace at Times House; removal of plant room and entrance, alteration to the elevations and enlargement of existing windows to Laundry Building; further works include the provision of three flexible Food and Drink (Class E (b)) and/or Bar/Drinking Establishment (Sui Generis) units, and four Retail (Class E (a)) units at ground floor level; provision of outdoor terraces at first, fourth and fifth floor levels, basement cycle storage and associated facilities, green roofs, plant at basement and roof level; public realm works to Laundry Yard and infrastructure and related works, and new cycle parking on Caledonia Street.

Case Officer	Tom Broomhall
Applicant	Endurance Land LLP
Agent	Savills

1. RECOMMENDATION

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

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

2. BACKGROUND OF DEFERRAL

2.1 Planning application P2021/2269/FUL was presented at the Planning Committee meeting on 22 February 2022. The Planning Committee Report for this meeting is appended as **Appendix 2** for reference.

2.2 During the 22 February 2022 Committee Meeting, Members expressed concerns that the building is a floor too high and that a removal of a floor would give better proportion and reduce daylight and sunlight concerns. Members also commented that an improved affordable workspace, possibly with an extended lease from 10 to 20 years would be welcomed. The views of committee members is captured in the agreed minutes from this meeting. The minutes are appended to this report (see **Appendix 3**).

2.3 As such, the item was deferred in order for the applicant to review the massing of the building in order for betterments to the daylight and sunlight transgressions, in order to reduce perceived harm to neighbouring amenity and to reduce the heritage impacts.

2.4 Since the 22 February 2022 Committee Meeting, the Applicant has submitted revised documents as follows:

- 13601-A-02-L00-07-050-P2 – Proposed Site Plan
- 13601-A-02-L00-07-100-P3 – Proposed Ground Floor Plan
- 13601-A-02-L04-07-104-P3 – Proposed Fourth Floor Plan
- 13601-A-02-L05-07-105-P3 – Proposed Fifth Floor Plan
- 13601-A-02-L06-07-106-P3 – Proposed Roof Plan – Lower
- 13601-A-02-LRF-07-107-P3 – Proposed Roof Plan – Upper
- 13601-A-02-LXX-07-150-P3 – Street Elevations – Proposed
- 13601-A-02-LXX-07-160-P3 – Context Section North-South - Proposed
- 13601-A-02-LXX-07-161-P1 – Context Section East-West – Proposed
- 13601-A-02-LXX-07-200-P3 – Proposed North Elevation
- 13601-A-02-LXX-07-201-P3 – Proposed West Elevation
- 13601-A-02-LXX-07-202-P1 – Proposed South Elevation
- 13601-A-02-LXX-07-203-P3 – Proposed East Elevation
- 13601-A-02-LXX-07-300-P2 – Proposed Section AA
- 13601-A-02-LXX-07-301-P3 – Proposed Section BB
- 13601-A-02-LXX-07-302-P3 – Proposed Section CC
- 13601-A-02-LXX-07-304-P3 – Proposed Section EE
- 13601-A-02-LXX-07-305-P1 – Proposed Section FF
- 13601-A-02-LXX-07-306-P1 – Proposed Section GG
- 13601-A-02-LXX-07-307-P2 – Proposed Section HH
- 13601-A-02-LXX-07-308-P2 – Proposed Section II

- 0182c_PR3-P-GA-LY-01_RevC – Laundry Yard + Times Yard Proposed Ground Floor Plan
- 0182C-PR3-P-DT-LY-02_RevC - Laundry Yard + Times Yard Proposed Services Plan
- Design & Access Statement Addendum B – May 2022
- Heritage and Townscape Statement Addendum April 2022
- Daylight, Sunlight and Overshadowing Report – May 2022 Version V1 – Ref: P2593
- Letter from Savills dated 5 May 2022

2.5 As a result of the amendments to the scheme the description of development has been revised to reflect the removal of one storey to the proposed roof extension and removal of the proposed flexible (Class E) unit within Laundry Building. The description of development should now read as follows:

“Refurbishment of existing buildings; partial demolition and infill extensions to the southern, northern courtyard and western elevations at ground, first, second, third and fourth floor level and one storey roof extensions to provide additional Class E(g)(i) Office floorspace at Times House; removal of plant room and entrance, alteration to the elevations and enlargement of existing windows to Laundry Building; further works include the provision of three flexible Food and Drink (Class E (b)) and/or Bar/Drinking Establishment (Sui Generis) units, and four Retail (Class E (a)) units at ground floor level; provision of outdoor terraces at first, fourth and fifth floor levels, basement cycle storage and associated facilities, green roofs, plant at basement and roof level; public realm works to Laundry Yard and infrastructure and related works, and new cycle parking on Caledonia Street.”

2.6 This addendum report addresses the reasons for the committee’s deferral of this application and the consequential amendments to the proposal to address these. As such, the areas of assessment in regards to this application which have not been directly addressed in the addendum report still stand. The February Committee report has been appended. A period of approximately 4 months has passed since this application was last presented to members on 22nd February 2022. Officers have had due consideration to the most up-to-date Development Plan, as well as the Draft Local Plan which currently going through the Examination process. There have been no changes to the Development Plan or Draft Local Plan which would alter Officers’ assessment of material planning considerations as outlined in the February Committee Report. There have also been no other material changes to the site nor its surroundings which was alter the Council’s assessment.

3. FURTHER CONSULTATION UNDERTAKEN

Public Consultation Responses

3.1 The Council has chosen to reconsult on the applications following receipt of amendments to the proposals. Given the previous consultation where the applications have previously been subject to statutory consultation including site and press notices, the Council has exceeded its statutory requirements for consultation through reconsulting at this stage.

3.2 The amendments to the applications amount to reductions to the proposals and therefore are not considered to be significant in the overall context of the applications. As such the 14-day reconsultation period is in line with the Council’s Statement of

Community Involvement. The 14-day re-consultation on the application began on 10 May 2022 until 24 May 2022.

- 3.3 Notwithstanding this, it is the Council's practice to continue to consider representations made up until the date of a decision. Any representations received after the publication of the Committee Report will be given due consideration, will be provided to Members prior to the Committee Meeting and a verbal update will be provided as part of the Officer's presentation.
- 3.4 Objections were received from 22 residents during this latest re-consultation period.
- 3.5 Representations have been received from a total of 40 residents forming objections to the proposal during the course of the application. Further correspondence has been received by the Case Officer from a number of these objectors. Officers consider as the amendments amount to reductions, no new material planning considerations have been raised, which haven't already been addressed in the 22 February 2022 Committee Report (e.g. relating to building heights, impact on heritage assets, reductions to daylight and sunlight etc.). This is outlined in section 8.8 of the appended committee report. However, given that the scheme has been revised, officers have responded to the planning considerations that have been raised during the latest period of reconsultation. The main issues raised relate to:
- Impact on heritage assets of the height and massing (**Officer comment:** In the committee report dated 22 February 2022 officers have given a detailed and careful consideration of the impact of the proposals on the surrounding heritage assets in accordance with the requirements of paragraphs 195, 200 and 202 of the NPPF and given special regard to the impact on the setting of the listed buildings and the conservation areas. Officers have concluded that the impact of the proposals would cause less than substantial harm to these heritage assets. The scheme has been reduced in height and massing and officers note the reductions in the visibility as indicated in the images indicating the views from Euston Road, Caledonian Road, Caledonia Street, and York Way (As demonstrated in the Design and Access Statement Addendum and the Heritage and Townscape Statement Addendum) and the overall reductions in height and massing. The Council's Design and Conservation Officers and Historic England raised no objections to the previous scheme and have continued to raise no objections to the revised scheme. Officers consider the amendments to the scheme reduce the impact on heritage assets and provide an increased level of public benefits with increases in the percentage and lease terms of the proposed affordable workspace. Therefore the scheme is acceptable in accordance with the requirements of the NPPF and the development plan.)
 - Loss of daylight (**Officer comment:** In the committee report dated 22 February 2022 officers have considered the impacts of the proposals on the daylight, sunlight and overshadowing to the neighbouring residential properties. The amendments to the scheme result in a significant reduction in the impact of the proposals on the levels of daylight and sunlight to the neighbouring residential properties. Officers consider the impacts are acceptable. This is considered in detail below, in the reductions in impacts to Daylight section of this report.)
 - Applicant's consultation with residents; (**Officer comment:** The Council notes the comments made by the applicant and has undertaken its own reconsultation to obtain the views of residents which have been considered in this latest assessment of the application.)

- Reduced cycle parking for residents from 65 to 10 secure spaces (**Officer comment:** Given that the lack of any formal consent or allocation for residential cycle parking, the provision of 10 dedicated cycle parking spaces for residents is considered to amount to an improvement on the existing situation and an overall benefit. This is considered in more detail in the assessment of this report and would be secured by condition 41.)
- Requests additional elements are added to the wording of the CEMP condition to include construction across the site should be restricted to 0900-16.00 only on weekdays and no Saturday working in addition to no working on Sundays and Bank Holidays. (**Officer comment:** The details of the Construction Environmental Management Plan are required to be submitted by condition (5) and will be discharged in consultation with the Council's Environmental Health Officer and Highways officers.)
- Has undertaken research to suggest there is a lack of demand for office accommodation in this area. (**Officer comment:** The adopted and emerging planning policy basis for the land use for the site has been considered in detail in the committee report dated 22 February 2022. There has been no material change to the Council's land use policies relevant to the scheme, since the publication of this report.)
- Lack of consultation with residents of Keystone Crescent (**Officer comment:** During the course of the application the Council has undertaken a number of rounds of public consultation and has exceeded its statutory requirements and accords with the requirements of the Council's Statement of Community Involvement.)

Islington Society:

- 3.6 In response to the further re-consultation and the revised description of the two planning applications P2021/2269 and P2021/2270 The Islington Society wishes to resubmit its objections to these schemes. The society believes that the revised submissions by the applicant do not address its concerns about the application's contraventions of the Conservation Area Guidelines, in particular the additional height and mass above the roof line of the surrounding historic locally listed buildings. The society accepts that the developer has made some effort to reduce the height of the new developments but these are insufficient to address its concerns. For example, while the developer has reduced the number of floors in the redeveloped "Times House" by one, the height of the proposed new building is only cut by a single metre. The society is also concerned that the application still does not retain the spirit of the highly successful early 2000s redevelopment of the area, particularly around Albion Yard and behind the Laundry Building. (**Officer comment:** In the committee report dated 22 February 2022 officers have given a detailed and careful consideration of the impact of the proposals on the surrounding heritage assets in accordance with the requirements of paragraphs 195, 200 and 202 of the NPPF and given special regard to the impact on the setting of the Listed Buildings and the conservation areas. Officers have concluded that the impact of the proposals would cause less than substantial harm to these heritage assets. Officers consider the amendments to the scheme reduce the impact on heritage assets. The impact on the conservation area is considered in the assessment below, in the reductions to roof extensions section.)
- 3.7 Transport for London - With regards to the proposed residential cycle parking spaces, the applicant should provide a minimum of 5% larger cycle parking spaces and should meet the design standards set out in Chapter 8 of the London Cycle Design Standards (LCDS) and London Plan policy T5 (cycling). (**Officer comment:** Officers note that the

proposed scheme does not propose any residential units, there are no residential units within the site, and there is no policy requirement for the provision of residential cycle parking within the site. The provision of dedicated cycle parking for residential use amounts to a benefit of the scheme. Notwithstanding this, it is proposed to attach an additional condition (42) to secure details of the proposed residential cycle parking to be submitted to and approved by the Local Planning Authority.)

