

PLANNING COMMITTEE REPORT

 Development Management Service
 Planning and Development Division
 Community Wealth Building Department

PLANNING COMMITTEE		AGENDA ITEM	B1
Date:	5 th September 2022	NON-EXEMPT	

Application number	P2022/0871/FUL
Application type	Full Planning Application
Ward	St Peter's Ward
Listed building	Adjacent to listed buildings on St John Street and Islington High Street
Conservation area	Within 50m of Conservation Areas as detailed below
Development Plan Context	Within 50m of New River Conservation Area Within 50m of Angel Conservation Area Within 50m of Duncan Terrace / Colebrooke Row CA Central Activities Zone (CAZ) Angel & Upper Street Core Strategy Key Area Islington Village and Manor House Archaeological Priority Area Alexander Palace Protected Viewing Corridor Site Allocation 1-7 Torrens Street Angel Town Centre Within 100m of TLRN and SRN road Rail Safeguarding – Crossrail 2 Rail Land Ownership – TfL London Underground Zones of Interest Article 4 Direction A1-A2 (Rest of the borough) Article 4 Direction B1c to C3
Licensing Implications	N/A
Site Address	1 Torrens Street, London, EC1V 1NY
Proposal	Application for full planning permission for the partial demolition of the existing building, construction of two new floors, reconfiguration of floorspace and renewal of the existing facades to provide new office floorspace (Use Class E(g)), retail floorspace (Use Class E(a)&(b)), a replacement public house (Sui Generis), alongside new access arrangements, landscaping improvements, new public realm and other associated works.

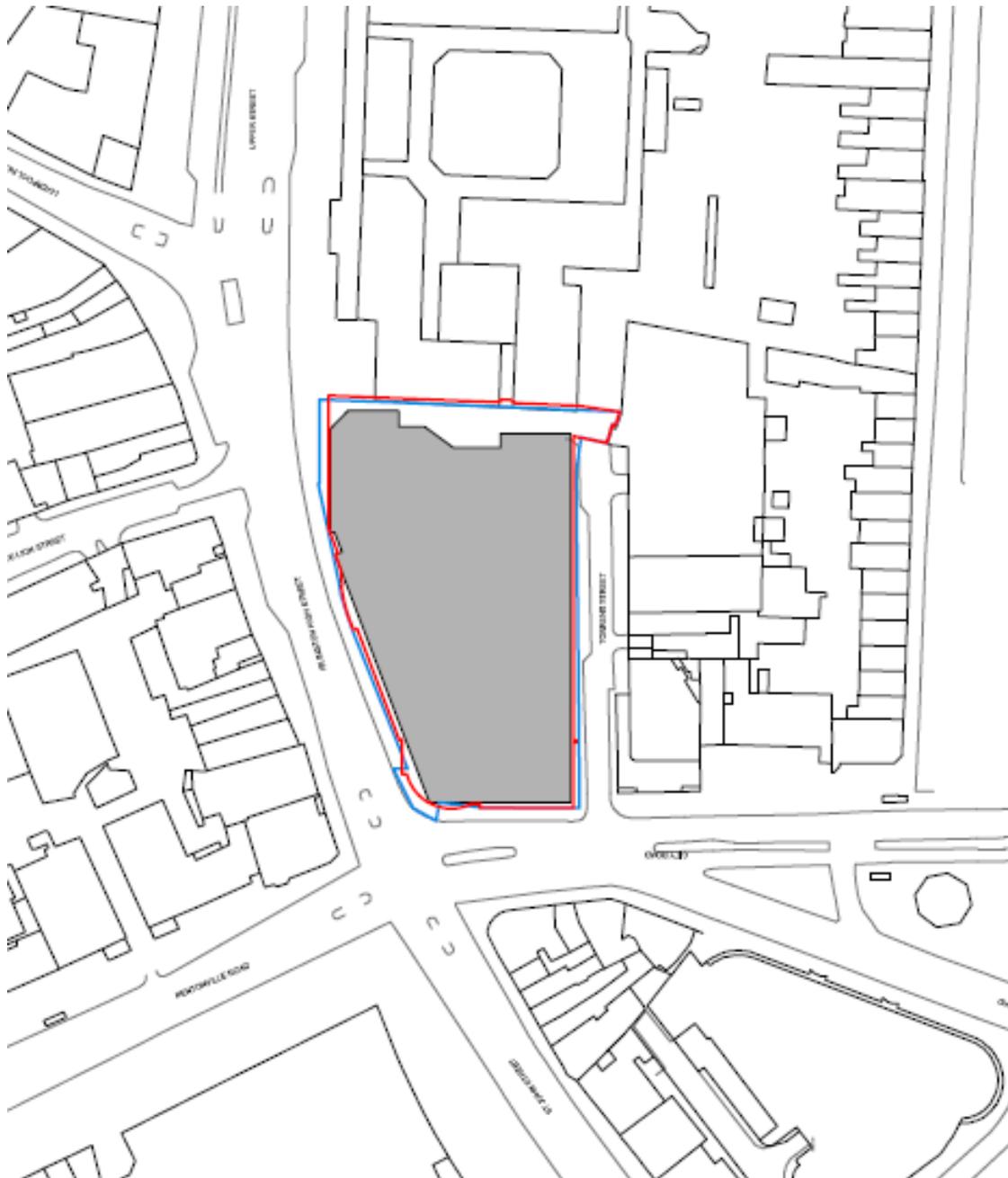
Case Officer	Stefan Sanctuary
Applicant	Tishman Speyer
Agent	DP9

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. SITE PLAN (site outlined in red)



Site Plan – Application Site outlined in Red

3. PHOTOS OF SITE/STREET



Image 3.1: Aerial View - Looking West

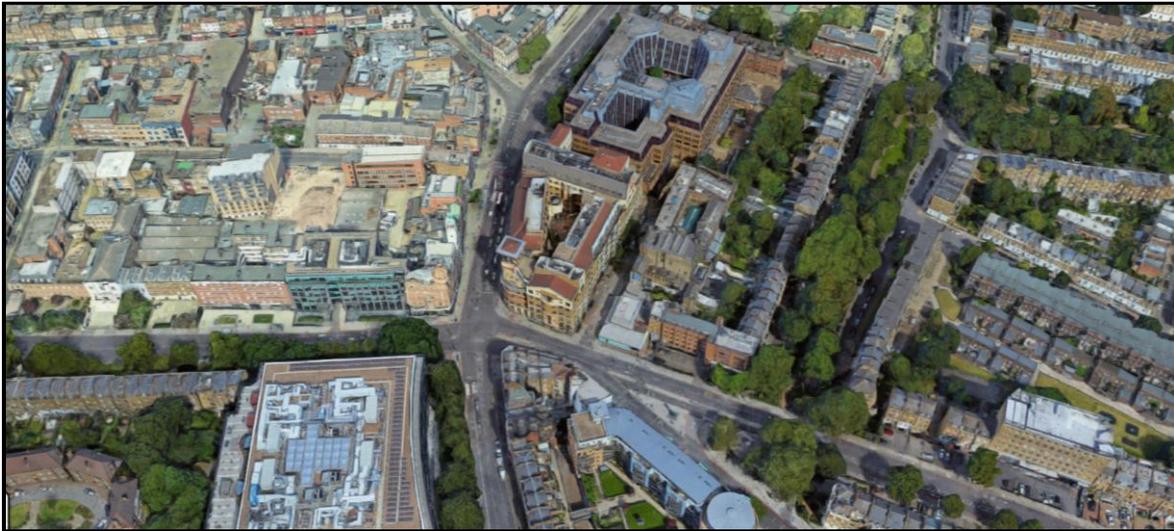


Image 3.2: Aerial View - Looking North



Image 3.3: View from Islington High Street



Image 3.4: View from Pentonville Road / Islington High Street



Image 3.5: Looking north from St John Street



Image 3.6: View along Torrens Street



Image 3.7: View north-west from Goswell Road

4. SUMMARY

- 4.1 This planning application seeks planning permission for the partial demolition of the existing building, construction of two new floors, reconfiguration of floorspace and renewal of the existing facades to provide new office floorspace (Use Class E(g)), retail floorspace (Use Class E(a) & (b)), a replacement public house (Sui Generis), plus new access arrangements, landscaping improvements, new public realm and other associated works.
- 4.2 The site is located within the designated Central Activities Zone (CAZ), the Angel & Upper Street Core Strategy Key Area and the Angel Town Centre. As such, the principle of the proposed commercial development with provision of additional employment floorspace is considered to be acceptable, and accords with the spatial strategies of the Development Plan. Officers consider that the proposed development, including the proposed retail floorspace, the reprovided public house and affordable workspace would positively contribute to the commercial character of Angel and support the strategic priority of the CAZ to maximise delivery of office floorspace where appropriate.
- 4.3 Special attention has been paid to the desirability of preserving and enhancing the character and appearance of the New River, Angel and Duncan Terrace / Colebrooke Row Conservation Areas as well as surrounding listed and locally-listed buildings. The proposal is not considered to cause harm to the character or appearance of surrounding heritage assets. The proposed development is considered to be of a high quality design that is sensitive to its context. The proposal is considered to comply with the National Planning Policy Framework 2021, Policies D3, D4 and HC1 of the London Plan 2021, policies CS8 and CS9 of the Islington Core Strategy 2011, and policies DM2.1 and DM2.3 of the Development Management Policies 2013. Consideration has also been taken of policies DH1 (Fostering innovation and conserving and enhancing the historic environment) and DH2 (Heritage assets) of the Draft Islington Local Plan.
- 4.4 The proposal would also include energy and sustainability measures that comply with the Development Plan's requirements, to ensure that the proposal would maximise energy efficiency and sustainable design of the site where feasible.
- 4.5 The proposed development would not result in unacceptable impact on nearby residential properties or the area in terms of loss of privacy, overlooking, light pollution or noise impacts, subject to imposition of appropriate planning conditions (*conditions 8-13*). The daylight/sunlight assessment shows that some of the neighbouring properties would be affected by the development, however, taking into account the location of the site, the number of neighbouring windows affected and the degree of harm, those impacts are not considered to be so significant as to warrant a refusal of permission purely on this ground.
- 4.6 All other matters related to highways impacts, transport infrastructure, sustainability, ecology, inclusive design, safety and security have been assessed and are considered acceptable and in accordance with planning policy.
- 4.7 Overall, the application is considered to be in accordance with the relevant policies within the Development Plan, and is therefore recommended for approval subject to appropriate conditions and planning obligations set out in Appendix 1 of this report.

5. SITE AND SURROUNDINGS

- 5.1 The site occupies a prominent 'gateway' location at the junction of City Road and Islington High Street. It currently comprises a part 4, part 5 and part 6-storey office building and incorporates the Angel Underground Station, including its public entrance, to the ground floor of its north-western corner. It should be noted that the proposals do not affect or relate to the station or its entrance other than its immediate setting at grade and the building above it. The building has three key frontages: to Islington High Street to its west; City Road/Goswell Road to its south; and Torrens Street to its east. Its northern boundary closely abuts a further 6 storey office building.

- 5.2 The building is of a visually distinctive, if contextually incongruous, post-modern architectural design. It is considered to have a somewhat hostile interface with the public realm at ground floor level to the high footfall and prominent locations to the High Street and City Road edges. The existing building does not address, through its design, the changes in levels across the site, and the deeply recessed or indeed absence of fenestration, the positioning of ventilation extracts and servicing to the pavement edge, and the general lack of legibility and animation for the pedestrian contribute towards the harsh and unwelcoming interface.
- 5.3 Its roof-scape is a further defining characteristic with its angled bell tower and varying pediment and stepped roof forms. However, the roof level is considered to lack coherence and other design qualities, distracting from rather than contributing to the surrounding rich historic roof-scape. The distinctively patterned materiality is another defining characteristic of the building. It comprises a rusticated banding to its largely fortified base, yellow stock brick with a buff block and red brick banding to the body of the building, and a predominantly light coloured blockwork treatment to the varied 'top'.
- 5.4 The building breaks through the height threshold of the protected St Paul's Cathedral view corridor. This mostly occurs with elements positioned to its northern edge where the maximum breach is some 3.43m above the threshold. To the southern edge, the bell tower element breaches the view threshold by some 2.5m.
- 5.5 The immediate town centre location is characterised by a diversity of architectural styles and a varied mix of residential and commercial properties. To the west, on the opposite side of Islington High Street, lies the Angel Conservation Area. It includes a terrace of historic buildings facing the site. Nos 1, 7 and 13 Islington High Street are Grade II listed buildings. On the southern side, to Goswell/City Road are a series of further grade II listed buildings which form part of the New River Conservation Area.
- 5.6 To the east of the site, lining the eastern side of Torrens Street, are the distinct and characterful warehouse-style buildings. East of Torrens Street the urban form and language changes considerably and comprises largely streets of Georgian residential terraces located within the Duncan Terrace and Colebrooke Row Conservation Area. These important heritage assets form an integral part of the richness and uniqueness of the streetscape, its architecture and heritage, of the immediate surroundings.
- 5.7 The site is within London's Central Activities Zone and also forms part of the Islington Village and Manor House Archaeological Priority Area. The protected vista from Alexandra Palace to St Paul's Cathedral passes over the site. It is also located within the Angel Town Centre and forms part of the Angel & Upper Street Special Policy Area.
- 5.8 The site has a PTAL (public transport accessibility level) of 6b, an excellent public transport provision, as a result of the proximity to Angel Station and the numerous bus services adjacent to the site. The site is in close proximity to the crossroads of multiple thoroughfares within the south of the borough, specifically Islington High Street, Goswell Road, Pentonville Road and City Road which converge adjacent to the site.

6. PROPOSAL

- 6.1 The proposal would involve partial demolition of the existing building, construction of two new floors, reconfiguration of floorspace and renewal of the existing facades to provide new office floorspace (Use Class E(g)), retail floorspace (Use Class E(a)&(b)), a replacement public house (Sui Generis), plus new access arrangements, landscaping improvements, new public realm and other associated works.
- 6.2 The proposal is for an office-led re-development proposal involving improvements to the building's façade, the creation of a more positive relationship with the surrounding public realm, the refurbishment and relocation of the existing public house within the site, the provision of retail floorspace along Islington High Street and the creation of a new pedestrian route from Islington

High Street through to Torrens Street. The proposal also includes the resurfacing of Torrens Street and the footways around the site as well as significant soft landscaping interventions.

- 6.3 On the upper ground levels, one through to six, the proposal will provide flexible office workspace (Class E (g) (i)) that is suitable for a range of tenants. On the lower and upper ground levels at the north-eastern side of the site, flexible affordable workspace is proposed.
- 6.4 On the site's western elevation, at street level along Islington High Street, flexible retail uses (Class E (a) & (b)) are proposed which will introduce a new active frontage to the proposed development. The public house (Sui Generis) will be retained on the site's south-eastern elevation, along Torrens Street.
- 6.5 The existing basement level would be retained and reconfigured providing space for on-site servicing, delivery and waste refuse vehicles. Cycle facilities are also proposed at basement level as well as the majority of the building's plant machinery.
- 6.6 The following table summarises the proposed floorspace by land use:

Floorspace	Use Class	Floorspace (sqm GIA)	Floorspace (sqm GEA)
Office	Class E(g)(i)	21,701	22,266
Retail	Flexible Class E(a)	255	263
Pub	Sui Generis	519	559
Plant/BOH/Servicing	-	4,384	4,621
Total	-	26,859	27,709

- 6.7 The following shows the uplift in the floorspace created by the development:

Use	Existing (sqm GIA)	Proposed (sqm GIA)	Uplift (sqm GIA)
Office	14,549	21,701	+7,152
Retail	0	255	+ 255
Pub	519	519	+ 0
Plant/BOH/Servicing	4,329	4,384	+ 55
Total	19,397	26,859	+ 7,462

7. RELEVANT HISTORY:

Application Site - Angel Square

- 7.1 871510: An application for the redevelopment to provide 5 and 6 storey buildings (total 18 970 sq. metres) containing offices, new underground station ticket hall and escalator access to platforms retail/financial services public house accommodation and public toilets was approved on the 9th March 1988.