UPDATED ASSESSMENT

3.8 Following the deferral, the Applicant submitted revised elevation/floorplan/section drawings, revised landscape drawings, revised 'Daylight & Sunlight' reports, a Design & Access Statement Addendum, a Heritage and Townscape Statement Addendum and a cover letter setting out the extent of the amendments.

3.9 It should be noted that the scheme has not been amended beyond the following revisions outlined in this addendum report.

3.10 A summary of the amendments are as follows:

- The massing of the proposed roof extensions has been reduced at various levels as follows:
 - The overall height of the proposed development across the scheme has been reduced by 0.5 metres.
 - Removal of one floor from the east wing of Times House, resulting in a 3.3 metre reduction in height.
 - Height of fifth floor reduced by 0.3 metres.
 - A minor additional single storey infill extension on the southern part of the site at fourth floor level, leading to a minor reduction in the extent of the proposed fourth floor roof terrace.
- As a result of the amendments to the application, the proposed uplift in GIA floorspace has been reduced from 1,723sqm to 1,559sqm which equates to a reduction of 164sqm of floorspace from the previous scheme. This is not considered to raise conflict with the Council's land use policies.
- The affordable workspace offer of 207.7sqm is to be provided within Laundry Building on the ground floor. As part of the latest amendments this has now been separated from the Jahn Court application. The proposed offer has increased to 13.3% of the uplift in floor area, relating only to this application, for a period of 20 years on a peppercorn rent (increased from the previous offer of 10 years).
- Provision of 10 dedicated secure cycle spaces within the basement of Times House for the residents of Regents Quarter to be secured by condition.

3.11 These amendments are assessed in the following sections of this report.

Reductions to Roof Extensions

3.12 The reductions made to the height and massing are considered to respond to the concerns raised at Planning Committee.

3.13 The proposed height and massing is slightly reduced within the views to Kings Cross Station. Importantly, it should be emphasised that the existing roof of Times House is already visible in this view and whilst the proposed development will be more visible,

the impact of this is considered to be acceptable as the height of the extension is in line with the shoulder height of Kings Cross Station. Furthermore, the design/materials blend in with the skyline and are an improvement to the existing roofline design.

- 3.14 In addition, the view of the east wing of the development is now significantly reduced and blends in with the existing modern roof top extensions of the surrounding buildings. The development is also now not visible from York Way or Caledonia Street.
- 3.15 Following this reduction in the height and massing, the southern area of the fourth floor level has been slightly extended by reducing the extent of the proposed fourth floor roof terrace, to mitigate the loss of some floor area elsewhere. The extent of this addition is minor, and is located adjacent to commercial properties, and is not in close proximity to residential properties.

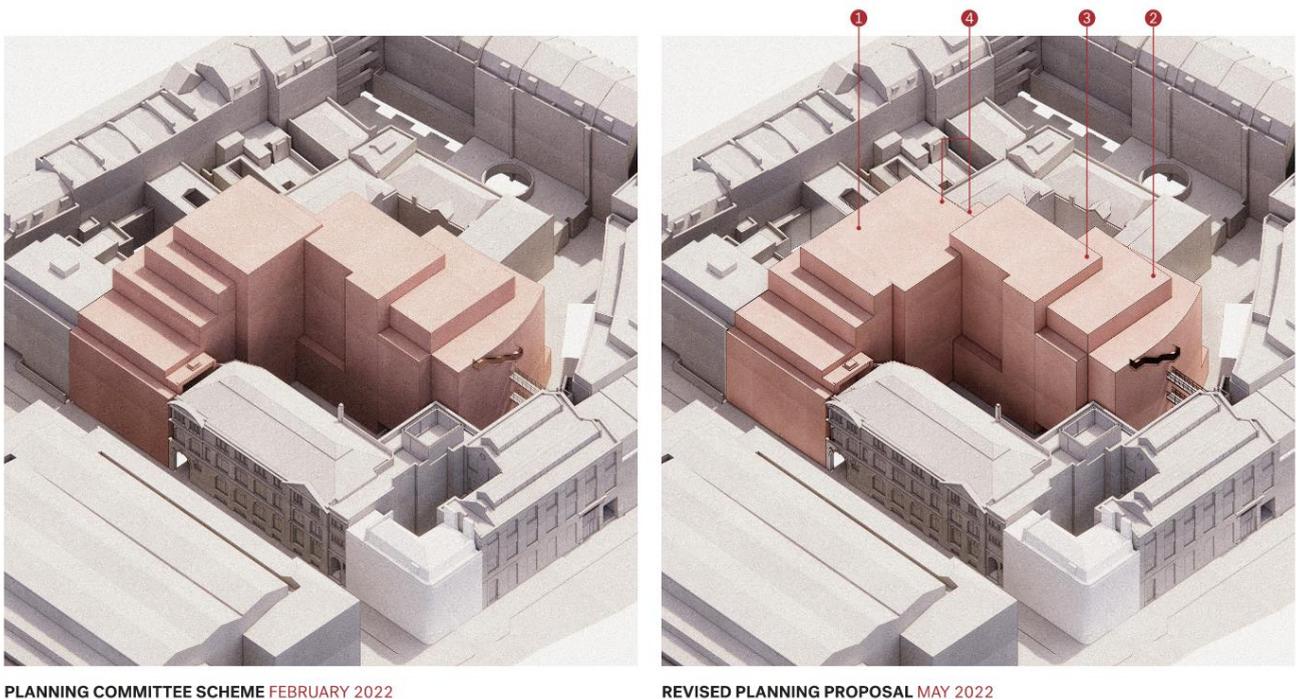
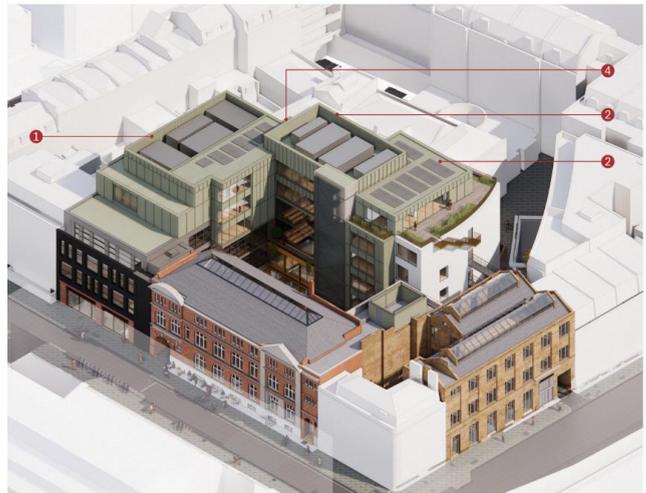


Image 1 – Proposed and Revised changes to massing

- 3.16 Image 1 shows a comparison between the massing of the proposed roof extensions on the previous scheme and those now proposed as part of the revised scheme.



PLANNING COMMITTEE SCHEME FEBRUARY 2022



REVISED PLANNING PROPOSAL MAY 2022

Image 2 – Proposed and Revised – Axonometric View

3.17 Image 2 shows a comparison between the visual massing of the proposed roof extensions on the previous scheme and those now proposed as part of the revised scheme.



PLANNING COMMITTEE SCHEME FEBRUARY 2022



REVISED PLANNING PROPOSAL MAY 2022

Image 3 - Proposed and Revised View 10 south from Caledonian Road

3.18 Image 3 shows a comparison between the visibility of the proposed roof extension to Times House as shown from Caledonian Road, between the previously proposed scheme and the revised scheme. The images demonstrate that the visibility of the massing of the roof extension has been significantly reduced in this view.

3.19 The proposed total height of the building following the proposed roof extensions has been reduced. The eastern wing is now proposed to increase in height from 17.2m (east wing) to 21.6m to the top of the roof plant (down from 24.9m as previously proposed) and to increase the height of the west wing from 20.9m to 23.9m to the top of plant (down from 24.4m as previously proposed). The proposed heights to the top of the roof have also been reduced. The west wing roof rises from 17.9m to 21.6m (down from 21.9m as previously proposed) and for the east wing roof rises from 14.4m to 21.6m (down from 21.9m as previously proposed). The overall height reduction of

the east wing is 3.3m (43% of the extension height), and the overall reduction in height of the west wing is 0.5m (15% of the extension height).

- 3.20 The revised massing incorporates an uplift in the proposed provision of blue and green roofs from the previous scheme, now providing 288.2sqm of blue roof and 256.3sqm of blue/green roof.
- 3.21 While there were no design or heritage objections from officers to the earlier iteration that was considered at committee, given the proposed reductions to height and mass, and the resulting beneficial impact to the amenity of the adjacent properties, together with the high quality of architecture demonstrated within the detailed designs, including innovative materiality, there are no design objections to the amended scheme design.
- 3.22 Overall, the height and massing of the proposed extensions have been sufficiently reduced in scale resulting in the building being less prominent from the public realm. Further to the design changes, a revised Heritage and Townscape Statement has been prepared which outlines that the proposals will have an even lesser impact than the previous scheme which was considered to be acceptable in heritage terms.
- 3.23 It is worth reiterating that no objections have been raised by the Council's Design and Conservation Officers, the Design Review Panel and Historic England. The proposals therefore positively respond to the local context and heritage assets within the area and improve the heritage case. The proposals remain acceptable in heritage terms in line with the NPPF, London Plan Policy D3 and Policy HC1 and Emerging Local Plan policies, PLAN1, SP2, DH1, DH2, and DH3.

Reductions in impacts to Daylight

- 3.24 The reduction in mass to the fourth storey has led to betterments, in the reductions to daylight and sunlight to neighbouring properties.

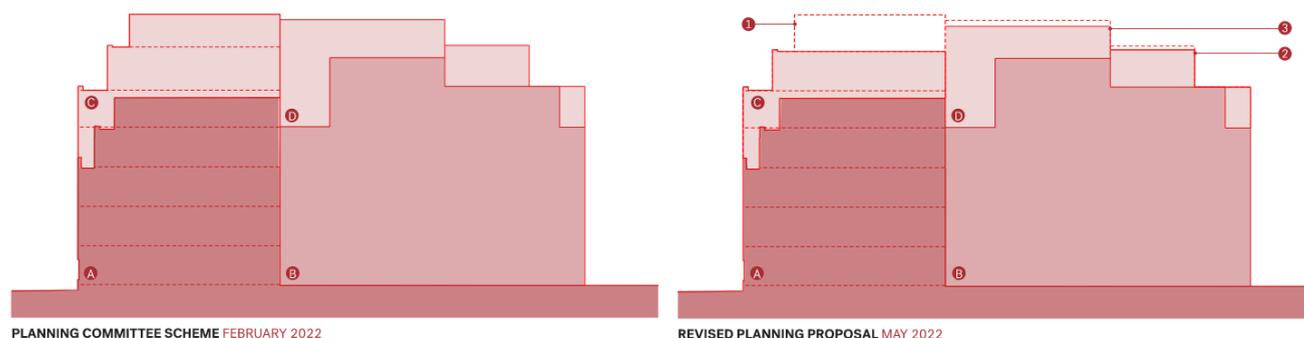


Image 4 – Proposed and Revised East West Section

- 3.25 In image 4, parts A and B indicate existing massing, and parts C and D indicate the proposed additional massing.
- 3.26 In the scheme presented to the planning committee on 22 February 2022, a total of 84 windows and 54 rooms to neighbouring properties were assessed, 3 (3.6%) of the windows and 3 (5.56%) of the rooms would see reductions beyond the BRE guidance criteria (when using the VSC criteria for the windows and the daylight distribution (the NSL test) criteria for the rooms).

3.27 Following the latest amendments to the scheme, the revised Daylight, Sunlight and Overshadowing Assessment confirms that of the same windows and rooms tested, now only 1 (1.2%) of the windows and 2 (3.7%) of the rooms would see reductions beyond the BRE guidance criteria (when using the VSC criteria for the windows and the daylight distribution (the NSL test) criteria for the rooms).

3.28 It is important to note that a number of windows and rooms would see a betterment to the reductions to neighbouring properties, albeit the reductions would remain beyond the BRE guidance. The reduced transgressions are reported to neighbouring properties at the Joiners Yard and Caledonian Road. These are outlined further below with a comparison between the impacts of the previous scheme and the revised scheme:

Table 1 – 8-15 Joiners Yard

		Vertical Sky Component				No Skyline (Daylight Distribution)				
Room / Window	Room Use	Existing (%)	Proposed (%)	Reduction (%) Previous scheme	Reduction (%) Revised Scheme	Room (sq m)	Previous (sq m)	Proposed (sq m)	Reduction (%) Previous scheme	Reduction (%) Revised Scheme
<i>Third floor</i>										
R1/223 - W1	Bedroom	22.6	17.7	22.24%	21.9%	15.3	15.4	15.3	0.6%	0.6%
<i>Fourth floor</i>										
R1/224 - W1	LKD	31.5	25.2	20.28%	19.9%	24.9	24.7	22.1	10.1%	10.1%

Table 2 - 1-3 Caledonian Road

		Vertical Sky Component				No Skyline (Daylight Distribution)				
Room / Window	Room Use	Existing (%)	Proposed (%)	Reduction (%) Previous scheme	Reduction (%) Revised Scheme	Room (sq m)	Previous (sq m)	Proposed (sq m)	Reduction (%) Previous scheme	Reduction (%) Revised Scheme
<i>First Floor</i>										
R2/306 - W3	Bedroom (assumed)	20.3	18.1	11.7%	10.7%	11.5	10.5	8.4	20.7%	19.7%

Table 3 – 11 Caledonian Road

		Vertical Sky Component				No Skyline (Daylight Distribution)				
Room / Window	Room Use	Existing (%)	Proposed (%)	Reduction (%) Previous scheme	Reduction (%) Revised Scheme	Room (sq m)	Previous (sq m)	Proposed (sq m)	Reduction (%) Previous scheme	Reduction (%) Revised Scheme
<i>First Floor</i>										
R2/251 - W2	Bedroom (assumed)	18.1	14.6	20.97%	19.7%	11.1	10	9	10.1%	10.8%

**Table 4 - 13-17
Caledonian Road**

		Vertical Sky Component				No Skyline (Daylight Distribution)				
Room / Window	Room Use	Existing (%)	Proposed (%)	Reduction (%) Previous scheme	Reduction (%) Revised Scheme	Room (sq m)	Previous (sq m)	Proposed (sq m)	Reduction (%) Previous scheme	Reduction (%) Revised Scheme
<i>First Floor</i>										
R2/231 – W4	Kitchen	16.4	14.1	14.4%	13.6%	6.2	2.2	1.6	33.6%	27%
<i>Second Floor</i>										
R2/232 – W3	Kitchen	23.4	20.8	12.4%	10.8%	6.2	3.5	2.6	29.1%	25.6%

3.29 Now only one window and two rooms would continue to see transgressions beyond the BRE criteria and the extent of the impacts have been significantly reduced. The greatest impacts under this revised scheme with regards to daylight are considered to be acceptable given the site’s central, dense and urban context.

Impacts to Sunlight

3.30 In the scheme presented to the planning committee on 22 February 2022, the submitted report indicated that there were no reported sunlight transgressions and all neighbouring properties met BRE guidance. Given that the scheme has been reduced in height and massing, this situation remains the same and all neighbouring properties continue to meet BRE guidance with regards to sunlight impacts.

Summary

3.31 A comprehensive assessment of the revised proposed development on surrounding windows and rooms to nearby dwellings has been undertaken in accordance with BRE guidance and practice. Regarding the transgressions beyond BRE guidance with regard to daylight and sunlight, the overall quantum is minimal and the reductions themselves are considered to be minor given the circumstances and site context.

3.32 Overall, there has been a significant reduction in the impacts on the daylight levels to the surrounding residential properties as result of the amended scheme. The proposals are considered to be in line with BRE standards and guidelines and Policy DM2.1.

Changes to Affordable Workspace

3.33 The scheme previously presented to committee, proposed to provide affordable workspace within the Hub Building at 34b York Way with an allocation of 388sqm (GIA) of floorspace, representing 10.4% of the combined uplift of office floorspace across both the Jahn Court application scheme and the Times House and Laundry Building application scheme under Ref: P2021/2269/FUL. It was proposed to provide this affordable workspace on a peppercorn rent for a period of 10 years.

3.34 Following amendments to both applications, the affordable workspace is now proposed to be provided separately for each application and is to be located on-site within each application scheme. It should be noted that cumulatively, should both schemes be approved, the total floorspace to be provided separately across each application amounts to 448.7sqm which is an uplift in the total provision of affordable workspace from that proposed previously at 388sqm.

- 3.35 As a result of the revisions to the applications, the Hub Building at 34b York Way is intended to remain as market office accommodation.
- 3.36 For the current application, the affordable workspace is proposed to be located on the ground floor of the Laundry Building. The area of this allocated space will be 207.7sqm and this represents 13.3% of the uplift in office floorspace proposed by the application. This is shown below on the revised ground floor plan.

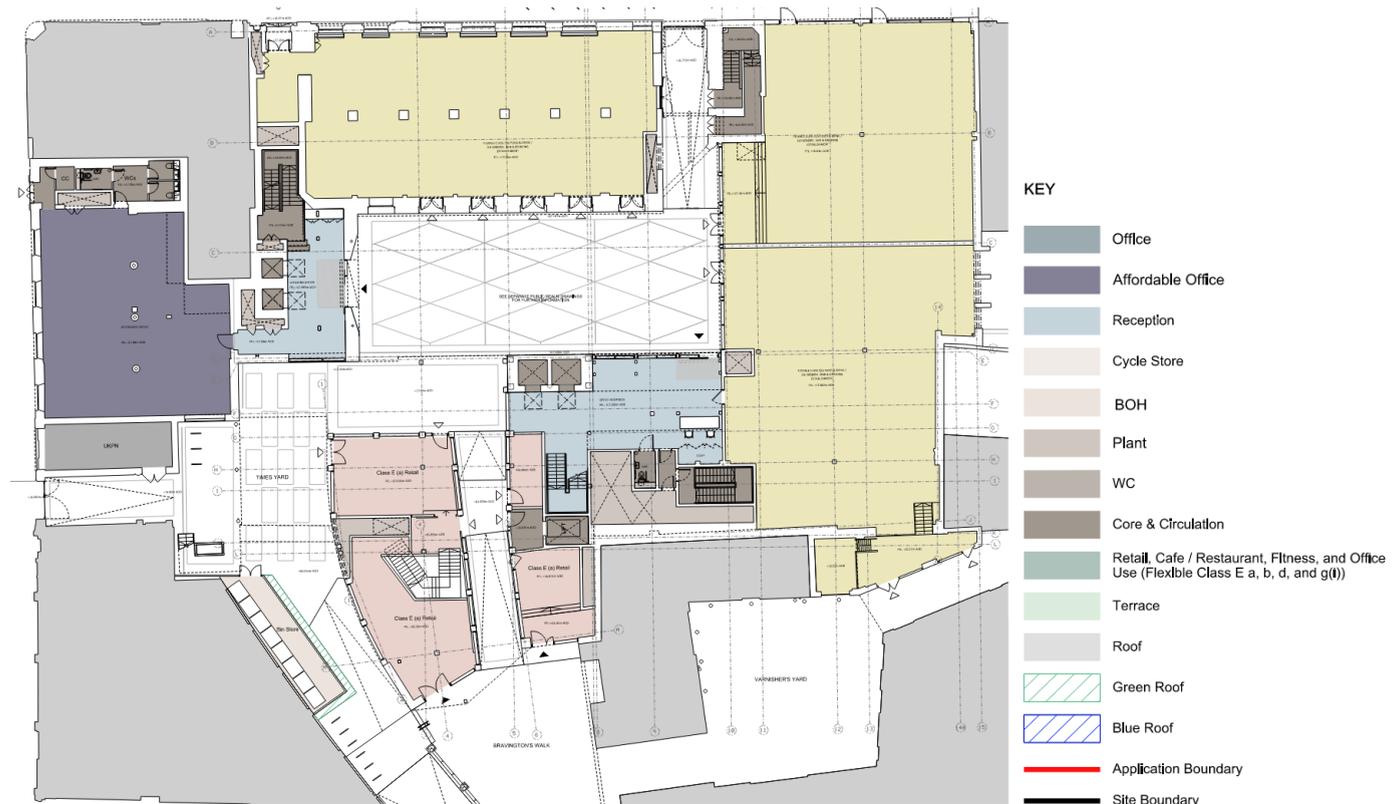


Image 5 – Revised proposed ground floor plan – Provision of Affordable Workspace

- 3.37 The space will be open plan and is proposed to be fit out to a Category A standard. The location on the ground floor of the main building enables access to the basement cycle storage and ground floor WC's. The lease length of the proposed affordable workspace offer has been increased from 10 years to 20 years on a peppercorn rent.
- 3.38 LB Islington's adopted affordable workspace Policy DM5.4 requires 5% of employment floorspace to be provided on a peppercorn rent for 10 years. The emerging Policy B4 requires 10% of floorspace to be provided for 20 years.
- 3.39 The revised offer therefore exceeds the adopted planning policy requirements as set out by London Plan Policy E3 and Policy DM5.4 and will be compliant with emerging planning policy.
- 3.40 The Council's Inclusive Economy Team has been consulted on the revisions to the proposals and have met with the applicant to discuss the amendments. The Inclusive Economy Team accepts the revised provision of affordable workspace.