- 7.2 920477: An application for the retention of building for business use retail public house public toilets including new ticket hall for Angel Tube Station and tunnel down to platform level was approved on the 10th July 1992.
- 7.3 960182: An application for the change of use from B1 offices to part B1 offices and Part D1 Financial Training of the first floor was approved on the 12th March 1996.
- 7.4 P042356: A planning application for the change of use of part of the lower ground floor from office (B1) use to a mixed office (B1) / non-residential institutions (D1) use was approved on the 16th September 2004.
- 7.5 P061406: A planning application for the change of use of part ground floor from Use Class B1, (office use) to use Classes B1 and or D1 (non-residential education /training use) was approved on the 18th August 2006.
- 7.6 P080816: An application for the change of use from B1a (offices) to mixed use B1a (offices) and D1 (non-residential institutions) within part lower ground, and all of ground, first, second, third and fourth floor levels of block 2 was approved on the 2nd July 2008.
- 7.7 P2015/0521/FUL: Change of use of part lower ground floor from mixed office B1/non-residential institutions D1 use (sui generis) to office B1 use. Application approved on the 16th April 2015.

8. CONSULTATION

Public Consultation

- 8.1 Letters were sent to occupants of 1190 adjoining and nearby properties on Islington High Street, City Road, Pentonville Road, Duncan Terrace, Goswell Road, White Lion Street, Torrens Street, Upper Street, Colebrooke Row, Owen Street, Chadwell Street, Duncan Street, St John Street, Chapel Market, Elia Street, Vincent Terrace, Liverpool Road, Angel Mews, Myddelton Square, Claremont Close, Arundel Place and Parkfield Street and on the 29th March 2022.
- 8.2 A site notice and press notice were displayed on 31/03/2022. The public consultation of the application therefore expired on 28/04/2022; however, it is the Council's practice to continue to consider representations made up until the date of a decision.
- 8.3 At the time of the writing of this report a total of **21** letters of objection had been received from the public with regard to the planning application. The issues raised can be summarised as follows (with the paragraph that provides responses to each issue indicated within brackets):

Land Use & Principle

- There is no lack of office space in the area given the move towards hybrid working so the further expansion of the office markets is questioned [*paragraphs 10.7 – 10.12*];
- The site should be developed together with the neighbouring site to create a comprehensive redevelopment [*10.3 - 10.4 and 10.106 - 10.107*]

Design

- The design is of a poor quality, appears incongruous and does not contribute to the architecture of the intersection [*10.85 – 10.111*];
- The existing building is of significant merit, a great example of postmodern architecture and should be protected [*10.58 – 10.71*];
- The proposed building is not contextual and does not reflect the character and appearance of its surroundings [*10.91 – 10.115*];

- The proposed architecture would have a negative impact on the Angel and its surroundings [10.91 – 10.115];
- The building proposed is out-of-scale and would dwarf its surroundings [10.85 – 10.94];
- The proposed building does not respect the neighbouring listed buildings nor the surrounding Conservation Areas [10.112 – 10.115];
- The proposed scheme is a generic corporate form of architecture. The existing building recognises that this is the gateway to Islington and celebrates this, but the proposal is indifferent to it [10.96 – 10.102];
- The proposal has little regard to the townscape and is a characterless building for an important corner site. A building with more solid and less glass would have a greater chance of capturing the key townscape requirements [10.86-10.155];
- The infilling of the courtyard will create very deep office space with no daylight at the centre and no opportunity for mixed-mode (low energy) ventilation [10.220 – 10.224]

Sustainability

- The current building should be refurbished rather than demolished in order to cause less pollution, disruption and reduce carbon emissions [10.244 – 10.249].
- The existing building should be better adapted in order to meet sustainability goals and to protect the built environment [10.213 – 10.249].
- A much more sustainable option would be to undertake a full retrofit where the façade and internal structure is retained. It does not align with Islington's Local Plan or the Mayor of London's London Plan [10.4 – 10.12; 10.72 - 10.76 and 10.244 – 10.249].
- The business case to demolish and rebuild is weak. London currently suffers from an over-supply of office space and an office-led scheme should be reconsidered [10.4 – 10.12; 10.72 - 10.76 and 10.244 – 10.249].

Neighbouring Amenity

- Loss of daylight, sunlight, outlook, and privacy [10.146 – 10.177];
- The proposed roof terraces would give rise to unacceptable noise and disturbance if not suitably controlled [10.181 – 10.185];
- There should be no drinking or smoking on the external terraces in order to protect neighbouring residential amenity [10.181 – 10.185].
- The proposal would result in light pollution if not suitably controlled [10.186 – 10.188].

Other Matters

- There should be a no right turn rule when leaving Torrens Street so as to avoid congestion at the junction [10.253 – 10.273].

Letters of Support

- Support for the redevelopment of the site with no particular objection to replacing the existing building.
- Approval of many of the architect's design decisions, including the footprint of the building, the public realm improvements (including to Torrens Street), the clear access between

Islington High Street and Torrens Street, and the opportunity to provide a better street frontage.

External Consultees

- 8.4 A number of external statutory and non-statutory consultations were carried out. The following is a summary of the responses received:
- 8.5 **Canal & River Trust:** It is noted that 'Due to the existing building there is limited structural or civil works associated with foundations or basement construction.' and that, 'Piling works will be designed for bored or CFA methods only, no impact piling.' This would lessen the impact on surrounding structures. We also note that, 'It is not anticipated that the construction works will impact the canal. The Canal & River Trust would agree that this should be the case, and therefore have no concerns to raise.
- 8.6 **Crossrail 2:** No objections in principle subject to condition (36) and informatives on detailed design and construction method statements in order to protect relevant railway infrastructure.
- 8.7 **Health & Safety Executive:** No objections to the proposal.
- 8.8 **Thames Water:** No objections in principle to the proposal subject to conditions (40-42) and informatives on Impact Piling, Foul Water Drainage, Surface Water Drainage and Underground Water Infrastructure.
- 8.9 **Transport for London:** No objections in principle subject to adherence to conditions on railway infrastructure (*condition 36*). The applicant should continue communication with TfL Infrastructure Protection engineers.
- 8.10 **Greater London Authority:** This is not a referable application but the site is within a Protected Viewing Corridor. From the views provided, it can be confirmed that the proposal would not exceed the threshold plane and as such the Strategic Viewing corridor would be maintained.
- 8.11 **Save Britain's Heritage:** SAVE Britain's Heritage objects to the above planning application for the partial demolition and reconstruction of 1 Torrens St, Islington, on grounds that the proposal involves the loss of a landmark post-modernist building which they consider to be a non-designated heritage asset of high architectural value and significance. Angel Square contributes positively to the varied and historic character of Angel and Islington High Street and its loss, together with the bland and increased scale of redevelopment proposed in its place, will cause unjustified harm to the area if approved. The application therefore fails to comply with national and local policy for preserving Islington's historic environment, and we call on the Local Planning Authority to refuse planning permission.

Officer Comment: This is addressed in paragraphs 10.65 – 10.94 of the report.

- 8.12 **Twentieth Century Society**
- 8.13 The Twentieth Century Society has heritage concerns about the current application. As noted, Angel Square is a distinctive and lively Post-modernist building in a prominent location which uses a "rich vocabulary of materials, decoration, shapes and [...] embellishments" to allude to historic architecture and local context, endowing the building with a sense of place. It is of architectural merit and townscape significance. The applicant seeks to remove the existing facades and infill the courtyard space, resulting in substantial fabric loss and the complete obliteration of the building's original character and appearance. We consider that this would result in the total loss of building's heritage significance.
- 8.14 The application would neither conserve nor enhance the significance of the asset, nor would the new development make a positive contribution to the local area, in our view. For these reasons, we object to the application and maintain that it does not meet the requirements of key policies in

the NPPF concerning heritage assets and new development. We advise the local authority to refuse planning permission.

- 8.15 **Islington Society:** That the proposed development is premature and should involve comprehensive redevelopment involving neighbouring sites. That the proposals is of insufficient design quality for the site and that the amendments proposed during the course of the application are insufficient.

Officer comment: these points have been picked up in the main design section of the report.

- 8.16 **Islington Swifts:** the Preliminary Ecological Appraisal by Schofield Lothian (January 2022) makes recommendations for ecological enhancement (pages 25-26) which are welcome and we would like to see these in the planning conditions, but there are some misunderstandings in the report with regard to bird boxes - we request that in addition to the other recommendations of the report: swift boxes or bricks integrated into the facade are specified to act as universal nest boxes, instead of the other proposed inappropriate species-specific nest boxes.

- 8.17 We request that a significant number of swift boxes or bricks are installed near roof level, with a minimum 5m clear drop below, to act as universal nest boxes as these will be suitable for a range of species including swifts, sparrows, blue tits and great tits (*condition 26*).

8.18 **Design out Crime Officer (Metropolitan Police)**

- 8.19 Overall, satisfied that the proposal will bring new life to the building which is, currently, quite hostile and provides limited surveillance onto the street. The suggestion to widen the pavement is also welcome. This area has been coming to the Police's attention for the last 5 years due to moped and pedal cycle enabled snatches outside the station and by widening the pavement it will mean that pedestrians do not have to stand so close to the road/curb.

- 8.20 However, there are some concerns about some aspects of the proposal. Mainly related to proposed overhang and the shelter that this provides for potential rough sleeping. Over the last few years, colleagues from Islington Council, rough sleeping charities, the Angel Business Group and local neighbourhood teams, have worked to combat the rough sleeping issues along that particular stretch with the overhang area outside the old RBS being one of the biggest contributing factors.

- 8.21 Further to this, concerns are expressed over the opening up of the footway which runs adjacent to the building and into the (currently) dead end of Torrens Street. Due to the level changes, the site lines would be poor and the area would provide opportunity for congregating and ASB. It is tucked away from the main street and, especially during the darker winter months, would enhance the fear of crime in the area as well as the opportunity for it. This could be mitigated with the right lighting/CCTV strategy as well as correct management and the option to gate off the area out of hours so that it is not misused of an evening, chosen as a hotspot for rough sleeping, or used as a secluded spot for drug taking and other criminal activity (*conditions 14 and 31*).

- 8.22 Aside from this, it can be confirmed that the doors and windows on ground floor level should be secured to a minimum police approved security standard as set out in the Secured by Design Commercial guide, including a security lobby and access control systems. As previously mentioned, the lighting and CCTV strategy is hugely important in order to highlight any misuse and capture evidential quality images.

- 8.23 The Secure by Design Officer requests that this application, if granted, is conditioned to achieve Secured by Design accreditation (*condition 31*).

Internal Consultees

- 8.24 **Planning Policy:** The proposal to intensify the use of the site for offices is supported by planning policy, although the impact of the proposals on the protected viewing corridor from Alexandra Palace to St. Paul's may affect the uplift that can be achieved. The affordable workspace offer currently outlined in the proposals is 9% of the uplift (GIA) and 11% of the uplift (NIA). This exceeds

the requirement of the adopted plan but is short of the requirement of the emerging plan. Development offers an opportunity to improve permeability through the site from Islington High Street to Torrens Street, as well as a chance to improve the building's relationship with Islington High Street, as envisioned in the draft site allocation (reference AUS16).

Officer comment: The affordable workspace has now been increased to 10% (GIA) on the uplift.

- 8.25 **Design & Conservation:** There are three primary design & conservation issues that have been given due consideration in this assessment. The first of these being the quality and calibre of the architecture of the existing block; as such, whether it is of such a standard to justify being preserved and protected as an outstanding example of Post Modern architectural design.
- 8.26 Officers have determined that the block is not of a sufficient architectural calibre to warrant preservation due to its multiple failings including in particular its harmful interface with the public realm at its base. The principles of the loss of this post-modern 'skin' have not been objected to by the Council's heritage officer, nor by members of the Council's Design Review Panel. New Site Allocation AUS 16 within the emerging local plan further supports a change to the facades of the block in recognition of its challenging attributes.
- 8.27 The following examples of outstanding post-modern architecture have been considered for comparative purposes further demonstrating, from a design perspective, why the architecture of the application site falls well short of the required design qualities deserving of protection, including listing:
- **The Isle of Dogs Pumping Station** (1986–1988), designed by John Outram Associates, is a Grade II* listed building. The listing describes how the building “can be read as a classical temple or ark rising from a primeval sea or river”;
 - **The Circle** (1987–1989) is a large residential development comprising four buildings in the London Borough of Southwark, and designed by CZWG Architects. It was Grade II listed in 2018. Historic England considered that The Circle was a “bold landmark in the regeneration of Docklands”, which was further enhanced by a Shirley Pace sculpture, the Circle Dray Horse. It added that the development “juxtaposes references to neighbouring warehouses with the dramatic urban intervention of a cylindrical void in brilliant blue”.
 - **No 1 Poultry** (1994–1998) is a commercial building in the City of London designed by the renowned late architect James Stirling. It was Grade II Listed in 2016 and described by English Heritage as an "unsurpassed example of commercial postmodernism".
- 8.28 The second issue is whether the scheme is of an acceptably high design quality and calibre relating to proposed transformation of the block into a contemporary workspace, including a complete change in architectural language, materials, and expression.
- 8.29 To this effect the design is found to be acceptable and is supported. Beneficial changes include those proposed to the ground floor ambient whereby the relationship between the pedestrian and the building's edge has been profoundly enhanced. This is the result of extending the pavement width by setting back the building edge at the busy High Street/City Road intersection; creating multiple new entrances, to all edges of the site, which are legible, welcoming, and fully accessible; and, radically altering the void to solid ratio, through the introduction of large expanses of glazed facades including new openings at ground floor, to all edges, better animating and interacting with the public realm in a more open and safer manner.
- 8.30 The changes to the quality of the overall block are considerable. From a loud and rumbustious composition to one of a quiet, urbane, and contemporary expression, is not considered harmful to the quality of the streetscape or to the quality and characteristics of the broader context. The proposal is appropriately contemporary and will create a fine and fitting fourth corner to this important if heavily trafficked junction. It 'speaks' a similar language to the Angel Building diagonally opposite. This building and the proposed building, through their quiet and subtle architecture, allow

the richness of the historic architecture, form and detailing of the surrounding buildings and terraces to remain fully legible and visually dominant.

- 8.31 The scheme design is considered to be of a high standard with an emphasis on the detail in terms of both the selection and application of the materials palette, and the overall composition of the building. The massing has been effectively addressed through multiple techniques from the playfulness of the recessed roof form, to the distinct if subtle design differentiation between the three building modules. Therefore there are no design objections to this proposal.
- 8.32 Finally, the building is considered to have considerably less impact on the setting and legibility of the adjacent heritage assets than that of the current building. This is because it is considerably quieter in its architectural form, expression, and materiality. As a result it will not compete in townscape terms with the richly animated historic terraces that front and frame the block. In particular the Grade II listed, designated local landmark building, directly opposite the site at 1 Islington High Street, will retain its visual primacy within the streetscape as a result of the proposed changes. On balance, the development is considered to have a neutral impact on the setting of the adjacent conservation areas and their multitude of heritage assets.
- 8.33 **Inclusive Design Officer:** In general the designs are considered to be acceptable. A significant amount of detail is still required and this should be requested by condition (32) in the event of planning permission being granted.
- 8.34 **Energy:** A number of points were raised in relation to the applicant's energy strategy. These have now all been addressed. Application considered acceptable subject to conditions (19-21).
- 8.35 **Highways:** No objection in principle to the proposal subject to comments from TfL and details of construction management. Welcome the proposed public realm improvements and this should be subject to a section 278 agreement.
- 8.36 **Public Protection:** No objections to the proposal subject to relevant conditions (6, 8-10 and 12) on noise limits, plant noise, management of the roof terrace, air quality and construction management.
- 8.37 **Building Control:** Comments made on the Fire Statement, which have now been addressed.
- 8.38 **Tree Officer:** No objection to this proposal. It would be better to have a significant increase in Green Infrastructure and I note that the UGF score is only 0.18, significantly less than the required 0.3. This has now been increased to 0.25 with the remaining difference made up by off-site tree planting.
- 8.39 It is asked how the demolition and construction is to be implemented and facilitated with regard to site storage, welfare, deliveries, and crane operation. If Torrens Street is to be used, then the local authority owned trees would be under threat, despite any submitted Tree Protection Plan. This should be resolved prior to any decision. (This has now been addressed with sufficient detail provided to demonstrate that the street trees would be protected.)
- 8.40 Notwithstanding the above, any permission should be subject to conditions for the tree protection of the Local Authority owned trees in Torrens Street and conditions (28 and 29) for proposed landscaping.
- 8.41 **Inclusive Economy:** The proposal clearly shows the Affordable Workspace (AWS) provision within the application and refers to it throughout the Design and Access statement. Due consideration has been given to the provision within the proposals and the location of the workspace is located well within the development with entrance on the upper ground level with the majority of the workspace on the lower ground and facing on to Torrens Street. A few points to be addressed:
- The submission states that c.9.2% 656m² of the total uplift in floorspace (7152sqm (GIA)) can be achieved as affordable workspace within the unit. This is 1%, approximately 59m²,

below the 10% policy figure. The AWS team would like to see an increase of floor area at upper ground floor by 59m². Increasing the area at this level and entrance point would be beneficial to the end user and could be a solution to meeting the 10% required. It is requested that the applicant consider this increase in order to meet the 10% provision required by the policy B4.

Planning Officer comment: this has now been increased to the required 10%.

- The submission also states that the affordable workspace will be offered to LB Islington at peppercorn rent. This is in line with the adopted or emerging policy.
- The planning submission clearly shows the AWS unit to be on the lower ground floor with direct access to Torrens Street. The entrance to the affordable workspace is shown at upper ground floor level and in the new pedestrian cut through to Islington High Street and the Angel Tube entrance.
- Due consideration should be given to security and lighting to ensure the success and usability of this entrance point. The entrance doors indicated onto Torrens Street at lower ground level to the AWS allows some activation on the street and flexibility for partitioning. This is welcomed by the AWS team.
- The AWS is contained within one large unit and has the potential for subdivision by the workspace operator if required, allowing flexibility of provision across the term of the lease. The AWS also has generous floor to ceiling heights and large area of glazing to ensure good light quality.
- The space should be delivered to CAT A+ fit-out to a good and uniform standard, in accordance with the council's affordable workspace specification (including access to toilets, cycle storage and a kitchenette or access to a café area). See AWS specification.

Planning Officer comment: This is agreed and would be secured through the section 106 agreement.

- Currently the proposal does not indicate a layout for WC/kitchenette facilities within the space. We require a layout proposal for the space at an adequate level to meet occupancy expectation in order to assess the proposal further. Additional information showing a proposed layout has been requested.

Planning Officer comment: This has now been provided.

- All building users should have access to the main cycle store. Whilst in conversation with the developer it was explained that the cycle store access ramp would be unsafe for someone walking out and that was the reason for a separate provision. We request that further thought be presented on this.

Planning Officer comment: Further justification has now been provided which is considered acceptable

- AWS team would welcome the area of the AWS/pub cycle store area be reconsidered for another AWS use, such as display or exhibition space, small unit or retailer. This would provide beneficial activation of the area and greater passive surveillance to make that new piece of public realm more active.
- The council expects affordable workspaces will conform to the relevant standards for access to natural light, defined by the British Council for Office Standards 2014.

8.42 **Sustainability comments:** Welcome the reuse of the existing structure and maximising the embodied carbon saving. Targeting BREEAM 'Outstanding' as well as the minimisation of construction waste and the sustainable use of materials.

8.43 However, a number of issues still to be addressed:

- The Urban Greening Factor should be increased;
- A bio-solar roof should be incorporated;
- Any landscaping should be designed to maximise diversity;
- Green walls should be rooted directly into soil at ground or roof level, avoid excessive water demand and employ a watering system that does not rely on mains water supply or a pumped irrigation supply;
- The recommended enhancements set out in the Biodiversity Net Gain Assessment should be followed, including planting that is beneficial for pollinators, swift bricks/boxes and bat boxes.
- Confirmation required as to whether the geo-cellular storage tanks will drain by gravity rather than requiring pumping.

Planning Officer comment: All outstanding matters have now been addressed in a revised submission and robust justification has been provided. Permission would be subject to conditions 21-27, which are of relevance to sustainability.

9. RELEVANT STATUTORY DUTIES & DEVELOPMENT PLAN CONSIDERATIONS AND POLICIES

National Guidance

- 9.1 Islington Council (Planning Committee), in determining the planning application has the main following statutory duties to perform:
- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004) (Note: that the relevant Development Plan is the London Plan and Islington's Local Plan, including adopted Supplementary Planning Guidance.)
 - As the development is within or adjacent to a conservation area(s), the Council has a statutory duty in that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area (s72(1)).
- 9.2 National Planning Policy Framework 2021 (NPPF): Paragraph 10 states: "at the heart of the NPPF is a presumption in favour of sustainable development.
- 9.3 The National Planning Policy Framework 2021 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals
- 9.4 Since March 2014 Planning Practice Guidance for England has been published online.
- 9.5 In considering the planning application account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.

- 9.6 The Human Rights Act 1998 incorporates the key articles of the European Convention on Human Rights into domestic law. These include:
- Article 1 of the First Protocol: Protection of property. Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.
 - Article 14: Prohibition of discrimination. The enjoyment of the rights and freedoms set forth in this Convention shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth, or other status.
- 9.7 Members of the Planning Committee must be aware of the rights contained in the Convention (particularly those set out above) when making any Planning decisions. However, most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted. Any interference with any of the rights contained in the Convention must be sanctioned by law and be aimed at pursuing a legitimate aim and must go no further than is necessary and be proportionate.
- 9.8 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. The Committee must be mindful of this duty inter alia when determining all planning applications. In particular, the Committee must pay due regard to the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.9 In line with Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, in assessing the proposals hereby under consideration, special regard has been given to the desirability of preserving the Conservation Area, its setting and any of its features of special architectural or historic interest.
- 9.10 In line with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, special regard has been given to the desirability of preserving the adjoining listed buildings, their setting and any of their features of special architectural or historic interest.

Development Plan

- 9.11 The Development Plan is comprised of the London Plan 2021, Islington Core Strategy 2011 and the Islington Development Management Policies (2013). The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.

Designations

- 9.12 The site has the following designations under the London Plan 2021, Islington Core Strategy 2011, Development Management Policies 2013, and Site Allocations 2013:
- Central Activities Zone (CAZ)
 - Angel & Upper Street Core Strategy Key Area
 - Islington Village and Manor House Archaeological Priority Area
 - Alexander Palace Protected Viewing Corridor
 - Site Allocation 1-7 Torrens Street
 - Angel Town Centre
 - Within 100m of TLRN and SRN road
 - Rail Safeguarding – Crossrail 2

- Rail Land Ownership – TfL
- London Underground Zones of Interest
- Employment Priority Area (General)
- Article 4 Direction A1-A2 (Rest of the borough)
- Article 4 Direction B1c to C3

Supplementary Planning Guidance (SPG) / Document (SPD)

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

Draft Islington Local Plan

9.14 The Regulation 19 draft of the Local Plan was approved at Full Council on 27 June 2019 for consultation and subsequent submission to the Secretary of State for Independent Examination. From 5 September 2019 to 18 October 2019, the Council consulted on the Regulation 19 draft of the new Local Plan. Submission took place on 12 February 2020. As part of the examination consultation on pre-hearing modifications took place between 19 March and 9 May 2021. The Examination Hearings took place between 13 September and 1 October 2021. The Council has been consulting on main modifications to the plan from 24 June 2022 to 7 August 2022.

9.15 In line with the NPPF, Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

9.16 Emerging policies relevant to this application are set out below:

- Policy SP4 - Angel & Upper Street
- Policy SC3 - Health Impact Assessment
- Policy B1 - Delivering business floorspace
- Policy B2 - New business floorspace
- Policy B3 - Existing business floorspace
- Policy B4- Affordable workspace
- Policy R1 - Retail, leisure and services, culture and visitor accommodation
- Policy R3 - Islington's Town Centres
- Policy R10 – Culture and the Night-Time Economy
- Policy R11 – Public Houses
- Policy G3 – New public open space
- Policy G4 – Biodiversity, landscape design and trees
- Policy G5 – Green Roofs and vertical greening
- Policy S1- Delivering sustainable design
- Policy S2- Sustainable design and construction
- Policy S4- Minimising greenhouse gas emissions
- Policy S7 – Improving Air Quality
- Policy T2- Sustainable transport choices
- Policy T4 – Public realm
- Policy T5 - Delivery, servicing and construction
- Policy DH1- Fostering innovation and conserving and enhancing the historic environment
- Policy DH2- Heritage assets
- Policy DH3 – Building heights
- Policy DH7 – Shopfronts

10. ASSESSMENT

10.1 The main issues arising from this proposal relate to:

- Principle of Development
- Land Use
- Affordable workspace
- Design, Conservation and Heritage
- Accessibility and Inclusive Design
- Neighbouring Amenity
- Energy and Sustainability
- Highways and Transport
- Refuse and Recycling
- Fire Safety
- Planning Obligations and CIL
- Planning Balance Assessment

PRINCIPLE OF DEVELOPMENT

10.2 The existing part-5, part 6-storey building was given consent in 1988 under application reference 87/1510 for the “*redevelopment to provide 5 and 6 storey buildings (total 18,970 sqm) containing offices, new underground station ticket hall and escalator access to platforms retail/financial services public house accommodation and public toilets*”. While there have been several planning applications over time to change some of the office uses to D1 (education / training) uses, the existing building is considered to be in predominantly office use, with a public house forming the south-east corner of the building’s ground floor on the junction of Torrens Street and City Road. The underground station ticket hall and public toilets (which are no longer in operation) do not form part of this planning application.

10.3 The National Planning Policy Framework has as its economic objective (in paragraph 8) to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure. London Plan Policy GG2 states that development proposals should proactively explore the potential to intensify the use of land to support additional workspaces, promoting higher density development, particularly in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. At a local level, Site Allocation AUS16 of Islington’s emerging Site Allocation Schedule encourages comprehensive redevelopment including neighbouring sites, the intensification of office uses at the site alongside improvements to the building’s facade and a more positive relationship with Islington High Street as well as improvements to permeability between Islington High Street and Torrens Street.

10.4 Any proposal to increase employment floorspace and improve the quality and efficiency of the existing floorspace within the building as well its flexibility of use is considered acceptable in principle. While the proposal does not include master planning involving neighbouring sites as encouraged by the draft Site Allocation AUS16, the proposed commercial development is considered to be supported by national, regional and local planning policies, in particular because of the site’s central and highly accessible location. The proposed development also involves improvements to the building’s relationship with the public realm as encouraged by the Site Allocation AUS16.

10.5 The principle of the development is therefore acceptable and accords with the National Planning Policy Framework’s presumption in favour of sustainable development, subject to other material planning considerations discussed below.

LAND USE

- 10.6 The site is located within the Central Activities Zone (CAZ), the Angel & Upper Street Core Strategy Key Area, is located within the Angel Town Centre and is also allocated within the emerging Local Plan as AUS16. The proposed development would increase the quantum of office floorspace from the existing 14,549sqm to the proposed 21,701sqm, with some 715sqm of the office floorspace allocated as affordable workspace. At the same time, a new retail unit of 255sqm is proposed at ground floor level and the floorspace associated with the public house would be maintained at 519sqm.

Office Floorspace

- 10.7 London Plan Policy SD4 states that the nationally and internationally significant office functions of the CAZ should be supported and enhanced by all stakeholders, including the intensification and provision of sufficient space to meet demand for a range of types and sizes of occupier and rental values. Employment floorspace such as the proposed office floorspace (Class E(g)(i)) is encouraged, through Core Strategy Policy CS13, to locate in the CAZ and town centres where access to public transport is greatest. Specifically, Angel Town Centre will be expected to accommodate estimated growth in jobs of approximately 775 from B-use (office) floorspace which will be encouraged throughout the town centre, in accordance with Policy CS5.
- 10.8 Development Management Policy DM5.1 states that within Town Centres the council will encourage the intensification, renewal and modernisation of existing business floorspace whilst complying with other relevant planning considerations, and providing a mix of complementary uses, including active frontages where appropriate.
- 10.9 In terms of emerging policies, Policy B2 of the emerging Local Plan states that new business floorspace is a priority in the CAZ fringe such as Angel and Upper Street. Moreover, proposals which are not considered to maximise business floorspace will not be permitted. Proposals involving existing business floorspace must prioritise the intensification, renewal and modernisation of this business floorspace. Consistent with the CAZ/CAZ fringe location, business use is a priority land use in Angel Town Centre, in line with emerging Local Plan Policy SP4. Existing office use will be protected and proposals for new business floorspace must maximise the provision of business floorspace.
- 10.10 As such, given this planning policy background, the principle of the provision of new employment floorspace, in particular office floorspace, at this location within the CAZ and the Angel Town Centre, is supported by the Development Plan, due to the site's commercial context and its central location. This is further supported by London Plan Policy E1 which states that the Mayor supports the increases in current stocks of office floorspace within the CAZ, and improvement to the quality, flexibility and adaptability of office floorspace (of different sizes), through new office provision and refurbishments.
- 10.11 The existing building suffers from an inefficient internal layout, with multiple vertical circulation cores and limited, shallow floorplates that lack flexibility and are not suited to modern occupier needs. Moreover, the building services are operationally carbon-intensive and include outdated building plant and mechanical services, that are towards the end of their design life and require replacement. Finally, the building has poor cycle facilities, that have been retrofitted into the existing car-park and are disassociated from changing and shower facilities.
- 10.12 In land use terms, the proposed modernisation and uplift of office floorspace is considered acceptable in principle given that it is located within multiple designated areas where the development, growth and maximisation of business floorspace is encouraged. The proposed development by reason of the refurbishment and the proposed extensions represents a maximisation of office floorspace as required by policy. Furthermore, it is considered the proposed use of the site as office within this desired location contributes towards the aims of the Council's employment policies as well as providing a continued and efficient use of the site.