Green Roof and Urban Green Factor

- 3.41 As the roof levels have been reduced and reconfigured from the previous proposals, it is understood that a review of the green and blue roofs has been undertaken, in this respect the roof of Times House will now comprise 260sqm of green roof (23sqm increase), whilst the blue roof will also increase in area to 552sqm (131sqm increase). This is considered to improve the sustainable drainage of the site, whilst also improving the urban greening factor and biodiversity net gain results, which now sit at 0.17% and 125.3 % respectively.

Cycle Parking

- 3.42 It is understood that some of the residents in the Regents Quarter have had access to the existing bike store within the courtyard in Block B which contains up to 65 spaces. However, there is no evidence of a formal allocation provided to residents as part of any previous planning consent and there is no evidence of a formal arrangement for residents.
- 3.43 In response to comments from residents, the applicant has provided the following statement (via email submitted by Nicola Forster dated 23 May 2022):

'The residents within Regent Quarter do not have a formal allocation or quantum of dedicated cycle parking spaces within the Estate or under their lease agreements. However, Endurance Land are aware that some residents have been using an external cycle store on an informal basis within Block B of the Estate which services the commercial units.'

This facility is being removed as part of the proposals for the Times House and Laundry Building scheme and will be re-provided within the basement of the new development. Whilst this will not result in a loss of formally allocated cycle spaces for residents, Endurance Land are proposing to formally allocate 10 of these new cycle spaces for residents. These spaces will be provided within a secure location for the benefit of the residents.'

Other locations for the residents cycle parking were considered, including the basement of The Copperworks and the car park of Joiners Yard. However, these options were not considered to be appropriate by residents. Other options in the courtyards were also explored which were constrained in design and heritage terms.'

Endurance Land has confirmed that if there is additional demand for residents cycle spaces, they will continue to work with the residents to consider where additional provision can be provided within the Estate.'

- 3.44 It is now proposed to provide 10 secure cycle parking spaces for residents which will be located within the basement of Times House to be secured by condition. Based on the revised scheme, the secure cycle parking provision remains at a total of 105 spaces to be provided for office workers, retail workers and now 10 of the spaces are to be allocated to the residents of the Regents Quarter.
- 3.45 As a result this would reduce the provision for the office and retail floorspace to 95 spaces. A London Plan policy compliant provision would require 103 spaces and therefore the scheme would provide 8 spaces less than this policy requirement. However, given the restrictions on the site and the attempts to find an alternative provision for residents, the minor shortfall for office and retail staff is not considered to

harmfully undermine the sustainable transportation measures of the proposal. As such, the scheme remains acceptable in this regard.

- 3.46 Given that the lack of formal allocation for residential cycle parking, and the lack of any policy requirement for such a provision, the provision of 10 dedicated cycle parking spaces for residents, is considered to amount to an improvement on the existing situation and an overall benefit of the scheme beyond the requirements of the development plan. This would be secured by condition 42 attached to the grant of consent.

4. CONSULTATION

- 4.1 The applicant's submission provides details of further engagement with residents. It is understood that Endurance Land has held four further meetings with the Regent Quarter Residents Group since the 22 February Planning Committee meeting. It is understood that these meetings took place on:

- 29 March 2022
- 21 April 2022
- 28 April 2022
- 4 May 2022.

- 4.2 The applicant states that the purpose of the meetings was to further consider resident's concerns relating to the development and to review whether any additional changes could be made to the scheme. The discussions have led to various changes being made to the scheme including:

- Reductions to the height and massing of the proposed roof extensions.
- Improvements to the Daylight and Sunlight impacts on the neighbouring residential properties from the previous scheme.
- Provision of new dedicated secure cycle parking spaces for residents.
- A commitment by Endurance Land to consider further management arrangements to improve the residential amenity of residents.

- 4.3 The Council notes the comments made by the applicant and has undertaken its own reconsultation to obtain the views of residents. These are reported in paragraphs 3.1 – 3.6 of this report.

5. CONCLUSION

- 5.1 Following the deferral of the application at 22 February 2022 Committee Meeting, the applicant has revised the proposal by making reductions to the height and massing of the proposed roof extensions. This has led to betterments in the reductions in both the number and level of impacts to daylight and sunlight and reductions in the visibility of the roof extensions, reducing the impacts on the surrounding heritage assets.

- 5.2 The scheme has been amended to relocate the position of the proposed affordable workspace from The Impact Hub at 34b York Way to Laundry Yard. The provision of affordable workspace is policy compliant with the adopted and emerging local plan including an increase to the length of the lease from 10 to 20 years.

- 5.3 In light of the amendments, officers have revisited the planning balance, noting the reduced impact on heritage assets as a result of the reduced height and massing which has reduced the visibility of the extensions, the reduced impacts on neighbouring amenity, the additional public benefits of an increase in the percentage of affordable

workspace and the extension to the length of the lease, and a formal provision of secure cycle parking for residents. Overall, there is less conflict with policy DM2.1, and the increase public benefits outweigh the limited harm to heritage assets caused by the development. As a result, the proposals are considered to be acceptable in accordance with the requirements of the NPPF and the development plan.

- 5.4 Overall the amendments to the scheme are considered to have addressed the reasons for the deferral of the application at the planning committee on 22 February 2022.
- 5.5 It is recommended that planning permission be granted subject to conditions and Section 106 agreement Heads of Terms as set out in **Appendix 1 – RECOMMENDATIONS**.
- 5.6 These replicate the original conditions, save for amended wording to some conditions as follows:
- Condition 2 has been amended to include the revised drawings and documents received since the 22 February 2022 Committee Meeting (those in **bold** are the revised drawings).
 - Condition 4 – Cycle parking compliance has been amended to include the revised drawings.
 - Condition 17 – reference to Class E flexible use unit has been removed to reflect this amendment to the application to incorporate the provision of Affordable Workspace within the Laundry Building.
 - Condition 18 – Accessible Showers/WC has been amended to include the revised plan drawings.
 - Condition 36 – Noise Management Plan - has been amended to include the revised drawings.
- 5.7 It is proposed to add a further condition (42) relating to the provision of secure cycle parking for residents.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

That planning permission be granted subject to the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 between the Council and all persons with an interest in the land (including mortgagees) in order to secure the following planning obligations in relation to application P2021/2269/FUL to the satisfaction of the Head of Law and Public Services and the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service (those in **bold** have been revised from the previous committee report):

- A contribution towards provision of off-site affordable housing of: **£207,920.**
- **Provision of 207.7sqm of Affordable Workspace within the Laundry Building for 20 years at peppercorn rent.**
- A contribution of £35,500 towards public realm improvement works in the streets immediately abutting the development site.
- Employment and training contribution of **£24,582** to improve the prospects of local people accessing new jobs created in the proposed development.
- A contribution towards offsetting any projected residual CO2 emissions of the development, to be charged at the established price per tonne of CO2 for Islington (currently £920). Total amount for this application is £145,176.00. This amount may be reduced in the event that through addressing condition 23 further energy efficiency is obtained and the financial contribution can be reduced accordingly.
- Facilitation, during the construction phase of the development, of the following number of work placements: 1. This placement must last a minimum of 26 weeks. The London Borough of Islington's approved provider/s to recruit for and monitor placements, with the developer/contractor to pay wages. Within the construction sector there is excellent best practice of providing an incremental wage increase as the operative gains experience and improves productivity. The contractor is expected to pay the going rate for an operative, and industry research indicates that this is invariably above or well above the national minimum wage and even the London Living Wage (£10.55 as at 15/04/19). If these placements are not provided, LBI will request a fee of: £5,000.
- Compliance with Islington's Code of Practice for Construction Sites and monitoring costs of **£2,679** and submission of site-specific response document to the Code of Construction Practice for approval of LBI Public Protection, which shall be submitted prior to any works commencing on site.
- The provision of 4 accessible parking bays or a contribution of £8,000 towards accessible transport measures.
- The repair and re-instatement of the footways and highways adjoining the development. The cost is to be confirmed by LBI Highways, paid for by the applicant and the work carried out by LBI Highways. Conditions surveys may be required.
- Compliance with the Code of Employment and Training.
- Compliance with the Council's Code of Local Procurement.
- Connection to a local energy network, if technically and economically viable

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

- Submission of, and compliance with, a Green Performance Plan.
- Submission of a draft framework Travel Plan (for each building) with the planning application, of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development or phase (provision of travel plan required subject to thresholds shown in Table 7.1 of the Planning Obligations SPD).
- Locations of 16 short stay cycle parking stands (32 spaces) to be accommodated within the Highway at locations that will serve the development, to be agreed through the S278 Agreement.
- Changes to the hours of opening of Block B entrance gates to Pentonville Road and Caledonian Road. The gates at Pentonville Road and Caledonian Road to close between midnight and 1am as the last gates to close following closing time at the bars and restaurants in Vanisher's Yard and Bravington's Walk.
- Engagement Plan to be agreed with Local Schools prior to implementation of the development.
 - During construction – Endurance Land will host site visits and seminars on construction and property matters for two local schools where there is an existing relationship with the developer:
 - Winton Primary School; and
 - Hugh Myddelton Primary School.
- The Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106 agreement.