Proposed Retail

- 10.13 Policy CS14 of Islington's Core Strategy states that Islington will continue to have strong cultural and community provision with a healthy retail and service economy providing a good range of goods and services for the people who live, work and study in the borough. Policy DM4.4 supports the provision of retail within Town Centres, and specifically in relation to the Angel Town Centre, Policy CS5 supports additional employment growth in retail and other service industries by encouraging ground floor retail units in the office redevelopments along the main shopping streets.
- 10.14 In terms of emerging policy, Policy R3 of the Islington Draft Local Plan repeats the support for retail uses in Islington's Town Centres in general; and specifically in relation to the Angel Town Centre, Policy SP4 states that further retail, leisure and service uses are considered suitable across the Angel to support and enhance this offer and to meet the need for new floorspace over the plan period.
- 10.15 It is considered that there is clear policy support for an additional retail unit on the ground floor of this office development in order to enhance the vitality and vibrancy of Angel Town Centre and the borough as a whole. The additional 255sqm of retail on the ground floor of this office development is thus considered acceptable in principle. Any permission for retail floorspace here would be subject to a condition (16) restricting its use within the appropriate Class E categories ((a) & (b)).

Reprovision of Public House

- 10.16 Policy DM4.10 and London Plan Policy HC7 support the retention of Public Houses, and oppose their redevelopment, demolition and Change of Use. In terms of emerging policy, Policy R11 repeats the same protection of public houses which demonstrate community value, contributes to the cultural fabric and/or contributes to the economy.
- 10.17 Given the policy support for and protection of public houses in the borough, the proposed replacement of the public house is considered acceptable in principle, subject to a consideration of other relevant planning policies.

SMEs and Affordable Workspace

- 10.18 Policy CS13 (A) of the Islington Core Strategy specifies that new employment development should be encouraged to be located within the CAZ or town centres; be flexible and meet changing business needs and to require different types and sizes including those that can accommodate SMEs. Similarly, Policy DM5.1 requires for new business floorspace to be designed to allow for future flexibility for a range of uses, including future subdivision and / or amalgamation for a range of business accommodation, particularly for small businesses. This objective is repeated in emerging Policy B1, which states that business floorspace must allow for future flexibility for a range of occupiers, including future subdivision and/or amalgamation, and provide a range of unit types and sizes, including a significant proportion of small units, particularly for SMEs.
- 10.19 In terms of affordable workspace, the adopted Policy DM5.4 requires for major development proposals for employment floorspace within Town Centres to incorporate an appropriate amount of affordable workspace and/or workspace suitable for occupation by micro and small enterprises. It goes on to state that where affordable workspace is to be provided, evidence should be submitted demonstrating agreement to lease the workspace at a peppercorn rate for at least 10 years to a council-approved Workspace Provider. In terms of emerging policy, Policy B4 requires for major developments involving over 1,000sqm of business floorspace to incorporate 10% affordable workspace (as a proportion of the net increase) to be leased to the Council at a peppercorn rate for a period of at least 20 years.
- 10.20 The application includes plans showing how the floorplates can be separated to provide floorspace suitable for SMEs. The floorplates can also be provided as large open-plan offices suitable for larger enterprises. The proposal also includes 715sqm of affordable workspace (AWS) at ground floor level, which would be leased back to the Council at peppercorn rent for 20 years (i.e. the time period required by the draft policy). The quantum of AWS equates to the 10% of the total uplift of

office accommodation on site based on the GIA and some 11.5% of the uplift based on the NIA floorspace figures. The quality of the AWS proposed will be considered in subsequent sections of this report.

Class E restrictions

- 10.21 The Town and Country Planning (Use Classes) Regulations were amended on 1st September 2020. The amended Use Class regulations omit the former Use Class B1 and introduces a new Use Class E, which encompasses office use, together with many other town centre uses. The application proposes the introduction of additional office floorspace, with a public house and a retail unit additionally proposed at ground floor level. The assessment of the proposal is based on the applicant's submission for office use and no other uses within Class E.
- 10.22 It is considered that the other uses that are encompassed by Class E, apart from the ground floor retail unit, would not be an appropriate use of the development within its surrounding local context without the submission of further details and mitigation measures. The upper floors of the building would be likely to be inappropriate for retail use given the site's location outside of the Primary Shopping Area. Notwithstanding these points, the building as a whole would be likely to be unattractive to a retail occupier given the amount of floorspace concerned which includes a low ratio of ground floor to the total floorspace.
- 10.23 The site is within the CAZ and in an area where business floorspace, in particular office floorspace, should be maximised. As such, it is considered that the proposed business floorspace should be restricted from converting to other uses outside of Use Class E(g).
- 10.24 As such, a condition (15) is recommended restricting the use of the redeveloped building (except for the retail unit already discussed) to be only of office/business floorspace and no other use within Class E of the Use Classes Order 2020. Should any other use be proposed to the building, this would require the submission of an application and appropriate supporting documentation.

Residential Use

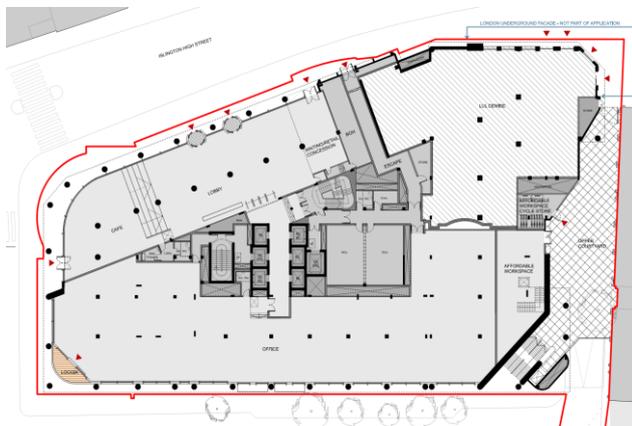
- 10.25 The introduction of the new permitted development rights under Class MA in Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order (2021 No.428) would allow change of use of a building from Class E to C3 (dwelling houses), which takes effect from 1st August 2021. This means the proposed commercial development would be able to (subject to limitations and conditions) be converted into residential use, which would clearly conflict with the objectives of the Development Plan that supports commercial use and job growth.
- 10.26 In accordance with the aforementioned policies, officers considered that it would be necessary to resist unacceptable change of use from commercial to residential use, in order to protect the commercial floorspace within the site and the wider CAZ. It is recommended that a condition (17) is imposed to restrict the permitted development rights within the provision of Class MA of the GPDO.

Summary

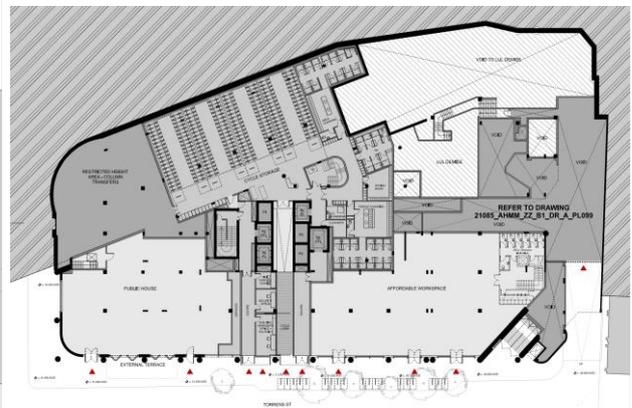
- 10.27 The site is located within the designated Central Activities Zone (CAZ), the Angel & Upper Street Core Strategy Key Area and the Angel Town Centre. As such, the principle of the proposed commercial development with provision of additional employment floorspace, involving the intensification and modernisation of office floorspace, is considered to be acceptable, and accords with the spatial strategies of the Development Plan. Officers consider that the proposed development, including the proposed retail floorspace, the reprovided public house and affordable workspace would positively contribute to the commercial character of Angel and support the strategic priority of the CAZ to maximise delivery of office floorspace where appropriate.

AFFORDABLE WORKSPACE

- 10.28 London Plan Policy E3 states that considerations should be given to the need for affordable workspace in areas identified in a local Development Plan Document where cost pressures could lead to the loss of affordable or low-cost workspace for micro, small and medium sized enterprises (such as in the City Fringe around the CAZ and in Creative Enterprise Zones) or in locations where the provision of affordable workspace would be necessary or desirable to sustain a mix of business or cultural uses which contribute to the character of an area.
- 10.29 Policy DM5.4 of the Islington Development Management Policies 2013 concerns the size and affordability of workspace. As set out in paragraph 5.25 of the IDMP, the figure of 5% of gross floorspace should be taken as the starting point for provision. The space should either be provided as separate small units for SME businesses (affordable by virtue of their size) or let to the council as Head Leaseholder at a peppercorn rent for at least 10 years; (in such cases the council will then engage with approved workspace providers to manage the space and ensure it is occupied by target sectors).
- 10.30 The emerging Local Plan policy B4 states that within the CAZ and Bunhill and Clerkenwell AAP area, major development proposals involving office development must incorporate 10% affordable workspace (AWS) (as a proportion of proposed office floorspace GIA) to be leased to the Council at a peppercorn rate for a period of at least 20 years. Following the examination of the Local Plan policies, modifications to Policy B4 have been proposed which confirm that for proposals involving redevelopment, refurbishment (or refurbishment and extension), the requirement would apply to the uplift in floorspace only and not the whole floorspace.
- 10.31 The applicant has proposed to designate an area on the ground floor in the north-eastern corner of the building as affordable workspace. The area in question measures some 715sqm (GIA), which is 10% of the total uplift of 7,152sqm (GIA), or 11.5% of the uplift based in the net internal area. The upper ground and lower ground floor layout of the AWS are shown below:



Proposed Upper Ground



Proposed Lower Ground

- 10.32 The unit would have its main entrance from along the new pedestrian route connecting Torrens Street with Islington High Street but would also have access points directly from the building's Torrens Street frontage. Having assessed the general internal layout, it is considered the proposed lower ground floor and ground floor affordable workspace would comprise a good working environment for potential future occupiers. It can be accessed step free, and would also benefit from natural daylight and outlook which is welcomed by the Council's Inclusive Economy Team.
- 10.33 The final design of the AWS should include a Category A fit out as a minimum and should include internal surface finishes, installation of mechanical and electrical services, toilets, blinds and basic fire detection systems as well as having flexible internal arrangements that permit a number of different internal work areas to be accessed from shared spaces, good standards of internal sound insulation, access to shared spaces and facilities, such as communal breakout space, meeting rooms, kitchen areas, bike storage and goods lifts; and external space reserved for

loading/unloading. The applicants have confirmed that the space would incorporate all of these characteristics.

- 10.34 Due consideration should be given to security and lighting to ensure the success and usability of this entrance point. The entrance doors indicated onto Torrens Street at lower ground level to the AWS allows some activation on the street and flexibility for partitioning. This is welcomed by the Council's Inclusive Economy team. The AWS is contained within one large unit and has the potential for subdivision by the workspace operator if required, allowing flexibility of provision across the term of the lease. The AWS also has generous floor to ceiling heights and large area of glazing to ensure good light quality.
- 10.35 The space would be delivered to CAT A+ fit-out to a good and uniform standard, in accordance with the council's affordable workspace specification (including access to toilets, cycle storage and a kitchenette or access to a café area) and this would be secured by section 106 agreement. The proposal now also indicates a layout for WC/kitchenette facilities within the space. The proposed for the space is considered to be an adequate level to meet occupancy expectations.
- 10.36 The S106 legal agreement would ensure these requirements are incorporated into the final design and would outline the mechanics of leasing the floorspace to the Council for 20 years at a peppercorn rent.

DESIGN, CONSERVATION AND HERITAGE

Policy context

- 10.37 The following requirements are necessary for Local Planning Authorities in consideration of planning applications which affect the setting of a listed building or the character and appearance of a conservation area Section 72(1) Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that : 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'.
- 10.38 Section 72(1) of the Act states: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area". The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings, and to the desirability of preserving or enhancing the character or appearance of a conservation area.
- 10.39 In terms of the NPPF it addresses the determination of planning applications affecting designated and non-designated heritage assets at paragraphs 128-135 which state, inter alia, that:
- 'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary...'*
- 10.40 Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset,

to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal...'

- 10.41 Paragraph 124 of the NPPF 2021 highlights that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 10.42 Paragraph 128 states that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

London Plan

- 10.43 Policy D3 of the London Plan states that development must make the best use of land by following a design-led approach that optimises the capacity of sites, to ensure that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth. It further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
- 10.44 In terms of design and heritage considerations, London Plan policy D3, part D states that development proposals should:
- enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions;
 - provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest;
 - respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character;
 - be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.
- 10.45 Policy D4 stipulates the importance of design scrutiny of development proposals starting from pre-application stage. It states that the design of development proposals should be thoroughly scrutinised by borough planning, urban design, and conservation officers, utilising analytical tools, local evidence, and expert advice where appropriate. In addition, boroughs and applicants should make use of the design review process to assess and inform design options early in the planning process.
- 10.46 Policy HC1 reads that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in this design process.

Local Plan

- 10.47 The national and regional policies are supported locally by Islington Core Strategy policy CS7 (Bunhill and Clerkenwell) which states that much of the area has a rich character and is noted for its historic value, the historic significance and character of the area will be protected and enhanced.
- 10.48 Policy CS8 of the Islington Core Strategy sets out the general principles to be followed by new development in the borough. Policy CS9 (Protecting and enhancing Islington's built and historic environment) requires the borough's unique character to be protected by preserving the historic urban fabric, and new buildings should be sympathetic in scale and appearance and to be complementary to the local identity. Policy CS5 (Angel and Upper Street) seeks for improvements to the environment for pedestrians, cyclists and residents, particularly around the station and the junction of Islington High Street with City Road, Goswell Road and St. John Street.
- 10.49 Policy DM2.1 (Design) of the Islington Development Management Policies requires all forms of development to be of a high quality design, incorporate inclusive design principles and make a positive contribution to the local character and distinctiveness of an area, based upon an understanding and evaluation of its defining characteristics. Permission will be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 10.50 Policy DM2.3 (Heritage) of the Development Management Policies requires developments to conserve and enhance the borough's heritage assets, in a manner appropriate to their significance. The council requires that harm to the significance of a conservation area will not be permitted unless there is a clear and convincing justification. Part C of the policy states that the significance of Islington's listed buildings is required to be conserved or enhanced; new developments within the setting of a listed building are required to be of good quality contextual design. New development within the setting of a listed building which harms its significance will not be permitted unless there is a clear and convincing justification, and substantial harm will be strongly resisted.
- 10.51 Moreover, the Islington's Urban Design Guide SPD (UDG) sets out the principles of high quality design (Contextual, Connected, Sustainable and Inclusive) and the detailed design guidance such as urban structure, the streetscape, services and facilities, and shopfront design.
- 10.52 In terms of conservation area and heritage assets, the Planning (Listed Buildings and Conservation Areas) Act 1990 (amended) requires planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area (section 72); it also requires decision maker to have special regard to preserve or enhance the significance of heritage assets (including their setting) through the planning process (section 66).

Existing Site and Context

- 10.53 This existing site constitutes a large and visually prominent post-modern office complex designed by Rock Townsend Architects and constructed in the late 1980s. It sits in a gateway location at the heavily-trafficked intersection connecting Pentonville Road, Islington High Street, City Road/Goswell Road and St John's Street.
- 10.54 While neither a listed nor locally listed building, and not within a Conservation Area, it is nonetheless located within a sensitive heritage context. It is surrounded by three Conservation Areas with Duncan Terrace/Colebrook Conservation Area to the east, to the rear of Torrens Street; the Angel Conservation Area to the west, to the western edge of Islington High Street; and the New River Conservation Area to the south including the south side of Pentonville Road and the south side of the northern tip of Goswell Road.

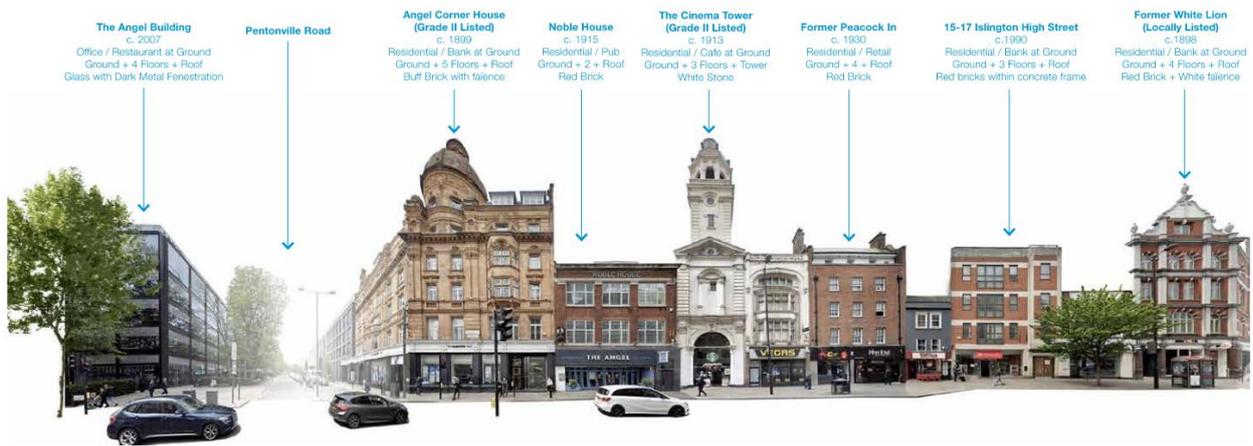


Image 10.1: Angel Conservation Area

10.55 The immediate context also contains a series of listed and locally listed buildings with the most prominent being the Grade II listed Angel Inn building, developed in 1903, at 1 Islington High Street (as shown in the elevation above). This is located on the north side of Islington High Street with its junction to Pentonville Road, directly opposite the application building. This is a designated 'local landmark' with a richly decorated façade and, in particular, a prominent dome which, rising to the modern equivalent of 7 - 8 storeys, is the tallest and most visibly prominent historical architectural feature in this location.

The terrace within which the above building sits is characterised by its fine grain with considerable architectural animation and variation that enriches the streetscape. It also accommodates the Grade II listed building at 7 Islington High Street. While this is a smaller building than the local landmark at No 1 Islington High Street, and positioned more subserviently in a mid-terrace location, it too is a beautiful building topped with a delicately detailed cupola. To the south-east corner of the junction with Islington High Street, opposite the site, are a further cluster of listed buildings at 353 – 363 Goswell Road (shown on elevation below) and 426 – 428 St Johns Street which also contribute to a rich and finely detailed streetscape. City Road too is lined with listed buildings, Georgian terraces, to both its edges within the vicinity of the site.



Image 10.2 – New River Conservation Area

10.56 Diagonally opposite the site lies The Angel Building, a 6 storey office building. It was transformed in 2010 by the architects AHMM from an unprepossessing 1980s office block and subsequently shortlisted for the prestigious RIBA Stirling Prize (2011) in recognition of the outstanding quality of architecture. The Stirling prize assessment commented:

“An unremarkable 1980s office block has been transformed into a building not only of great elegance and poise but one that contributes positively to life on the streets outside while creating new interiors of great refinement”.

10.57 The statement went on to comment that:

“The building is not only extremely well made and resolved, but offers an idea of how building and working in cities might look in the future”.

10.58 The application site (at 1 Torrens Street), which forms the 4th component of this important junction, was conceived and developed as a speculative office. It was designed with an echo of a Tuscan hill top town which, while alien in terms of its scale and typology to Islington’s architectural form and heritage, does have a number of positive characteristics. These include an exuberance in relation to its large scale features and forms which contribute to its dominant visual presence in this locality.



Image 10.3 - Existing Building

10.59 This is most evident in the animated roof form with its playful and prominent clock tower to Islington High Street, and the multiplicity of shapes. The sundial to Torrens Street adds further, if more subtle, character at upper levels. Perhaps its greatest success is how it boldly and confidently announces and celebrates its gateway position at the brow of the hill with its large and visually distinctive forms, and patterned materiality, characteristics that are visible from multiple short and medium range vantage points.

10.60 While reading as a single entity, a composition, it was designed to function as three distinct buildings. These are configured around a shared internal courtyard with access to each building provided via the courtyard which in turn is accessed off the High Street at a single point of entrance and from a single entrance off Torrens Street to the rear. The impact of the massing of such a relatively large scale block in relation to its finer grain urban form into which it was inserted, has been reasonably well addressed at upper levels through the multiplicity of façade and roof forms and use of materials deployed within the composition. Also of particular note is the large curved facade to the primary junction with its strongly expressed double height base and playfully striped upper floors. Rising just beyond this element is the tall and slightly angled clock tower designed in the form of an Italianate campanile, which constitutes a strong gateway marker.

10.61 This curved corner feature is flanked on either side by two longer 6-storey ‘wings’ which, while similar in their rhythm and expression are sufficiently distinct and as such also help to address the impact of the sheer mass of the block relative to its finer grain historic neighbours. The 6-storey return element to Goswell Road comprises a distinctive pediment roof form beneath which are large swathes of striped and patterned render, brick, and pre-cast stone. To the base of this part of the building lies a pub.

- 10.62 The Islington High Street return comprises a materially strong, double height base with a yellow brick 'middle' that is punctuated with pre cast stone 'decorative' embellishments, with a rendered 'top' floor. At this point the block 'cranks' and creates a visual separation between the south building and this northern 'building'. The latter houses the Angel Tube Station at its base. It is considered the least successful element of the overall composition with its visually heavy roof forms at the equivalent of levels 5 – 7, which overwhelms the weakness of the building's base including its failure to reflect and celebrate, within the architecture, the functional significance of the tube station.
- 10.63 The final element of the existing block, the 3rd building, is to the Torrens Street edge. This comprises the simplest elevation and, while it continues the striped materiality around the lower floors, it is otherwise architecturally unremarkable. A sundial is positioned to the highest element to this frontage and is visible from short to medium vantage points to City and Goswell Roads.
- 10.64 Of London-wide significance is the location of the Angel Tube Station at the base, and basement, of the northernmost building, located to the north western corner of the site. Access to the station was originally via Torrens Street. However as part of the site's redevelopment in the 1980s, the tube's entrance was repositioned to this current High Street edge.
- 10.65 The existing building, while exuberant within the townscape, fails however on a range of other important matters, most significantly at its base. That critical interface between the pedestrian and the ground floor of the block is largely hostile as a result of long runs of dead frontages, the presence of mechanical ventilation grills expelling used air directly onto the pavement environs, and multiple recesses creating a hostile urban realm.
- 10.66 The long High Street frontage is considered particularly poor in this respect. The tube station entrance is not well expressed yet experiences a high pedestrian density from morning until night. There is only one other opening to this primary edge, positioned mid-way along this street edge, which accommodates the block's primary entrance. The entrance design and detailing is considered quite poor. It comprises a double height 'frame' within which is located a recessed single height opening that is accessed via a simple stepped entrance. To its side, but often inaccessible, is a ramp that leads to a small side entrance into this entrance area. The whole entrance ensemble is badly designed, unwelcoming, poorly legible, and at times inaccessible. It fails to respond to or reflect its primacy on the High Street, and indeed its functional primacy in relation to being the main entrance servicing such a large office complex.
- 10.67 The interface with this primary edge is further impaired by the building's poor architectural response to the changes in levels with the pedestrians experience characterised by long runs of 'dead' facade, lacking in window or shopfront openings, and including harsh ventilation runs and service doors. This dead frontage then continues around to the Goswell/City Road return where the ground floor façade offers a confusing relationship with the pedestrian with its changing levels and forms resulting in further inactive frontage. Out of all of the street-facing elevations, Torrens Street has the most animated ground floor interface with a level entrance arrangement leading into the courtyard, an entrance into the pub, and windows interacting at ground floor level.
- 10.68 In general, however, there is a lack of legibility and harshness to the majority of the ground floor, which is further compounded by the building's footprint. The series of recessed and protruding elements including ramps, lightwells, and level changes, coupled with the building's closeness to the street edge, further harm the quality of the public realm.

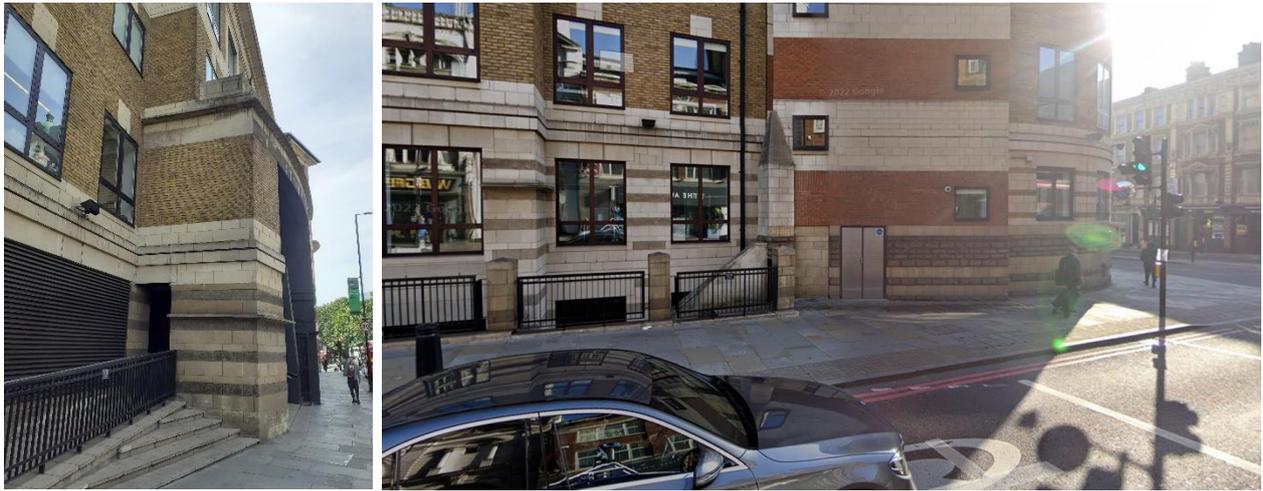


Image 10.4 - Islington High Street / Existing Building Frontage

- 10.69 The pavement to the High Street frontage, and in particular at the junction with A501/Goswell Road, is disproportionately narrow in relation to its important primary position in the movement hierarchy, and in relation to the large scale of the block it abuts. Given the high pedestrian density at this busy intersection, including movements generated by the Angel Tube Station and multiple bus stops, this configuration creates an unpleasantly crowded environment with pedestrians squeezed between the hostile base of the building and heavily trafficked streets. Such a failing, coupled with the intensity of pedestrian movements to this High Street location, is a further indicator of the block's many shortcomings.
- 10.70 While it has been suggested by some, including by Save Britain's Heritage and the 20th Century Society, that the building could be considered as a non-designated heritage asset, after thorough consideration officers do not support this. This is due to the multiple failings of the block as listed above and because it is not considered to be a sufficiently good quality example of postmodern architecture to warrant protection. It should also be noted, that the building's emerging Site Allocation AUS16 encourages developments which seek improvements to the building's facade and aim to achieve more positive relationship with Islington High Street.
- 10.71 Comparisons have been made with several other postmodern buildings in London as part of the consideration and analysis of the existing building and it is apparent that the qualities and characteristics of the application building fall short. Buildings such as the Isle of Dogs Pumping Station (John Outram Associates), The Circle (CZWG Architects) and No 1 Poultry (James Stirling), among many others, are all creative, innovative and formidable examples of postmodernism in architecture that deserve their statutory listing.



Image 10.5 - No. 1 Poultry

Isle of Dogs Pumping Station

The Circle

Principle of works

- 10.72 The application involves a major refurbishment of the existing block including creating an entirely new architectural language and expression. It includes extensions including at roof level, alterations to the footprint, alterations and additions to the entrances, removal of the outer 'skin' including recesses and protrusions, new facades applied to all elevations, and a new publicly accessible pedestrian route connecting the High Street to Torrens Street.
- 10.73 The proposed refurbishment includes a rationalisation of the existing multiple cores achieved by infilling the central courtyard with a resulting increase in floorspace and a more efficient use of the site. This also allows for the building's street-facing elevations to be recessed resulting in a more generous pavement width and further contributing to a radical improvement to the block's inter-relationship with the public realm. Architecturally, the proposal would indeed entirely alter the building's form, language and materiality, and would replace this by what is considered to be a significantly 'quieter', urbane and more welcoming building.
- 10.74 As highlighted already, emerging Site Allocation AUS 16 makes it clear that the Borough does not require the protection of the existing architecture of this block stating:
- "Development should seek improvements to the building facade and aim to achieve a more positive relationship with Islington High Street"*
- 10.75 The proposal does focus strongly on improving the interface between the pedestrian and the block at ground floor level, to all four edges, in a manner more consistent with contemporary design standards and expectations. This includes a proposed widening of the pavement to the High Street, including to the congested junction and return onto Goswell Road / City Road. This is to be achieved by setting the base of the building back from the pavement edge.
- 10.76 The proposal includes the creation of multiple new openings – both visual and physical – to the base of the block, to all the street edges. This is considered to generate activity and animation, which would in turn benefit the pedestrian experience. The proposed designs create a legible base to the block that is consistent with a high quality urban centre. The scheme is also considered to improve the materiality and other aesthetic qualities to this extensive and visually prominent base with the insertion of legible and accessible new entrances, the use of high quality materials, and through the screening of the existing unsightly ventilation shafts.
- 10.77 The central courtyard is proposed to be removed and consumed within the new commercial floorspace. While the loss of open space is always of concern in the Borough, it is noted that it is not fully accessible nor is it especially inviting for public use being hidden from view and sandwiched within an office development. While it provides a managed physical connection between the High Street to the west and Torrens Street to the east, this is somewhat circuitous and not a significantly used thoroughfare. It is however a space to pause within the city and although not particularly inviting in terms of its entrancing or indeed as a 'destination' space, it is an outdoor amenity space of some merit.
- 10.78 To compensate for the loss of this courtyard, the proposed refurbishment works have been designed to ensure all access points, and indeed all parts of the block, are fully accessible and visually legible. A new pedestrian route has been designed on the north side of the block, connecting the High Street to Torrens Street. This is to include a lift as well as a spacious set of steps and is to be landscaped and well lit. A range of other high quality open spaces are also proposed, principally for future occupants of the building. These include a run of terraces to floors 1 – 5 to the south eastern corner of the site, and a series of roof terraces, some designed as outdoor rooms, with others being more open and expansive to the roof level. The proposal also includes the repaving of Torrens Street with new granite setts, the use of York stone paving to create a consistent pedestrian environment for the enlarged footway along the High Street as well as additional tree planting in the vicinity of the site. The ecology, sustainability and urban greening of the proposal will be considered in subsequent sections of the report.
- 10.79 Policy SP4: Angel and Upper Street of the Draft Islington Strategic Development Management Plan (Sept. 2019) requires development to:

*“.. contribute to the creation of a high quality environment that is accessible to all ...”
including “...providing good connectivity for pedestrian and cyclists, and good permeability
within and through sites”.*

10.80 The policy also requires that regard be had to the arrival of CrossRail 2 and its associated development impact and opportunities within the Angel environs including how people will move through and around the area. The designs are considered to comply with this policy requirement.