That, should the Section 106 Deed of Planning Obligation not be completed within 4 weeks from the date of the Planning committee meeting when a resolution to approve the application is reached (or a future date as agreed by officers and the applicant), the Service Director, Planning and Development / Head of Service – Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

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

RECOMMENDATION B

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

LIST OF CONDITIONS:

1	<p>Commencement (compliance)</p> <p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	<p>Approved plans list (compliance)</p> <p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans and documents:</p> <p>Site location Plan - 13601-A-Z2-LXX-00-001; Existing Site Plan (1:500) - 13601-A-02-LXX-00-020; Existing Site Plan (1:200) - 13601-A-02-L00-01-050; Existing Basement Plan - 13601-A-02-LG1-01-099; Existing Ground Floor Plan - 13601-A-02-L00-01-100; Existing First Floor Plan - 13601-A-02-L02-01-101; Existing Second Floor Plan - 13601-A-02-L02-01-102; Existing Third Floor Plan - 13601-A-02-L03-01-103; Existing Fourth Floor Plan - 13601-A-02-L04-01-104; Existing Roof Plan - Lower - 13601-A-02-L05-01-105; Existing Roof Plan - Upper - 13601-A-02-L06-01-106; Street Elevations - Existing (North and West) - 13601-A-02-LXX-01-150; Context Section - Existing (North - South) - 13601-A-02-LXX-01-160; Context Section - Existing (East - West) - 13601-A-02-LXX-01-161; Existing North Elevation - 13601-A-02-LXX-01-200; Existing West Elevation - 13601-A-02-LXX-01-201; Existing South Elevation - 13601-A-02-LXX-01-202; Existing East Elevation - 13601-A-02-LXX-01-203; Existing Section AA - 13601-A-02-LXX-01-300; Existing Section BB - 13601-A-02-LXX-01-301; Existing Section CC - 13601-A-02-LXX-01-302; Existing Section DD - 13601-A-02-LXX-01-303; Existing Section EE - 13601-A-02-LXX-01-304; Existing Section FF - 13601-A-02-LXX-01-305; Existing Section GG - 13601-A-02-LXX-01-306; Existing Section HH - 13601-A-02-LXX-01-307; Existing Section II - 13601-A-02-LXX-01-308;</p> <p>Basement Plan - Demolition - 13601-A-02-LG1-02-099; L00 Plan - Demolition - 13601-A-02-L00-02-100; L01 Plan - Demolition - 13601-A-02-L02-02-101; L02 Plan - Demolition - 13601-A-02-L02-02-102; L03 Plan - Demolition - 13601-A-02-L03-02-103; L04 Plan - Demolition - 13601-A-02-L04-02-104; Lower Roof Plan - Demolition - 13601-A-02-L05-02-105; Upper Roof Plan - Demolition - 13601-A-02-L06-02-106; Times House North Elevations - Demolition - 13601-A-02-LXX-02-200; Times House West Elevations - Demolition - 13601-A-02-LXX-02-201; Times House South Elevation - Demolition - 13601-A-02-LXX-02-202; Times House East Elevation - Demolition - 13601-A-02-LXX-02-203; Laundry Buildings North Elevation - Demolition - 13601-A-02-LXX-02-204; Laundry Buildings West Elevation - Demolition - 13601-A-02-LXX-02-205; Laundry Buildings South Elevation - Demolition - 13601-A-02-LXX-02-206; Laundry Buildings East Elevation - Demolition - 13601-A-02-LXX-02-207;</p> <p>Proposed Site Plan (1:500) - 13601-A-02-LXX-07-020 P1; <u>Proposed Site Plan (1:200) - 13601-A-02-L00-07-050 P2; Proposed Basement Plan - 13601-A-02-LB1-07-099 P2; Proposed Ground Floor Plan - 13601-A-02-L00-07-100 P3;</u> Proposed First Floor Plan - 13601-A-02-L01-07-101 P1; Proposed Second Floor Plan - 13601-A-02-L02-07-102 P1; Proposed Third Floor Plan - 13601-A-02-L03-07-103 P1; <u>Proposed Fourth Floor Plan - 13601-A-02-L04-07-104 P3; Proposed Fifth Floor Plan - 13601-A-02-</u></p>

L05-07-105 P3; Proposed Roof Plan - Lower - 13601-A-02-L06-07-106 P3; Proposed Roof Plan - Upper - 13601-A-02-LRF-07-107 P3; Street Elevations - Proposed (North and West) - 13601-A-02-LXX-07-150 P3; Context Section - Proposed (North - South) - 13601-A-02-LXX-07-160 P3; Context Section - Proposed (East - West) - 13601-A-02-LXX-07-161 P1; Proposed North Elevation (Caledonia Street) - 13601-A-02-LXX-07-200 P3; Proposed West Elevation - 13601-A-02-LXX-07-201 P3; Proposed South Elevation - 13601-A-02-LXX-07-202 P1; Proposed East Elevation - 13601-A-02-LXX-07-203 P3; Proposed Section AA - 13601-A-02-LXX-07-300 P2; Proposed Section BB - 13601-A-02-LXX-07-301 P3; Proposed Section CC - 13601-A-02-LXX-07-302 P3; Proposed Section DD - 13601-A-02-LXX-07-303; Proposed Section EE - 13601-A-02-LXX-07-304 P3; Proposed Section FF-13601-A-02-LXX-07-305 P1; Proposed Section GG-13601-A-02-LXX-07-306 P1; Proposed Section HH - 13601-A-02-LXX-07-307 P2; Proposed Section II-13601-A-02-LXX-07-308 P2;

Laundry Yard and Times Yard Existing Plan - 0182c_PR3-P-X-LY-01 rev B; Laundry Yard Existing Sections AA, BB, CC + DD - 0182c_PR3-P-X-LY-02 rev A; Laundry Yard Existing Sections EE, FF, GG + HH - 0182c_PR3-P-X-LY-03 rev A; **Laundry Yard + Times Yard Proposed Plan - 0182c PR3-P-GA-LY-01 rev C;** Times Yard Proposed Sections AA, BB, CC + DD - 0182c_PR3-P-GA-LY-02 rev A; Laundry Yard Proposed Sections EE, FF, GG + HH - 0182c_PR3-P-GA-LY-03 rev A; **Laundry Yard and Times Yard Proposed Services Plan - 0182c PR3-P-DT-LY-02 rev C;** 0182c-PR3-P-GA-BlockB Rev B; 0182c-PR3-P-GA-LY-04 Rev B; Laundry Yard Proposed Detail Plan + Isometric - 0182c_PR3-P-DT-LY-01 rev A; Laundry Yard Proposed Plan - 0182c_PR3-P-DT-LY-03 rev A;

Air Quality Assessment - Tetra Tech July 2021; Air Quality Dust Management Plan - Tetra Tech July 2021; Arboricultural Impact Assessment - TMA July 2021; Archaeological Desk Based Assessment - Savills August 2021; Biodiversity Net Gain Assessment and Urban Greening Factor Review - MKA Ecology July 2021; Construction Traffic Management Plan - RGP July 2021; Cover letter - Savills 2 Aug 2021; Delivery and Servicing Management Plan - RGP July 2021; Design and Access Statement - Piercy and Company July 2021; Economic Benefits and Social Value Infographic July 2021; Flood Risk Assessment and Drainage Strategy Report - Arup July 2021; Framework Travel Plan - RGP July 2021; Geo-environmental and Geotechnical Report - Campbell Reith July 2021; Health Impact Assessment Screening Form - Savills July 2021; Heritage and Townscape Statement - Turley July 2021; Noise Impact Assessment - Scotch Partners July 2021; Planning Statement - Savills July 2021; Preliminary Ecological Appraisal and Preliminary Roost Assessment - MKA Ecology July 2021; Public Realm report - Publica July 2021; Statement of Community Involvement - London Communications Agency July 2021; Sustainable Design and Construction Statement - Normal Disney and Young July 2021; Transport Statement - RGP July 2021; DRP Response Schedule 27.08.21; Letter from Point2 dated 8 October 2021; Noise Impact Assessment Addendum Revision 02 27 October 2021; Transport Statement Addendum October 2021 Ref: 19/4978/TN11; Energy Statement Responses to Planning Comments 18 October 2021; Heritage and Townscape Statement October 2021; NDY-G-SK-048[1.0]; MKA Ecology-Regents Quarter-Bat Mitigation Close Down Report 1.0; Letter from Savills 8 December 2021; Regent Quarter - Affordable Workspace Statement November 2021; Letter from Savills 26 January 2022; Times House - Massing & Materiality Progression Summary January 2022; Design & Access Statement Addendum January 2022; Fire Planning Statement dated 28 January 2022 ref: 14220-004; **Design & Access Statement Addendum B – May 2022; Heritage and Townscape Statement Addendum April 2022; Daylight, Sunlight and Overshadowing Report – May 2022 Version V1 – Ref: P2593; Letter from Savills dated 5 May 2022;**

	<p>REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.</p>
<p>3</p>	<p>Materials and Samples (Details)</p>
	<p>CONDITION: Details and samples of the following facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) Precast red entrance elements with complementary rendered facades; b) Pale yellow brickwork; c) Gold coloured metal work; d) White render; e) Articulated green coloured metal cladding; f) Profiled glass cladding; g) Metal cladding; h) Window treatment (including sections and reveals); i) Roofing materials including roof extension facing; j) Balustrading treatment (including sections); k) Green Procurement Plan l) Paving slabs and any other materials to be used as part of works to public realm in Laundry Yard and Times Yard m) Any other materials to be used <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
<p>4</p>	<p>Cycle Parking (Compliance)</p>
	<p>CONDITION: The bicycle storage area(s) hereby approved and shown on drawings Proposed Basement Plan 13601-A-02-LB1-07-99-P1 and Proposed Ground Floor Plan <u>13601-A-02-L00-07-100-P3</u>, shall be covered, secure and comprise of no less than</p> <ul style="list-style-type: none"> - <u>95</u> secure cycle spaces with associated shower, changing facilities, lockers and mobility scooter charging points. - 25 short stay cycle spaces; <p>The secure bicycle spaces shall be provided prior to the first occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
<p>5</p>	<p>Construction and Environmental Management Plan (Details)</p>
	<p>CONDITION: Notwithstanding the details submitted with the application, a Construction and Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.</p> <p>The Construction and Environmental Management Plan shall include details and arrangements regarding:</p>

- a) The notification of neighbours with regard to specific works;
- b) Advance notification of any access way, pavement, or road closures;
- c) Details regarding parking, deliveries and storage including details of the routing, loading, off-loading, parking and turning of delivery and construction vehicles and the accommodation of all site operatives', visitors' and construction vehicles during the construction period;
- d) Details regarding dust mitigation and measures to prevent the deposit of mud and debris on the public highway. No vehicles shall leave the site until their wheels, chassis and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance;
- e) Details of waste storage within the site to prevent debris on the surrounding highway and a scheme for recycling/disposing of waste resulting from construction works;
- f) The proposed hours and days of work (with reference to the limitations of noisy work which shall not take place outside the hours of 08.00-18.00 Monday to Friday, 08.00- 13.00 on Saturdays, and none on Sundays or Bank Holidays.)
- h) Details of any proposed external illumination and/or floodlighting during construction;
- i) Details of measures taken to prevent noise disturbance to surrounding residents;
- j) Information on access and security measures proposed to prevent security breaches at the existing entrances to the site, to prevent danger or harm to the neighbouring residents, and to avoid harm to neighbouring amenity caused by site workers at the entrances to the site;
- k) Details addressing environmental and amenity impacts (including (but not limited to) noise, air quality, smoke and odour, vibration and TV reception)
- l) Details of any further measures taken to limit and mitigate the impact of construction upon the operation of the highway and the amenity of the area.

The report shall assess the impacts during the preparation and construction phases of the development, together with means of mitigating any identified impacts. The report shall also identify other local developments and highways works, and demonstrate how vehicle movements would be planned to avoid clashes and/or highway obstruction on the surrounding roads.

The CEMP must refer to the new LBI Code of Practice for Construction Sites. The CEMP shall specify the hours of construction, vehicle movements are restricted to take place outside of the peak times of 8am-10am and 4pm and 6pm. It should also provide details on method of demolition, quiet periods and noise mitigation.

No demolition or development shall begin until provision has been made to accommodate all site operatives', visitors' and construction vehicles loading, offloading, parking and turning during the construction period in accordance with the approved details. The demolition and development shall thereafter be carried out in accordance with the details and measures approved in the Construction and Environmental Management Plan.

	<p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In order to secure the safe and efficient operation of the highway network, local residential amenity and to mitigate the impacts of the development. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.</p>
6	Green/Blue roofs (Details)
	<p>CONDITION: Notwithstanding the approved plans, details of all proposed green/blue/brown roofs across the approved development shall be submitted and approved by the Local Planning Authority prior the commencement of superstructure works on site. The proposed green/blue/brown roofs shall be designed, installed and maintained in a manner that meets the following criteria:</p> <p>a) green roofs shall be biodiversity based with extensive substrate base (depth 120 - 150mm);</p> <p>b) laid out in accordance with plans hereby approved; and</p> <p>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). The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be accessed for the purpose of essential maintenance or repair, or escape in case of emergency.</p> <p>d) Details of Blue Roof.</p> <p>e) Submission of a maintenance plan demonstrating how it will be maintained.</p> <p>The green roofs hereby shall not be used as an amenity or sitting out spaces of any kind whatsoever and shall not be used other than for essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roofs shall be installed strictly in accordance with the details as approved, shall be laid out within 3 months or the next available appropriate planting season after completion of the external development works / first occupation, and shall be maintained as such thereafter.</p> <p>REASON: In order to ensure the development maximises opportunities to improve the green infrastructure on site, help boost biodiversity and minimise run-off.</p>
7	Lighting (Details)
	<p>CONDITION: Details of measures to adequately mitigate light pollution affecting neighbouring residential properties and character/appearance of the area shall be submitted to and approved in writing by the Local Planning Authority prior to superstructure works commencing on site and subsequently implemented prior to first occupation of the development hereby permitted. These measures might include:</p> <ul style="list-style-type: none"> - Automated roller blinds; - Lighting strategies that reduce the output of luminaires closer to the façades; - Light fittings controlled through the use of sensors. <p>The approved mitigation measures shall be implemented strictly in accordance with the approved details and shall be permanently maintained thereafter.</p>

	<p>REASON: In the interests of the residential amenities of the occupants of adjacent residential dwellings.</p>
8	<p>Refuse and Recycling (Details)</p> <p>CONDITION: Details of the site-wide waste strategy for the development shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite.</p> <p>The details shall include:</p> <p>a) the layout, design and appearance (shown in context) of the dedicated refuse/recycling enclosure(s); b) a waste management plan c) Any additional or separate refuse storage required for the flexible commercial uses, including Retail (Class E(a)), Café Restaurant (Class E(b)), Fitness (Class E(d)) uses.</p> <p>The development shall be carried out and operated strictly in accordance with the details and waste management strategy so approved. The physical enclosures shall be provided/erected prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
9	<p>Bird and Bat Nesting Boxes (Details)</p> <p>CONDITION: Notwithstanding the approved plans, prior to commencement of superstructure works, details of a minimum of 12 bird and bat boxes shall be submitted and approved by the Local Planning Authority.</p> <p>The details approved shall be installed prior to the first occupation of the building, and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
10	<p>Extract ventilation for restaurant use (Details)</p> <p>CONDITION: Notwithstanding the approved plans, the restaurant uses (Class E(b)) as part of the flexible uses hereby permitted shall not commence operation unless details of extraction/ventilation system and odour assessment in relation to such use, is submitted to and approved by the Local Planning Authority.</p> <p>The approved extraction/ventilation system shall be fully installed and operational prior to the occupation of the restaurant use, and shall be maintained in perpetuity.</p> <p>REASON: To protect the neighbouring occupiers and ensure that the restaurant operation would have an acceptable impact in terms of noise and odour control.</p>
11	<p>Plant Equipment (Compliance)</p> <p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level $L_{Aeq,T}$ arising from the proposed plant, measured or predicted at 1m from the façade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level</p>

	<p>LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.</p> <p>The development shall be carried out strictly in accordance with the scheme prior to first occupation, shall be maintained as such thereafter, and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity or business operations.</p>
12	<p>Plant equipment - Post-Installation Verification (Details)</p> <p>CONDITION: A report is to be commissioned by the applicant, using an appropriately experienced and competent person, to assess the noise from the proposed mechanical plant to demonstrate compliance with condition 11. The report shall include site measurements of the plant insitu.</p> <p>The report shall be submitted to and approved in writing by the Local Planning Authority and any noise mitigation measures shall be installed before commencement of the use hereby permitted and permanently retained thereafter.</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity or business operations.</p>
13	<p>Scheme for the Management of Uses (Details)</p> <p>CONDITION: A scheme for the management of the Class E(b) Café/restaurant / Sui Generis uses within the development shall be submitted and approved by the Local Planning Authority prior to first occupation of the units hereby approved. The Scheme of Management shall include:</p> <ul style="list-style-type: none"> a) sound insulation measures including walls/floors, glazing, ventilation, doors and lobbies; b) hours of use; c) a full dispersal policy and procedure; d) a door policy; e) signs to request patrons to leave in a quiet manner and not to loiter in the surrounding streets; f) servicing and delivery times/arrangements as part of a site wide plan; g) bottling out and waste management noise and times as part of a site wide plan; h) control and levels of noise from any amplified music within the unit; i) control of any noise from any designated smoking areas; j) control of noise from any external areas; k) close down policy with amplified music shut-off and increased lighting; l) security, including any additional proposed CCTV; m) any additional external or security lighting; n) capacity (of each use); o) private hire facilities/functions; p) any use of roll cages/trolleys <p>REASON: To protect the amenity of the neighbouring properties and the other commercial operations within the building.</p>
14	<p>Restricted use - roof terraces (Compliance)</p> <p>CONDITION: The roof terraces at first, fourth and fifth floor levels hereby approved shall not be used for any purpose except as an ancillary outdoor space in association with the office use (Class E(g)(i)).</p>

	<p>The roof terraces hereby approved shall not operate outside the hours of:</p> <ul style="list-style-type: none"> - 0800 to 1800 hours Monday to Friday <p>REASON: To protect the amenity of the neighbouring properties and the other commercial operations within the building.</p>
15	Restriction of PD rights - Class E to residential (Compliance)
	<p>Notwithstanding the provisions of Schedule 2, Part 3, Class MA the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modifications), no change of use from Class E (commercial, business and service) to a use falling within Class C3 (dwellinghouses) shall take place.</p> <p>REASON: For the avoidance of doubt and to ensure that the Local Planning Authority can restrict the use of the building to this specific use only, in order to protect the supply of office floorspace in this location and retains control over the change of use of the building in the future.</p>
16	Restriction of office use (upper levels) (Compliance)
	<p>CONDITION: Operation of Section 55(2)(f) of the Town and Country Planning Act 1990 is precluded with regard to permitted office use. With the exception of the ground floor level uses specified under condition 18, the upper floors of Times House building and Laundry Building hereby approved shall only be used for office use and for no other purpose (including any other purpose within Class E of the Schedule 2 of the Town and Country Planning (Use Classes) Order 1987 and subsequent Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.</p> <p>REASON: For the avoidance of doubt and to ensure that the Local Planning Authority can restrict the use of the building to this specific use only, in order to protect the supply of office floorspace in this location and retains control over the change of use of the building in the future.</p>
17	Restriction of commercial uses (ground floor) (Compliance)
	<p>CONDITION: Operation of Section 55(2)(f) of the Town and Country Planning Act 1990 is precluded with regard to the flexible units on the ground and first floor levels, except the permitted use(s) hereby approved (as shown on plan no. <u>13601-A-02-L00-07-100-P3</u>):</p> <p>A) Times House - 4no. Ground floor retail units only - Class E (a) – retail</p> <p>B) Times House – 2 No. Ground floor Flexible Use Units Class E (b) – Food and Drink Sui Generis Bar & Drinking Establishment</p> <p>C) Laundry Building 1no. Ground floor Flexible Use Unit Class E (b) – Food and Drink Sui Generis Bar & Drinking Establishment</p>

	<p>and for no other purpose, including any purpose falling solely under Class E of the Schedule 2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and subsequent Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.</p> <p>REASON: For the avoidance of doubt and to ensure that the Local Planning Authority can restrict the use of the building to this specific commercial use(s) only and retains control over the change of use of the building in the future.</p>
18	<p>Accessible Showers/WC's (Compliance)</p> <p>CONDITION: For the hereby approved development the accessible showers and WC's shall be installed in accordance with drawing no's 13601-A-02-LB1-07-099-P1; <u>13601-A-02-L00-07-100-P2</u>; 13601-A-02-L01-07-101 P1; 13601-A-02-L02-07-102 P1; 13601-A-02-L03-07-103 P1; <u>13601-A-02-L04-07-104 P3</u>; <u>13601-A-02-L05-07-105-P3</u>; and shall be available for users upon the first occupation of the development.</p> <p>The layout shall be retained in accordance with the approved drawings for the lifetime of the building.</p> <p>REASON: To provide an accessible environment for future occupiers.</p>
19	<p>Lifts (Compliance)</p> <p>CONDITION: All lifts hereby approved shall be installed and operational prior to the first occupation of the floorspace hereby approved. The lifts should be maintained throughout the lifetime of the development.</p> <p>REASON: To ensure that inclusive and accessible routes are provided throughout the floorspace at all floors and also accessible routes through the site are provided to ensure no one is excluded from full use and enjoyment of the site.</p>
20	<p>Hours of Operation (Compliance)</p> <p>CONDITION: The flexible uses on the ground and first floor levels hereby approved shall only operate between the following hours:</p> <p><u>Class E (a) – Retail:</u></p> <p>7am - 10pm Monday to Saturday 8am - 8pm Sundays</p> <p><u>Class E (b) – Restaurant:</u></p> <p>7am to 11pm - Monday to Thursday 7am to midnight - Friday and Saturday 8am to 9pm Sundays</p> <p><u>Sui Generis – Bar & Drinking Establishment</u></p> <p>8am to 11pm - Monday to Thursday 8am to midnight - Friday and Saturday 8am to 10pm Sundays</p> <p>The restrictions shall be applied and permanently adhered to unless otherwise agreed with the Local Planning Authority.</p>