10.81 The policy also requires that:

*“The historic character of the area ... be protected and enhanced through high quality design.
New development should respect the context of the Angel and Upper Street area, particularly
in relation to Conservation Areas and local landmarks”.*

10.82 With this in mind, it can be confirmed that the block directly opposite, 1 – 25 High Street is, architecturally, richly animated comprising 8 buildings of differing architectural styles, materials, and form. It also comprises 3 listed and 2 locally listed buildings as well as the locally listed landmark at 1 Islington High Street. Positioned within the Angel Conservation Area it is thus a terrace of heritage significance and sensitivities. The same can be said for to the south side of Goswell Road at the corner with St Johns Street with its animated and historic cluster of buildings.

10.83 Nos 1-7 Torrens Street, immediately to the east of the site, comprises a larger ‘coarser’ grain, while Nos 40 – 42 Islington High Street forms the site’s northern edge. It is a similarly large, 4 – 6 storey building, occupying much of the adjacent urban block. It is of limited aesthetic quality but does at least offer a significantly more expansive pavement width and broader public realm to its frontage than the application site.

10.84 The proposed changes have been consciously designed to create a quieter companion to the richly animated historic blocks and buildings that it fronts and abuts so as not to visually ‘compete’ or overwhelm these more intricately designed neighbours. It is considered to be a successful insertion into this important junction with its delicate features, subtle use of colour, legibility, ground floor animation, and good quality materiality.

Height, bulk and mass

10.85 The height of the existing block varies considerably around the site as does the associated architectural form with its pediments and turrets. The tallest elements rise to the equivalent of 7 and 8 storeys. The existing building height to Islington High Street is in the region of 25.5m. Several roof elements however rise to approx. 29m while the top of the clock tower spire rises to approx. 32.5m.

10.86 Reflecting the change in levels across the site, the existing building is taller as measured from Torrens Street. To this edge the parapet rises to 32.8m and to 33.7m to the top of the most prominent roof ridge to the rear. However, for much of this elevation the dominant building height sits at approximately 28.6m from street level.

10.87 Some rooftop elements of the existing building breach the threshold of the protected view corridor, LVMF1A.2 (Alexandra Palace to St Paul’s Cathedral). While the proposed height is proposed to be increased in part, it is also to be lowered in others. A simpler profile, with a more linear form, is proposed at roof level. This is considered to reduce the visual impact on the visibility and legibility of the Cathedral compared to the existing ‘punctuated’ roof form. As such, the proposal is not considered to detract from the setting, the visibility, or the legibility of the Cathedral’s Dome and its Western Towers.

10.88 The applicant has included imagery within the accompanying HTVIA, on page 73, that illustrates a number of consented (and yet to be developed) schemes that will become visible in the context of views to the Cathedral. This further demonstrates the minimal/neutral impact this scheme will have in relation to the views and setting of the Cathedral. The proposed changes create a calmer more unified storey height ambient within this view corridor as viewed against the silhouette of the

Cathedral with the tallest element comprising a recessed top floor (7th floor to the High Street and 8th floor to Torrens Street).



Image 10.6 - View from Alexandra Palace (Proposed)

10.89 Some height and mass has been removed from the building to its northern edge, above the Angel Tube Station, where the building comprises simplified 4-storey and 6-storey elements. The proposed height remains below that of the cupolas of the historic and landmark building at 1 Islington High Street and at 7 Islington High Street.

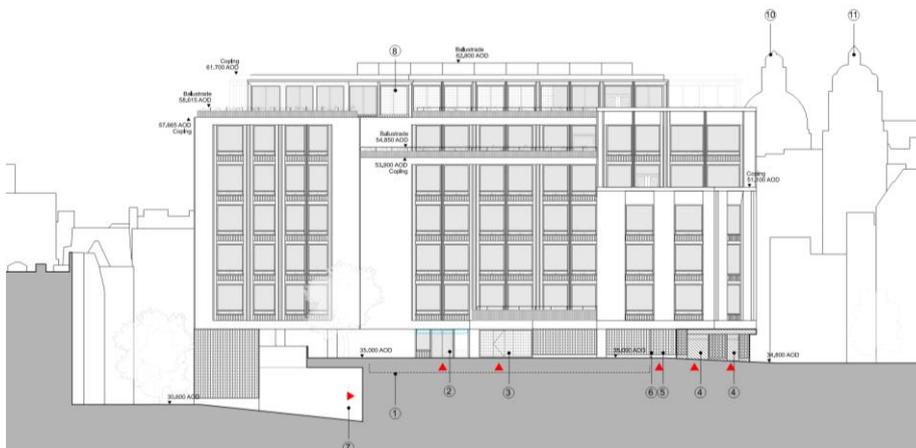


Image 10.7 - Northern elevation

10.90 The High Street frontage measures some 27m - 28.4m to the top of the coping to the recessed roof top level, reflecting the slope of the site, with the top of the even further recessed roof top balustrading rising a further 1.1m. The Torrens Street frontage measures some 28m to the top of the coping of the 7th floor while the top of the recessed roof level rises to 30.5m.



Image 10.8 - Existing Eastern Elevation

Proposed Eastern Elevation

- 10.91 Islington High Street and the return to Goswell / City Road are primary streets, both wide and heavily trafficked. This site has a dominant and prominent position within the urban structure and in relation to the surrounding movement hierarchy. The proposed storey height ambient is considered to sit comfortably within this urban context including in relation to the heights of the surrounding buildings.
- 10.92 The proposed top floor is recessed to both the High Street frontage and the Torrens Street frontage reducing its visual impact. Its architectural form is animated through cranks, materiality, and landscaping which add some visual delight and intrigue at this level while lessening the visual impact associated with the extra height.
- 10.93 One of the beneficial characteristics of the existing block is the playful disposition of its substantial mass within the elevations and the roof form, as considered in more depth in subsequent paragraphs. The proposal has addressed bulk and mass in an altogether more subtle manner that includes a more consistent approach to rhythm via the elevational components, a strong and successful delineation between the block's base, middle, and top across the different edges, and through a successful and contextually compatible use of materials and materiality.
- 10.94 It is considered that the proposed scheme design more successfully addresses and reduces the visual impact of the resulting bulk and massing in relation to its fine grain context compared to the existing block.

Elevational treatment

- 10.95 The elevational changes are considered to be acceptable, responding as they do to each differing edge condition. The block is still treated architecturally as three distinct building modules – to Islington High Street with a return to Goswell/City Road (Building 1); to Torrens Street (Building 2); and the Underground station module (Building 3).
- 10.96 **Building 1:** The primary of these three 'buildings' is that which fronts the High Street and returns onto City/Goswell Road. This elevation is highly structured and legible with its well defined and appropriately animated base creating a positive interface with the adjoining pedestrian environment. The 'middle' is a formal composition that makes good use of the retained structure of the existing building, using it as an expressed and well-ordered grid to the façade. The 'top' is of a more playful nature, well recessed and crenulated as it moves along and around the building.



Image 10.9 - Islington High Street Elevation

- 10.97 The building is chamfered at its primary corner to the intersection with High Street/City/Goswell Road and contains a bank of picture windows within a deeply profiled frame, including pronounced shadow gaps, rising up the façade, and grounded with a pair of columns at the base. While not an exuberant corner response as expressed within the existing building, it is considered an acceptable response with its quiet architectural acknowledgment of this important corner.



Image 10.10 - High Street / City Road corner

- 10.98 The return frontage of this building, to the Goswell/City Road edge, retains the same rhythmic language as that of the High Street elevation, also sitting above a well-defined base. The south eastern (secondary) corner is then expressed in an entirely different manner to that of the primary corner in that building's structure opens up to reveal a run of terraces up this part of the façade.
- 10.99 This corner is further differentiated and effectively celebrated by the treatment to the façade of the existing retained Public House. This is 'wrapped' in a terracotta tiled skin that reads as a bold sculptural element while signifying the presence of a use that differs from the predominant office use.



Image 10.11 - View from St John Street

- 10.100 **Building 2:** Turning then to the next 'building', to the Torrens Street edge, whose façade is the most playful and richly detailed of the three buildings. It responds well to its secondary location within the urban structure and the elevational treatment and materiality reflect and respond to the patterns and rhythms of the older retained buildings that line the eastern edge of Torrens Street, directly opposite.

10.101 The base is very well defined with its expressed double height form, dramatized with the run of matching columns. It is both active and animated with the terracotta wrapped Public House to the southern edge bookended with a similarly sculpturally wrapped lift enclosure to the northern edge. This is accompanied by a generous flight of steps which forms part of the new pedestrian connection linking Torrens Street with Islington High Street.



Image 10.12 - Proposed Torrens Street elevation

10.102 New openings include the primary entrance to the complex's secure, at-grade, cycle store, entrancing to the affordable workspace units, entrancing to the public house, and the new pedestrian connection. The recessed top floor is successfully crenulated distinguishing it from the body of the building, reducing the visual impact of height at this level, and adding delight to the building.

10.103 The building's middle is considered architecturally successful with its structured fenestration patterning incorporating differently propositioned bays and modules yet maintaining a sufficiently strong verticality that echoes the historic patterns and serves to break up the mass.

10.104 **Building 3:** The third 'building' is that which wraps around the Angel Tube Station at its base, and connects with the Torrens Street building (Building 2) to the east, and to the High Street Building (Building 1) to the south.

10.105 This building is immediately demarcated from Building 1 by the crank in the building line to the High Street edge, signifying a shift in emphasis and function. It then drops in height from 6 to 4 storeys, and presents a chamfered edge directly above the entrance to the tube station before returning the northern edge. This northern façade is largely obscured from view from the public realm due to the scale and proximity of the adjacent bank building.



Image 10.13 - Proposed 'Building 3'

10.106 The elevational treatment differentiates itself from Building 1 through a simpler but still formal expression. While the station and its entrance is outside of the application remit, where opportunity for change is presented, to the edges of the station entrance, it is proposed to dress these ground floor façade elements in a burgundy coloured glazed terracotta brick, echoing a characteristic evident in some of London's more historic tube architecture. This intervention will give the station a more prominent presence in the streetscape and create a stronger more defining base to the building, both of which are highly beneficial.

10.107 This same burgundy colouring is drawn up the front and flank elevations of this building through the coloured window spandrels, creating a successful unity between base and middle and enriching the composition. As with the chamfered bay facing onto the primary junction, a similar device is maintained above the station entrance. This corner splay also contains a generously dimensioned picture window within a more pronounced frame including deep shadow gaps for added visual richness. It is also considered that the design of this element above is successful at not prejudicing or hampering future development at the neighbouring RBS building.

10.108 The top of the building is celebrated by a raised parapet into which the vertical fenestration fins are 'embedded' characteristics that further distinguish this building from the other two. The middle is acceptably simple, formal and rhythmic. Thus the block has been crafted into three distinguishable buildings but successfully, and importantly, retains a comprehensiveness and a composition that is considered urbane and elegant.

Materials Palette

10.109 The selected materials are an integral and defining part of the architecture. The combination of texture, colour and profiling contributes to the resulting high quality of design. The frame of the building is a textured GRC (Glass Reinforced Concrete) containing coloured aggregates. These colours have been selected from the predominant colours of the materials within the immediate context. To this effect, Building 3 will contain aggregates of a darker burgundy colour while Building 2 to Torrens Street will include colours of a more earthy tone reflecting those colours in the materials to the east side of the street. Building 1 aggregates will also contain a range of earthy tones including those found within London Stock bricks.



Image 10.14 – Proposed Materials

10.110 The colouring to the corrugated metal spandrels also reflects the principles of the aggregate colouring. Building 1 is slightly differentiated from the other two buildings in that the spandrel colours graduate from the use of denser, darker colours to the central area of the façade, above the primary entrance, to an increasingly lighter colour range to the edges. The columns to the base of Buildings 1 (High Street) and 2 (Torrens Street) are formed by using a darker grey base but also contain coloured aggregates. They are heavily fluted adding a further positive dimension and quality to the scheme design.

10.111 The base of the Building 2 – to each end of Torrens Street – also comprises a rich glazed terracotta tile that adds a sculptural form to the base of the building. This material is also used to Building 1, to the primary entrance doors fronting the High Street helping to enhance the legibility of the entrance in this location, and respond to the overarching composition. This sculptural effect is then emulated to Building 3, flanking the entrance to the tube station to ground floor, albeit in a rich burgundy colour echoing more historic London Tube architecture.

Impact on heritage assets

10.112 The proposed building is considerably quieter in its architectural form, expression, and materiality than the current building. As a result, it is considered to have less impact on the setting and legibility of the adjacent heritage assets than that of the current building. It is not considered to compete in townscape terms with the richly animated historic terraces that front and frame the block. In particular the Grade II listed, designated local landmark building, directly opposite the site at 1 Islington High Street, will retain its visual primacy within the streetscape as a result of the proposed changes.



Image 10.15 - Existing Situation



Proposal

10.113 The materials palette has been selected with reference to the surrounding heritage context with the predominant colours of each edge being reflected within the colours of the aggregates within the concrete and in the colours of the spandrels. Also in common with the historic architectural language to the High Street environs is the strong and legible commercial base, a clearly identified 'middle' and legible and playful crown, characteristics that have been designed within the scheme.

10.114 The height of the development has also been assessed in relation to its impact on heritage assets and found to be acceptable, mainly because the changes to the roof profile and heights are considered to have a neutral impact on the protected view corridor to St Pauls Cathedral from Alexandra Palace, and the storey height ambient remains compatible with the scale of development at the junction with the High Street as well as with its function, and the site's position within the urban structure and movement hierarchy.

10.115 The development is therefore considered to have a neutral impact on the setting of the adjacent conservation areas and their multitude of heritage assets.

Response to DRP comments and changes since Application submission

10.116 Since the planning application was originally submitted, the proposal has been presented for a 2nd time to the Council's Design Review Panel, on the 15th March 2022. A number of comments and suggestions were made to the proposed design. One of the main points made by the DRP was that whilst the architects had designed a very good building, it did not yet sufficiently capture the spirit or essence of the Angel, or acknowledge sufficiently its position in the city. The subsequent proposed amendments to the design are all to an extent a response to this general question of capturing the character and spirit of the Angel. The following is a summary of the specific comments made and the subsequent design responses.

10.117 The DRP observed that the subject site sits in an area with a much finer grain and, unlike the existing building, the proposal had not yet captured a sufficient amount of grain itself. The proposed materials and use of colour were considered to be good but the strength and subtlety of the architecture needed to be able to stand comfortably alongside the grain of the surrounding townscape and that which it was replacing. Crucially, the primary corner (City Road / High Street) needed to be expressed in a stronger way and the top floor attic fronting the High Street, would benefit from some modulation which would help mitigate the impact of the strong horizontal datum as well as reducing the visual impact of the scale of the development.

10.118 In response to these comments, the primary corner has been treated with a chamfered edge with the ground floor columns being suitably realigned. The re-massing of the corner additionally enhances the ground floor interface with the public realm, by removing a single column directly on the corner and having two columns set away from the main junction and creating a cut-back corner to the building at ground level. Furthermore, the proposal introduces modulation and articulation of the Islington High Street attic roofline.



Image 10.16 - As per original application

Amended design

10.119 The proposed design is considered to significantly improve the relationship of the building to the public realm, providing wider pavements, active ground floor elevations and a high-quality, desirable use of internal space to enliven and enrich the gateway to Angel. Following the design development referred to above, the chamfering of the massing of the south-western corner of the proposal results in an increased 'cut' corner at the crucial ground-floor pinch-point, where a single corner column has been replaced by two flank columns that further improve the visibility and physical connection to this corner, increasing the pavement width between kerb and building's glazed line by 5m when compared to the existing. The glazed pavilion of the main entry lobby, with flexible internal use, including a potential cafe and/or retail space is designed to be a visible and desirable space, offering an active and engaged street presence, as opposed to the existing condition in which lightwell and steps disconnect the building from its surrounding public realm.