	REASON: In the interests of protecting neighbouring residential amenity.
21	No Plumbing or Pipes (Compliance)
	<p>CONDITION: No plumbing, down pipes, rainwater pipes or foul pipes shall be located/fixed to the northern external elevation of the building hereby approved.</p> <p>REASON: To ensure that such plumbing and pipes would not detract from the appearance of the building, the character and historic significance of the area.</p>
22	No obscure glazing or vinyl graphics (Compliance)
	<p>CONDITION: No obscure films/glazing or vinyl graphics shall be applied on the front elevation.</p> <p>REASON: To ensure that the approved elevation would provide clear views onto the street from inside, and to ensure the building would provide an active frontage and natural surveillance to the area.</p>
23	Energy (Details)
	<p>CONDITION: Prior to commencement of superstructure works the following updated Energy information shall be submitted to the Local Planning Authority and approved in writing:</p> <ul style="list-style-type: none"> a) Potential improvements to air permeability for Times House and the Laundry Buildings (U-values), including internal wall insulation for the Laundry Building; b) Potential improvements to luminous efficacies; c) Potential increase to solar PV capacity and additionally to secure the following details (solar PVs): <ul style="list-style-type: none"> - Location; - Area of panels; - Design (including elevation plans); - PV specification / efficiency; and - How the design of the PVs would not adversely affect the provisions of green roofs on site <p>The updated Energy efficiency measures and increased solar photovoltaic panel capacity shall be installed prior to the first occupation of the development in accordance with the updated details so approved and retained as such permanently thereafter.</p> <p>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 are met.</p>
24	BREEAM (Compliance)
	<p>CONDITION: All business floorspace within the development hereby approved shall achieve the most relevant and recent BREEAM (2018) rating of no less than "Excellent".</p> <p>REASON: In the interests of sustainable development and addressing climate change.</p>
25	Inclusive Design Principles (Details)

	<p>CONDITION: Prior to occupation of the development, to ensure compliance with the principles of Inclusive Design, the following amendments/details shall be submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing:</p> <ul style="list-style-type: none"> a) The glazed entrance doors shall visually contrast with their frames, with a contrast of at least 30 LRV points. b) The cycle lift will have dimensions of 2300mm x 1200mm. The door to the cycle store will be power assisted and the secure entrance key fob will be located at height accessible to wheelchair users. Details shall be submitted to demonstrate this for approval. c) Audio-loops will be included within the reception desks. <p>The development shall be designed in accordance with the principles of Inclusive Design and the measures shown in the drawings hereby approved shall be implemented prior to first occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved, shall be installed prior to first occupation of the relevant building shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority</p> <p>REASON: In order to facilitate and promote inclusive and sustainable communities.</p>
26	Servicing and Delivery Plan (Flexible Use Unit) (Details)
	<p>DELIVERY & SERVICING: A Delivery and Servicing Plan (DSP) detailing servicing arrangements for the proposed non-office uses, including the flexible Retail (Class E(a)), Café Restaurant (Class E(b)), Fitness (Class E(d)) and Office (Class E (g)(i)) unit, including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the units hereby approved.</p> <p>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic.</p>
27	Crime Prevention (Details)
	<p>CONDITION: Details of measures to prevent crime and anti-social behaviour shall be submitted to and approved in writing by the Local Planning Authority prior to occupation including:</p> <ul style="list-style-type: none"> a) Access into the site is required to be gated and access controlled overnight. Security rated gates are to be used at the key entry points. LPS 1175 SR2 (issue 8 B3) or STS 202 BR 2 (issue 9) are the preferred specification. b) Details of any internal gates within the site. c) Details of the proposed London Cycle stands. d) Details of external lighting (including emergency lighting). e) Details of any externally accessed refuse stores should be LPS 1175 SR1 or STS 202 BR2 security rated doors. They should be single leaf and have an auto close feature. f) Details of the basement level cycle store door should be either PAS24:2016 or LPS 2081 security rated. Accessed through encrypted key fob with data logging facility (not a digital key pad). Auto-close and lock feature to prevent tail gating.

	<p>g) Details of CCTV coverage and lighting strategy and design shall be submitted. The lighting should comply with BS 5489-1:2020. The CCTV with complimentary lighting to be considered for the exterior/entrance and communal areas (internal). A formal, overt CCTV system should be installed and maintained by a member company of either the National Security Inspectorate (NSI) or the Security Systems and Alarms Inspection Board (SSAIB). Images should be retained for a minimum of 30 days. This system would need to be registered with the Information Commissioner's Office, as it would be recording public areas. Appropriate signage indicating this fact needs to be displayed.</p> <p>h) Details of Anti-graffiti treatments for exposed gable ends where appropriate.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interests of safety and security.</p>
28	Wildlife friendly planting (Details)
	<p>CONDITION: Prior to first occupation of the development hereby approved, details of the wildlife friendly shrub/perennial planting including species type and location, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved.</p> <p>REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
29	Public Realm Improvements (Details)
	<p>CONDITION: Details of the proposed public real improvements shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved. The proposed improvements to the public realm shall include the following works:</p> <ul style="list-style-type: none"> a) Reconfiguration of the ground floor of Times House to open up the pedestrian link to Bravington's walk and removal of the gate and replacement of paving slabs within courtyard; b) Installation of a new bin store enclosure with planter; c) Reinstatement of the entrance to Laundry Building from Caledonia Street, including associated passages and new Times Yard; d) Installation of new paving to the threshold of Times House south elevation on Bravington's Walk; e) Installation of circular light reflectors to all covered passages, and light reflectors and painting the wall in the passage way from Caledonia Street; f) Addition of planters adjacent to Bravington's Walk and vertical planting within Laundry Yard; g) Installation of wall mounted lighting to Laundry Building and Times House; h) Installation of cycle stands across courtyards and on Caledonia Street southern pavement, including 4 located on surrounding highway (outside of red-line); i) Replacement railings to the railway cutting adjacent to Bravington's Walk. <p>The public realm improvements shall be implemented strictly in accordance with the details so approved within six months of first occupation, and shall be maintained as such thereafter.</p>

	<p>REASON: To ensure the scheme brings forward sufficient provide public realm improvements.</p>
30	<p>Network Rail – Construction Methodology</p> <p>CONDITION: Development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Authority. The construction methodology shall demonstrate consultation with the Asset Protection Project Manager at Network Rail. The development shall thereafter be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: The safety, operational needs and integrity of the railway. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.</p>
31	<p>Network Rail – Ground investigation</p> <p>CONDITION: No development should take place in proximity to a tunnel or tunnel shafts without prior submission of details of ground investigation and foundations of the works.</p> <p>Such details to be approved in writing by the local planning authority in consultation with Network Rail.</p> <p>REASON: The safety, operational needs and integrity of the railway. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.</p>
32	<p>Tree Protection</p> <p>CONDITION: Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Specific issues to be dealt with in the TPP and AMS:</p> <ol style="list-style-type: none"> a. Location and installation of services/ utilities/ drainage. b. Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees. c. Details of construction within the RPA or that may impact on the retained trees. d. a full specification for the installation of boundary treatment works. e. a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them. f. Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is

	<p>proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.</p> <ul style="list-style-type: none"> g. A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing. h. a specification for scaffolding and ground protection within tree protection zones. i. Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area. j. details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires k. Boundary treatments within the RPA l. Methodology and detailed assessment of root pruning m. Reporting of inspection and supervision n. Methods to improve the rooting environment for retained and proposed trees and landscaping <p>The development thereafter shall be implemented in strict accordance with the approved details.</p> <p>REASON: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality. The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.</p>
33	Roof-Top Plant & Lift Overrun (Details)
	<p>CONDITION: Details of any roof-top structures/enclosures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include the location, height above roof level, specifications and cladding and shall relate to:</p> <ul style="list-style-type: none"> a) roof-top plant; b) ancillary enclosures/structure; and c) lift overrun <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of good design and also to ensure that the Authority may be satisfied that any roof-top plant, ancillary enclosure/structure and/or the lift overruns do not have a harmful impact on the surrounding streetscene.</p>
34	Site Waste Management and Circular Economy (Compliance)

	<p>CONDITION: The details and measures regarding the Site Waste Management and Circular Economy Statement within the submitted Sustainable Design and Construction Statement dated July 2021 shall be implemented in accordance with the approved document, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
35	Fire Strategy (Compliance)
	<p>CONDITION: The details and measures set out in the Fire Statement dated 28 January 2022 shall be implemented in accordance with the approved document, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Should any subsequent change(s) required to secure compliance with the submitted Fire Safety Strategy, a revised Fire Safety Strategy would need to be submitted to and approved by the Local Planning Authority.</p> <p>The development shall be carried out in accordance with the Fire Safety Strategy under this condition and shall be maintained as such thereafter.</p> <p>REASON: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.</p>
36	Noise Management Plan
	<p>CONDITION: Prior to the first use of the first, fourth and fifth floor level roof terraces hereby approved and indicated on drawings 13601-A-02-L01-07-101 P1, <u>13601-A-02-L04-07-104 P3</u> and <u>13601-A-02-L05-07-105 P3</u>, a Noise Management Plan for use of the terraces, covering management of the space, controls of noise and numbers shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The use of these terraces shall take place strictly in accordance with the details so approved (and condition 14).</p> <p>REASON: To ensure that the development does not have an undue adverse impact on nearby residential amenity.</p>
37	Obscure Glazing and Privacy Screens (Details)
	<p>CONDITION: Notwithstanding the plans hereby approved, further details of obscured glazing and privacy screens to prevent overlooking from the windows on the eastern elevation of the proposed roof extension (Times House) to the neighbouring properties at Joiners Yard shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The obscure glazing and privacy screens shall be installed prior to the occupation of the relevant units and retained as such permanently thereafter.</p> <p>REASON: In the interest of preventing undue overlooking, to protect the amenity and privacy of residents.</p>
38	Future connection to a district energy network (Compliance)
	<p>CONDITION: The details of the plant room allocated for the future connection to a district energy network shall be provided prior to first occupation of the development hereby approved.</p>

	<p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility is provided and allows for the future connection to a district heating system.</p>
39	Surface Water Discharge (Compliance)
	<p>CONDITION: Prior to the occupation of the development hereby approved, in accordance with the submitted details, flow restrictors will be installed on the rainwater outlets from the blue and green attenuated roofs to reduce the surface water discharge flow rate into the sewer, and maintained as such throughout the lifetime of the development.</p> <p>REASON: To improve sustainability, reduce flood risk and reduce water runoff rates</p>
40	Air Quality Assessment (Compliance)
	<p>CONDITION: During the construction of the development hereby approved, the proposals shall achieve a Non-Road Mobile Machinery score of at least Stage IV as outlined in the Air Quality Assessment and dust management plan, and shall be maintained as such thereafter.</p> <p>REASON: To ensure the construction of the development would not adversely affect the air quality of the local area.</p>
41	Hours of opening – Gates (Details)
	<p>CONDITION: The opening hours of the gates to Block B shall continue to operate as outlined in the decision notice for P000434(S106A) unless revised opening hours are submitted to and agreed in writing by the Local Planning Authority.</p> <p>For the avoidance of doubt, the permitted hours of opening of the gates to Block B are as follows:</p> <p>0800 to 2100 hours on Monday to Saturday;</p> <p>1000 to 2000 hours on Sundays (but excluding in both cases Christmas Day, Boxing Day and New Year's Day) or such other periods as may arise from time to time be agreed in writing between the Developer and the Council such agreement not to be unreasonably withheld or delayed by either party.</p> <p>REASON: For the protection of neighbouring residential amenity.</p>
42	Secure Residential Cycle Parking (Details)
	<p>CONDITION: Prior to the first occupation of the development hereby approved, details of the location of 10 no. secure cycle parking spaces to be provided within the basement of Times House for use by the residents of the Regents Quarter estate, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The secure bicycle spaces shall be provided prior to the first occupation of the development hereby approved and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>