Image 10.17 - Islington High Street elevation

10.120 Another point made by the DRP was that the ground floor High Street elevation would benefit from being broken up and that the main entrance was not being sufficiently celebrated or articulated. Following further design development, the position of the terracotta-clad drums has been adjusted, with the drums pushed outward from the glass, to ensure that they are visible along Islington High Street. Additional design development has been undertaken to 'break' the horizontal datum along the ground floor, and to 'return to ground' the main frame of the building to the north of the lobby. This area of main frame provides a solid bookend to the lobby, and incorporates an element of solidity, with plinth base, architectural louvres and escape doors integrated into the architectural system. This reinforces the visual clarity of the glazed lobby system and provides a changing street-experience along the High Street.

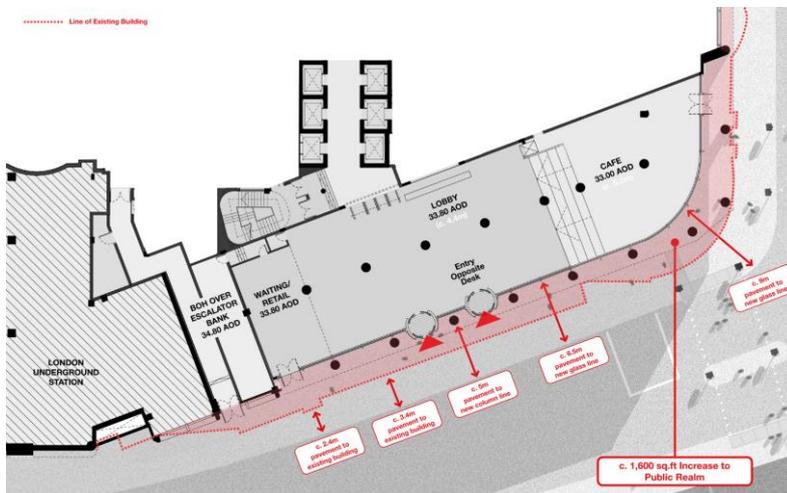


Image 10.18 – Floorplan Main entrance

10.121 A further comment made by the DRP concerned the pub element which should be bolder and that the extension of the terracotta element to include the first floor would benefit the quality and character of the architecture and the building. Given the proposed office floorspace at 1st floor level and desire to maintain good levels of daylighting at this level, the architects did not feel comfortable with extending the 'pub façade' to the entire 1st floor but extended up to create a more prominent pub façade as shown below. Although the change is considered to be subtle, it is considered to be an improvement.



Image 10.19 - As originally proposed



Amended design

10.122 Finally, the DRP felt that tube module could be better celebrated with greater articulation of the roof line. In response to this element, also referred to as Building 3 has been amended as per the designs below:



Image 10.20 As originally proposed



Amended design

10.123 This series of changes, while relatively subtle, are, taken together, considered to improve the overall design of the proposal and to sufficiently address the comments and recommendations made by the final Design Review Panel on the 15th March 2022.

Summary

10.124 In terms of the existing building, the principles of the loss of the external envelope of the building have not been objected to by the Council's heritage officer, nor by members of the Council's Design Review Panel. New Site Allocation AUS 16 within the emerging local plan further supports a change to the facades of the block in recognition of its challenging attributes. Examples of outstanding post-modern architecture have been cited for comparative purposes further demonstrating, from a design perspective, why the architecture of the application site falls well short of the required design qualities deserving of protection, including listing.

10.125 In terms of the proposal itself, the issue as to whether the scheme is of an acceptably high design quality and calibre has been thoroughly considered, in particular relating to proposed transformation of the block into a contemporary workspace, including a complete change in architectural language, materials, and expression. To this effect the design is found to be acceptable and is supported. Beneficial changes include those proposed to the ground floor ambient whereby the relationship between the pedestrian and the building's edge has been significantly enhanced. This is the result of:

- extending the pavement width by setting back the building edge at the busy High Street/City Road intersection;
- creating multiple new entrances, to all edges of the site, which are legible, welcoming, and fully accessible;
- radically altering the void to solid ratio, in favour of the 'void', through the introduction large expanses of glazed facades including new openings at ground floor, to all edges, better animating and interacting with the public realm in a more open and safer manner;
- framing the entrance to the tube station at both ground and upper levels thereby improving its legibility and better celebrating its important function;
- screening the existing harmful extractor vents through an elegant, integral, architectural treatment; and
- through the use of high quality materials throughout with a good quality of design.

10.126 The changes to the quality of the overall block are also significant. From a loud and exuberant composition to one of a quiet, urbane, and contemporary expression, is not considered harmful to the quality of the streetscape or to the quality and characteristics of the broader context. The proposal is appropriately contemporary. It is considered to create a fine and fitting fourth corner to this important, if heavily trafficked, junction. It 'speaks' a similar language to the Angel Building diagonally opposite, which together through their quiet and subtle architecture, allow the richness of the historic architecture, form and detailing of the surrounding buildings and terraces to remain fully legible and visually dominant.

10.127 The scheme design is considered to be of a high standard with an emphasis on the detail in terms of both the selection and application of the materials palette, and the overall composition of the building. The massing has been effectively addressed through multiple techniques from the playfulness of the recessed roof form, to the distinct if subtle design differentiation between the three building modules.

10.128 In accordance with Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, in assessing the proposals hereby under consideration, special attention has been paid to the desirability of preserving or enhancing the character and appearance of the New River, Angel and Duncan Terrace / Colebrooke Row Conservation Areas as well as surrounding listed and locally-listed buildings. Given the above, the proposal is not considered to cause harm to the character or appearance of surrounding heritage assets. The proposed development is considered to be of a high quality design that is sensitive to its context.

10.129 Therefore, the proposed development complies with the National Planning Policy Framework 2021, policies D3, D4 and HC1 of the London Plan 2021, policies CS8 and CS9 of the Islington Core Strategy 2011, and policies DM2.1 and DM2.3 of the Development Management Policies 2013. The development also adheres to the guidance in the Islington Urban Design Guide 2017.

10.130 Consideration has also been taken into policies DH1 (Fostering innovation and conserving and enhancing the historic environment) and DH2 (Heritage assets) of the Draft Islington Local Plan. The proposed development is considered to be of high quality which would contribute to the character of this important historic part of the borough. It is noted that the aims of policy DH2 of the Draft Local Plan does not diverge significantly from that of policy DM2.3 of the Development Management Policies in respect to heritage assets.

INCLUSIVE DESIGN

10.131 Policy GG1 of the London Plan 2021 requires that development must support and promote the creation of a London where all Londoners, including children and young people, older people, disabled people, and people with young children, as well as people with other protected characteristics, can move around with ease and enjoy the opportunities the city provides. Further,

it supports and promote the creation of an inclusive London where all Londoners can share in its prosperity, culture and community, minimising the barriers, challenges and inequalities they face.

10.132 The Inclusive Design principles are set out within policy D5 of the London Plan which states that development proposals should achieve the highest standards of accessible and inclusive design. It should:

1. be designed taking into account London's diverse population;
2. provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
3. be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment;
4. be able to be entered, used and exited safely, easily and with dignity for all 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

10.133 At a local level, Islington's Development Management Policy DM2.2 requires all new developments to demonstrate that they: i) provide for ease of and versatility in use; ii) deliver safe, legible and logical environments; iii) produce places and spaces that are convenient and enjoyable to use for everyone, and iv) bring together the design and management of a development from the outset and over its lifetime

10.134 The Council's Inclusive Design SPD further sets out detailed guidelines for the appropriate design and layout of existing proposed new buildings.

10.135 The Council's Access Officer was consulted on the inclusive design principles of the proposal and confirmed general support for the proposed designs. The widening of the pavement along the pinch-point at the junction is welcome as is the pedestrian connection between Islington High Street and Torrens Street. The cycle parking and associated end-of-trip facilities as well as the mobility scooter storage and charging is supported and welcome.

10.136 Some amendments and additions have been made to the proposal in terms of inclusive design, including the provision of short-term cycle parking, space for non-standard cycles, a mobility scooter storage and charging point and details of an accessible drop-off point including dropped kerbs. These are considered positive outcomes from an inclusive design point of view.

10.137 Further details related to the automated doors, lifts, the reception area, accessible toilets and the layout of the roof terraces would be required by condition (32) in the event of planning permission being granted. Overall, the proposed development is welcomed in terms of accessible design and is a significant improvement upon the existing building and its layout.

10.138 In conclusion, the proposed development would comply with the relevant policies in delivering an inclusive environment that is safe, convenient and inclusive for all future users.

NEIGHBOURING AMENITY

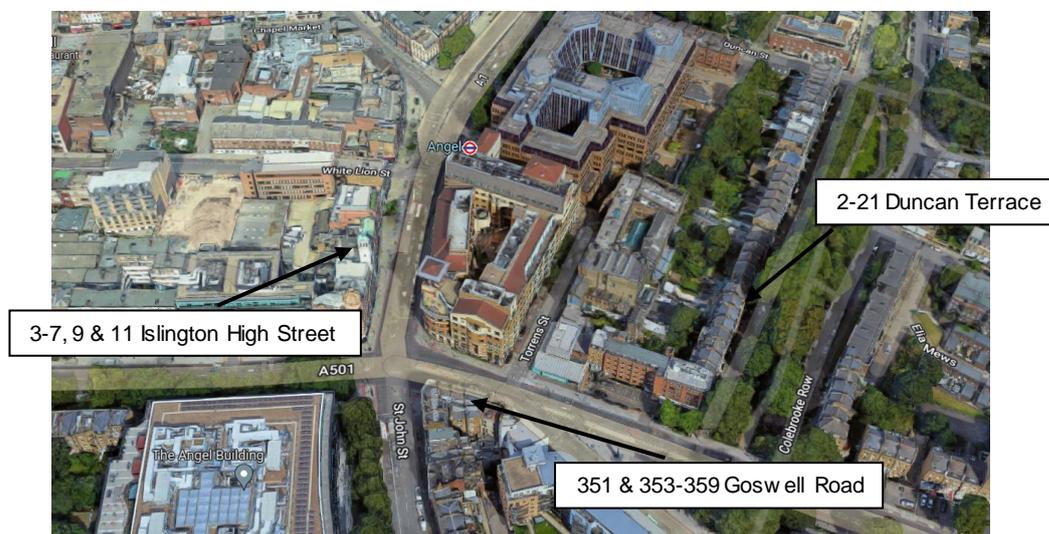
10.139 Paragraph 127 of the National Planning Policy Framework states that planning decisions should ensure that developments would have a high standard of amenity for existing and future users. All new developments are subject to an assessment of their impact on neighbouring amenity in terms of loss of daylight, sunlight, privacy and an increased sense of enclosure. A development's likely impact in terms of air quality, dust, safety, security, noise and disturbance is also assessed.

10.140 Part D of policy D3 of the London Plan 2021 states that development proposals should deliver appropriate outlook, privacy and amenity, the design of the development should also help prevent or mitigate the impacts of noise and poor air quality.

10.141 Policy DM2.1 of the Development Management Policies Document 2013 identifies that satisfactory consideration shall be given to noise and the impact of disturbance, vibration, as well as overshadowing, overlooking, privacy, direct sunlight and daylight receipt, over-dominance, sense of enclosure and outlook.

10.142 The majority of neighbouring properties are in commercial occupancy and thus impacts on them would not result in a loss of residential amenity. Given the location of the building and the extent of the development, it is considered that the identified neighbouring residential properties with the potential to be impacted by the development are:

- No. 3-7, 9 and 11 Islington High Street
- No. 351 and 353-359 Goswell Road
- Nos 2-21 Duncan Terrace



Daylight, Sunlight and Overshadowing

10.143 To assess the sunlight and daylight impact of new development on existing buildings, Building Research Establishment (BRE) criteria is adopted. In accordance with both local and national policies, consideration has to be given to the context of the site, the more efficient and effective use of valuable urban land and the degree of material impact on neighbours.

10.144 The starting point must be an assessment against the BRE guidelines and from there a real understanding of impacts can be gained. Knowing very clearly what the actual impacts are in the first instance is consistent with the judgement made in 'Rainbird vs Tower Hamlets [2018]'. Once the transgressions against the BRE guidelines are highlighted, consideration of other matters can take place.

10.145 The 'Effective Use of Land' section in the Government's Planning Practice Guidance (PPG), confirms that consideration is to be given to whether a proposed development would have an unreasonable impact on the daylight and sunlight levels enjoyed by neighbouring occupiers, setting out that all development should maintain acceptable living standards, although what will be appropriate will depend to some extent on the context. The Guidance cites city centre locations where tall modern buildings predominate as an area where lower daylight levels at some windows may be appropriate if new development is to be in keeping with the general form of its surroundings.

BRE Guidance: Daylight to existing buildings

10.146 The BRE Guidelines stipulate that... “the diffuse daylighting of the existing building may be adversely affected if either:

- The VSC [Vertical Sky Component] measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value; and
- The area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.” (No Sky Line / Daylight Distribution).

10.147 At paragraph 2.2.7 of the BRE Guidelines it states: “*If this VSC is greater than 27% then enough skylight should still be reaching the window of the existing building... any reduction below this level should be kept to a minimum. If the VSC, with the development in place is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in the amount of skylight. The area of lit by the window is likely to appear more gloomy, and electric lighting will be needed more of the time.*” The BRE Guidelines state (paragraph 2.1.4) that the maximum VSC value is almost 40% for a completely unobstructed vertical wall.

10.148 At paragraph 2.2.10 the BRE Guidelines state: “*Where room layouts are known, the impact on the daylighting distribution in the existing building can be found by plotting the ‘no sky line’ in each of the main rooms. For houses this would include living rooms, dining rooms and kitchens. Bedrooms should also be analysed although they are less important... The no sky line divides points on the working plane which can and cannot see the sky... Areas beyond the no sky line, since they receive no direct daylight, usually look dark and gloomy compared with the rest of the room, however bright it is outside*”.

10.149 Paragraph 2.2.13 states: “*Existing windows with balconies above them typically receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction may result in a large relative impact on the VSC, and on the area receiving direct skylight.*” The paragraph goes on to recommend the testing of VSC with and without the balconies in place to test if it the development or the balcony itself causing the most significant impact.

10.150 The BRE Guidelines at Appendix F give advice on setting alternative target values for access to skylight and sunlight. Appendix F states that the numerical targets widely given are purely advisory and different targets may be used based on the special requirements of the proposed development or its location. An example given is “in a mews development within a historic city centre where a typical obstruction angle from ground floor window level might be close to 40 degrees. This would correspond to a VSC of 18% which could be used as a target value for development in that street if new development is to match the existing layout”.

BRE Guidance: Sunlight to existing buildings

10.151 The BRE Guidelines (2022) state in relation to sunlight at paragraph 3.2.11: “If a living room of an existing dwelling has a main window facing within 90 degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected”.

10.152 This will be the case if the centre of the window:

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours during the winter months between 21 September and 21 March and;
- Receives less than 0.8 times its former sunlight hours during either period and;
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

10.153 The BRE Guidelines state at paragraph 3.1.6 in relation to orientation:

“A south-facing window will, receive most sunlight, while a north-facing one will only receive it on a handful of occasions (early morning and late evening in summer). East and west-facing windows will receive sunlight only at certain times of the day. A dwelling with no main window wall within 90 degrees of due south is likely to be perceived as insufficiently sunlit.”