List of Informatives:

1	S106
	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	Car-Free Development
	All new developments are car free in accordance with Policy CS10 of the Islington Core Strategy 2011. This means that no parking provision will be allowed on site and occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.
4	Roof top plant
	The applicant is advised that any additional roof top plant not shown on the approved plans will require a separate planning application.
5	Construction works
	Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Pollution Team, Islington Council, 222 Upper Street London N1 1XR (Tel. No. 020 7527 3258 or by email pollution@islington.gov.uk) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
6	Highways Requirements (1)
	Compliance with sections 168 to 175 and of the Highways Act, 1980, relating to "Precautions to be taken in doing certain works in or near streets or highways". This relates, to scaffolding, hoarding and so on. All licenses can be acquired

	<p>through <u>. All agreements relating to the above need to be in place prior to works commencing.</u></p> <p>Compliance with section 174 of the Highways Act, 1980 - "Precautions to be taken by persons executing works in streets." Should a company/individual request to work on the public highway a Section 50 license is required. Can be gained through <u>streetworks@islington.gov.uk. Section 50 license must be agreed prior to any works commencing.</u></p> <p>Compliance with section 140A of the Highways Act, 1980 – "Builders skips: charge for occupation of highway. Licenses can be gained through <u>streetworks@islington.gov.uk.</u></p> <p>Compliance with sections 59 and 60 of the Highway Act, 1980 – "Recovery by highways authorities etc. of certain expenses incurred in maintaining highways". Haulage route to be agreed with streetworks officer. Contact <u>streetworks@islington.gov.uk.</u></p>
7	Highways Requirements (2)
	<p>Joint condition survey required between Islington Council Highways and interested parties before commencement of building works to catalogue condition of streets and drainage gullies. Contact <u>highways.maintenance@islington.gov.uk</u> Approval of highways required and copy of findings and condition survey document to be sent to planning case officer for development in question.</p> <p>Temporary crossover licenses to be acquired from <u>streetworks@islington.gov.uk.</u> Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place.</p> <p>Highways re-instatement costing to be provided to recover expenses incurred for damage to the public highway directly by the build in accordance with sections 131 and 133 of the Highways Act, 1980.</p> <p>Before works commence on the public highway planning applicant must provide Islington Council's Highways Service with six months' notice to meet the requirements of the Traffic Management Act, 2004.</p> <p>Development will ensure that all new statutory services are complete prior to footway and/or carriageway works commencing.</p> <p>Works to the public highway will not commence until hoarding around the development has been removed. This is in accordance with current Health and Safety initiatives within contractual agreements with Islington Council's Highways contractors.</p>
8	Highways Requirements (3)

	<p>Alterations to road markings or parking layouts to be agreed with Islington Council Highways Service. Costs for the alterations of traffic management orders (TMO's) to be borne by developer.</p> <p>All lighting works to be conducted by Islington Council Highways Lighting. Any proposed changes to lighting layout must meet the approval of Islington Council Highways Lighting. NOTE: All lighting works are to be undertaken by the PFI contractor not a nominee of the developer. Consideration should be taken to protect the existing lighting equipment within and around the development site. Any costs for repairing or replacing damaged equipment as a result of construction works will be the responsibility of the developer, remedial works will be implemented by Islington's public lighting at cost to the developer. Contact streetlights@islington.gov.uk</p> <p>Any damage or blockages to drainage will be repaired at the cost of the developer. Works to be undertaken by Islington Council Highways Service. Section 100, Highways Act 1980.</p> <p>Water will not be permitted to flow onto the public highway in accordance with Section 163, Highways Act 1980</p> <p>Public highway footway cross falls will not be permitted to drain water onto private land or private drainage.</p>
9	Secured by Design
	<p>You are reminded to refer to the provisions of the Secured by Design Commercial Developments 2015 Guide (or any replacement guidance), in relation to the risk of crime within both the public and non-public areas of the proposed development, and preventative measures.</p>
10	Fire Safety
	<p>It is recommended that you obtain technical advice regarding compliance with the Building Regulations (and/including matters relating to fire safety and evacuation) prior to any further design work commencing and prior to the selection of materials. In particular, you should seek further guidance regarding the design of the external fabric (including windows) to limit the potential for spread of fire to other buildings. Islington's Building Control team has extensive experience in working with clients on a wide range of projects. Should you wish to discuss your project and how Islington Building Control may best advise you regarding compliance with relevant (building control) regulations, please contact Building Control on 020 7527 5999 or by email on Building Control@islington.gov.uk.</p>
11	Thames Water – Ground Water
	<p>A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of</p>

	<p>the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section</p>
12	Thames Water – Surface Water
	<p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services.</p>
13	Thames Water - WASTE WATER NETWORK and SEWAGE TREATMENT WORKS
	<p>The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. “No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and 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 sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.” Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p>
14	Draft Travel Plan
	<p>The draft Travel Plan to be submitted as part of the discharge of the Planning Obligations shall include measures to remind cyclists that cycling is prohibited</p>

	<p>within the block, and to promote responsible cycling to the site, and to discourage inappropriate cycling the wrong way down York Way and Balfe street.</p>
15	<p>Thames Water</p> <p><u>Waste Comments</u> As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section. Thames Water would advise that with regard to the COMBINED WASTE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p><u>Water Comments</u> There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</p>
16	<p>Network Rail</p> <p>Network Rail own, operate and develop Britain's railway infrastructure. Our role is to deliver a safe and reliable railway. All consultations are assessed with the safety of the operational railway in mind and responded to on this basis. Given the proximity of the site to operational railway tunnels and the nature of the works proposed, it is imperative that the below requirements are met prior to any work commencing on site. The relationship between the work proposed and the York Road Cure railway tunnel is unclear from the information submitted. The developer must provide a survey showing the position of this work in relation to the tunnel. Additionally, the</p>

documentation provided in support of this application indicates that the design will result in increases in loads on Network Rail assets beneath and adjacent to the site. Detail relating to this design and loading must be agreed with our Asset Protection Team (details below) prior to work commencing on site. The developer will also be required to liaise with our Asset Protection Team during construction works. Early engagement with Network Rail to address these points is strongly recommended.

Network Rail's Engineer is to approve details of any development works within 15m, measured horizontally, from the outside face of the tunnel extrados with special reference to:

" The type and method of construction of foundations

" Any increase/decrease of loading on the tunnel both temporary and permanent. Certified proof that the proposals shall have no detrimental effect upon the tunnel will be necessary.

Any proposal must not interfere with Network Rail's operational railway or jeopardise the structural integrity of the tunnel.

The above details should be submitted to the Council and only approved in conjunction with Network Rail.

Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the tunnel structures nor for any noise or vibration arising from the normal use and/or maintenance of the tunnel. No right of support is given or can be claimed from Network Rail's tunnels or railway land.

Works in Proximity to the Operational Railway Environment

Development Construction Phase and Asset Protection

Due to the proximity of the proposed development to the operational railway boundary, it will be imperative that the developer liaise with our Asset Protection Team (contact details below) prior to any work taking place on site to ensure that the development can be undertaken safely and without impact to operational railway safety. Details to be discussed and agreed will include construction methodology, earthworks and excavations, use of crane, plant and machinery, drainage and boundary treatments. It may be necessary for the developer to enter into a Basic Asset Protection Agreement (BAPA) with Network Rail to ensure the safety of the operational railway during these works.

Additional Requirements

Tunnels

Network Rail's Engineer is to approve details of any development works within 15m, measured horizontally, from the outside face of the tunnel extrados with special reference to:

" The type and method of construction of foundations

	<p>" Any increase/decrease of loading on the tunnel both temporary and permanent. Certified proof that the proposals shall have no detrimental effect upon the tunnel will be necessary.</p> <p>Any proposal must not interfere with Network Rail's operational railway or jeopardise the structural integrity of the tunnel.</p> <p>The above details should be submitted to the Council and only approved in conjunction with Network Rail.</p> <p>Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the tunnel structures nor for any noise or vibration arising from the normal use and/or maintenance of the tunnel. No right of support is given or can be claimed from Network Rails tunnels or railway land.</p>
17	Network Rail
	<p><u>Fail Safe Use of Crane and Plant</u></p> <p>All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.</p> <p>With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following.</p> <p>Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.</p> <p><u>Excavations/Earthworks</u></p> <p>All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail.</p> <p>Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken.</p> <p>Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.</p>

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Demolition

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence.

Vibro-impact Machinery

Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

Bridge Strikes

Applications that are likely to generate an increase in trips under railway bridges may be of concern to Network Rail where there is potential for an increase in 'Bridge strikes'. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with the Asset Protection Project Manager is necessary to understand if there is a problem. If required there may be a need to fit bridge protection barriers which may be at the developer's expense.

Abnormal Loads

From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g. bridges and level crossings). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Project Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

Two Metre Boundary

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from

	<p>Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.</p> <p><u>ENCROACHMENT</u></p> <p>The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail airspace and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or airspace is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.</p> <p><u>Access to the Railway</u></p> <p>All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.</p>
18	Trees
	<p>With regards to the works to protect trees, the following British Standards should be referred to:</p> <ul style="list-style-type: none"> . BS: 3998:2010 Tree work – Recommendations. . BS: 5837 (2012) Trees in relation to demolition, design and construction – Recommendations.
19	Transport for London
	<ul style="list-style-type: none"> - To be in line with London Plan policy T1 (Strategic Approach to Transport) and T2 (Healthy Streets), the surrounding footways and carriageways on York Road, Pentonville Road and Caledonia Street and Road must not be blocked during the construction. Temporary obstruction must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians, bus passengers and cyclists or obstruct the flow of traffic. - All vehicles associated with the development must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

	<ul style="list-style-type: none">- Any hoarding for the proposed development would be subject to a separate Section 172 licence application under the Highways Act 1980 to the Asset Operations team at TfL.
--	---

APPENDIX 2: 22 FEBRUARY 2022 COMMITTEE REPORT