10.154 The guidelines go on to state (paragraph 3.2.3):

“... it is suggested that all main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block too much sun”

10.155 Where these guidelines are exceeded then sunlighting and/or daylighting may be adversely affected. The BRE Guidelines provide numerical guidelines, the document though emphasises that advice given is not mandatory and the guide should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.

BRE Guidance: Overshadowing

10.156 The BRE Guidelines state that it is good practice to check the sunlighting of open spaces where it will be required and would normally include: gardens to existing buildings (usually the back garden of a house), parks and playing fields and children’s playgrounds, outdoor swimming pools and paddling pools, sitting out areas such as those between non-domestic buildings and in public squares, focal points for views such as a group of monuments or fountains.

10.157 At paragraph 3.3.17 it states: “It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March.”

Assessment

10.158 The applicant has submitted a Daylight and Sunlight report prepared by Development & Light Consultancy dated April 2021. The report and appendices consider the impacts of the proposed development on the residential neighbours in accordance with the 2022 Building Research Establishment (BRE) guidelines.

10.159 The report concludes that the properties relevant for assessment are as follows:

- No. 3-7, 9 & 11 Islington High Street
- No. 351 & 353-359 Goswell Road
- Nos 2-21 Duncan Terrace

10.160 The layout of some of the residential properties identified above have been found to ensure that the assessment carried out is accurate; where the usage of the rooms are unknown, the assessment would be based on the worst case scenario and assumes that the room is habitable (i.e. living room) and requires a greater degree of daylight/sunlight than bedrooms for example.

Impacts to Daylight

Nos 3-7, 9 and 11 Islington High Street



Figure 10.1: Nos. 3-7, 9 and 11 Islington High Street

10.161 In the case of 3-7 Islington High Street, the majority of windows would not experience noticeable reductions. However, a total of 5 windows would experience VSC reductions of between 20% and 28%. Whilst several rooms would experience reductions in daylight distribution of between 23% and 44%, as measured by NSL, the retained VSC levels of the windows that serve those rooms generally experience moderate losses of daylight of between 14% and 19%. The greatest losses of daylight to windows is at third floor where several windows serve the same kitchen/living/diner resulting in the retained daylight levels of the room that the windows serve being maintained. The losses of daylight are also in part due to the existing overhang of the building which serves to obscure the view of the sky and daylight. Overall, the daylight impacts are considered acceptable in a central location such as this.

Table 10.1

3-7 Islington High Street	Room / Window	Room use	Vertical Component		Sky	No Sky Line (Daylight Distribution)		
			Existing (%)	Proposed (%)	Percentage reduction in VSC	Previous sq ft	Proposed sq ft	Percentage reduction Daylight Distribution
First Floor	R1/W1/5 21	LKD	23.62	19.97	15.5%	172	122	29%
First Floor	R2/W2/5 21	LKD	22.82	18.63	18.4%	148	93	36.7%
First Floor	R3/W3/5 21	LKD	22.22	17.71	20.3%	159	98	38.5%
Second Floor	R1/W1/5 22	Bedroom	26.3	22.4	14.8%	209	131	37%
Second Floor	R2/W2/5 22	Studio	25.7	21.2	17.5%	208	118	44%
Second Floor	R3/W3/5 22	Bedroom	25.2	20.3	19.4%	134	101	25%
Third Floor	R1/W1/5 23	LKD	11.9	8.6	27.8%	495	453	8.5%

Third Floor	R1/W2/5 23	LKD	14.2	10.4	26.9%			
Third Floor	R1/W3/5 23	LKD	18.2	14.2	22.2%			
Third Floor	R1/W1/5 32	Assumed Resi	24.1	19.2	20.4%	145	144	0.5%
Third Floor	R1/W1/5 33	Assumed Resi	24	19.3	19.3%	102	78	23.2%
Third Floor	R1/W1/5 34	Studio	34.8	34.1	1.9%	126	126	0%
Third Floor	R1/W2/5 34	Studio	33.5	29.6	11.7%			
Third Floor	R1/W3/5 34	Studio	32.3	29.2	9.5%			
Third Floor	R1/W4/5 34	Studio	37.4	36.9	1.5%			

10.162 In terms of the daylight impacts on No. 9 Islington High Street, the following table provides a summary. The fenestration on this building is such that several window panes make up one window. As such, the VSC on a sample of the window panes is recorded below. The losses of daylight on each of the windows is broadly the same so the window panes below provide an accurate summary. Crucially, the loss of daylight as measured by the NSL is recorded in full below.

Table 10.2

			Vertical Component			Sky			No Sky Line (Daylight Distribution)		
9 Islington High Street	Room / Window	Room use	Existing (%)	Proposed (%)	Percentage reduction in VSC	Previous sq ft	Proposed sq ft	Percentage reduction Daylight Distribution			
									First Floor	R1/W1/541	RESI
First Floor	R1/W2/541	RESI	20.3	16.6	18.4%						
First Floor	R1/W3/541	RESI	22.2	17.4	21.4%						
First Floor	R1/W4/541	RESI	22.2	17.4	21.7%						
Second Floor	R1/W1/542	RESI	21.8	17.9	17.7%	175.5	123.5	29.7%			
Second Floor	R1/W2/542	RESI	22.8	18.9	18.9%						

Second Floor	R1/W3/542	RESI	24.5	19.6	20.2%	148.4	91.6	38.3%
Second Floor	R1/W4/542	RESI	24.6	19.6	20.4%			
Third Floor	R1/W1/543	RESI	20.2	15.4	23.9%			
Third Floor	R1/W2/543	RESI	21.3	16.5	22.6%			
Third Floor	R1/W3/543	RESI	21.8	17	21.9%			
Third Floor	R1/W4/543	RESI	21.4	16.5	22.6%			

10.163 The losses of VSC experienced by each of the windows at No. 9 Islington High Street is around the 20% which is considered within the realms of acceptability. However, the losses of daylight experienced by the habitable room on the 3rd floor of this property are more significant and losses of daylight here would be noticeable to those residents. In part the extent of the losses are due to the existing overhang of the property which blocks off the view of the sky as well, as the ratio between window and room size. Nevertheless, the loss of daylight here needs to be fully understood as an adverse impact in the consideration of this planning application.

10.164 The final residential property to be affected on Islington High Street is No. 11 Islington High Street, the results of which are shown in the table below:

Table 10.3

			Vertical Component			Sky		No Sky Line (Daylight Distribution)	
11 Islington High Street	Room / Window	Room use	Existing (%)	Proposed (%)	Percentage reduction in VSC	Previous sq ft	Proposed sq ft	Percentage reduction Daylight Distribution	
First Floor	R1/W1/51	RESI	22.2	17.6	20.1%	52.5	34.9	33.5%	
First Floor	R2/W2/51	RESI	22.3	17.7	20.7%	38.5	23.7	38.4%	
First Floor	R3/W3/51	RESI	22.6	17.9	20.4%	53.1	30.3	42.9%	
Second Floor	R1/W1/52	RESI	24.6	19.8	19.6%	64.2	41.2	35.8%	
Second Floor	R2/W2/52	RESI	24.7	19.9	19.4%	45.6	27.4	39.9%	
Second Floor	R3/W3/52	RESI	24.9	20.1	19.1%	64.4	36.4	43.5%	

Third Floor	R1/W1/5 53	RESI	26.9	22.1	17.9%	79	48	39.2%
Third Floor	R1/W2/5 53	RESI	27	22.3	17.6%	54.4	33	39.5%
Third Floor	R1/W3/5 53	RESI	27.2	22.5	17.3%	77.7	43.8	43.8%
Fourth Floor	R1/W1/5 54	RESI	22	17.6	20.1%	88.9	64.1	27.9%
Fourth Floor	R2/W2/5 54	RESI	22.2	17.9	19.5%	67.5	64.4	4.6%
Fourth Floor	R2/W5/5 54	RESI	28.3	28.3	0%			
Fourth Floor	R3/W3/5 54	RESI	22.1	17.9	18.9%	93.3	77.2	17.3%
Fourth Floor	R3/W4/5 54	RESI	19.7	15.6	20.8%			

10.165 There is significant impact on No 11 Islington High Street in terms of loss of daylight. Whilst the loss of daylight as measured by the VSC to the windows is not so significant, the size of windows in relation to the room sizes results in more noticeable reductions in daylight to the rooms that they serve, as shown in the table above. These adverse impacts need to be understood and weighed in the balance in the consideration of this planning application.

No. 351 & 353-359 Goswell Road

10.166 The impacts on No. 351 and Nos. 353-359 Goswell Road are considered negligible and are thus not considered in full here. The biggest loss of daylight to a window as measured by the VSC is 8.6% and the greatest daylight loss to a habitable room as measured by the NSL is 10.7%. In any case, following survey of the site and surroundings it can be confirmed that 353-359 Goswell Road are in office use, rather than residential.

Nos. 2-21 Duncan Terrace

10.167 The impacts in terms of loss of daylight have also been fully considered as part of the assessment of this planning application. However, given the relative distance of these properties from the application site, the impacts are not considered to be adverse in accordance with the BRE Guidelines. The greatest loss of daylight to a window as measured by the VSC would be 4.6% and the greatest loss of daylight as measured by the NSL would be 19.6% with the vast majority of rooms in this terrace not experiencing any losses of daylight.

5 Torrens Street

10.168 Although the properties on Torrens Street are not in residential occupation, impacts on Nos. 3-5 Torrens Street have also been assessed and considered as part of this planning application. It is understood that the site-facing windows in this property on the whole serve artist studios, workshops and a café but loss of daylight should also be considered. The loss of daylight to the rooms in this property as measured by the NSL range from 30% to 58%, which is considered a noticeable and adverse impact. While this would not result in any loss to residential amenity, this is nevertheless an adverse impact that needs to be considered as part of the planning assessment.

Impacts to Sunlight

No. 9 and 11 Islington High Street

10.169 In terms of sunlight impact, it can be confirmed that all south-facing windows oriented within 90 degrees of due south would experience BRE-compliant sunlight levels with the development in situ.

Nos. 351 & 353-359 Goswell Road

10.170 The windows that look onto the development do not face 90-degrees due south and therefore do not receive direct sunlight. As such, these windows were not assessed and it is considered due to such orientation the proposal would not impact on the levels of sunlight of these neighbouring windows.

Nos. 2-21 Duncan Terrace

10.171 The windows that look onto the development do not face 90-degrees due south and therefore do not receive direct sunlight. As such, these windows were not assessed and it is considered due to such orientation the proposal would not impact on the levels of sunlight of these neighbouring windows.

Daylight and Sunlight Summary

10.172 It is noted in the BRE Guidelines and London Plan policies that a level of flexibility is required when assessing daylight and sunlight, with a consideration of the site context and circumstances. In this case, the site is located within close proximity to a number of neighbouring buildings within a close and tight proximity, representing an urban context typical of inner-city locations.

10.173 It is considered that there are relatively limited transgressions in terms of loss of daylight given this urban context. Nonetheless, this needs to be considered and weighed in the balance when considering the merits of the planning application.

Privacy

10.174 The supporting text to policy DM2.1 states at paragraph 2.14 that *'to protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms. This does not apply across the public highway, overlooking across a public highway does not constitute an unacceptable loss of privacy'*. In the application of this guidance, consideration has to be given also to the nature of views between windows of the development and neighbouring habitable rooms. For instance, where the views between habitable rooms are oblique as a result of angles or height difference between windows, there may be no or little harm.'

10.175 Paragraph 2.3.36 of the Mayor of London's Housing SPG states that such minimum distances "can still be useful yardsticks for visual privacy, but adhering rigidly to these measures can limit the variety of urban spaces and housing types in the city, and can sometimes unnecessarily restrict density". This is noted, and there have indeed been instances where window-to-window distances of less than 18m have been accepted where exceptional circumstances apply, however the Mayor's guidance does not override Islington's Development Management Policies, and there remains a need to ensure that proposed developments maintain adequate levels of privacy for neighbouring residents.

10.176 The proposed development includes no residential accommodation or habitable rooms, therefore the 18m requirement does not apply to itself. Nevertheless, there is potential for office windows to adversely affect the privacy of neighbouring residential properties.

10.177 All neighbouring residential properties face the application site over a highway and thus privacy impacts strictly speaking do not apply. Nonetheless, residents from Duncan Terrace have raised objections in privacy and thus the impacts on them in terms of increased overlooking should be explored. The closest window-to-window distance between the rear of Duncan Terrace and the eastern façade of the proposed development would be over 50 metres and as such it is not considered that loss of privacy or increased overlooking should be considered a genuine adverse

impact here. Some of the garden spaces of properties on Duncan Terrace are closer to the application site but none are within 40metres and in any case are largely obscured by existing buildings on Torrens Street.

Outlook

Nos. 2-22 Duncan Terrace

10.178 A number of residents on Duncan Terrace have objected to the loss of outlook from the rear of their properties. However, given the distance of at least 50m from their properties, the impact on outlook is not considered to be particularly significant. Moreover, the additional height added to the building is not significant either. In some places the additional height is up to two storeys, while in other sections of the building there is no increase, as illustrated below:



Figure 10.2: Existing Eastern Elevation

Proposed Eastern Elevation

Mechanical Noise

10.179 Policy DM2.1 also states development should not have an adverse impact on amenity in respect to noise and disturbance.

10.180 There is mechanical plant proposed at roof / 6th floor level. An acoustic report was submitted to support the proposed development in terms of noise in general, including noise from plant. The report concludes that the noise emitted from the proposed plant would not result in an adverse impact to nearby residential properties. The noise assessment has been reviewed by the Council's Public Protection Officer and considered to be acceptable subject to conditions (8 and 9) to limit the noise emitted from the plant to at least 5dB(A) below the background noise levels, and for the submission of a post-installation report.

General Noise and Disturbance

10.181 Noise and disturbance are likely to be generated from the proposed construction works, as well as the commercial operations proposed under this application, including the public house at ground floor level and from the proposed roof terrace. The roof terraces in particular would need to be properly managed in order to minimise impacts on neighbouring residential amenity.

10.182 The public house is retained in the same location as the existing Brewhouse pub. The proposal introduces a folding glazing door system on the pub façade, which may result in some noise break-out. However, the nearest residential properties are flats within 351 Goswell Road on the other side of five lanes of a heavily trafficked thoroughfare. Moreover, it can be confirmed that there have been no recent complaints about the existing pub use and any specific regulations would be dealt with through the licensing regime.

10.183 There are a number of small balconies as well as two roof terraces, one at 6th and one at top floor level as shown below:



Figure 10.3: Roof Plans

10.184 The principle of the roof terraces is considered acceptable in general in respect to noise and disturbance given its in relationship to an office use, its distance from noise-sensitive uses and the site's location adjacent to a busy thoroughfare which would mask much of the noise generated by activities on the roof terraces. While there are no residential uses on Torrens Street, which is the quieter of the building's street frontages, there are some residential uses further afield which should be protected from any adverse impacts from noise and disturbance.

10.185 The Council's Public Protection team have recommended a condition (*condition 12*) requiring an Operational Management Plan to be submitted and agreed in writing by the Local Planning Authority in the event of planning permission being granted in order to ensure that the management of the external spaces is robust and protects neighbouring residential amenity. Details shall also include opening hours of the roof terraces.

Light Pollution

10.186 The proposal would not alter the commercial nature of the site; however, the proposal raises the possibility of night time light pollution occurring, given the additional glazing proposed and the additional height of the building, should office staff need to work outside normal office hours; due to the proposed intensification of commercial use on the site, the cumulative impact is likely to be greater than existing and therefore, it is considered that adequate measures would need to be in place to mitigate any adverse light pollution impact.

10.187 To address this, condition 13 is recommended for details of measures to adequately mitigate light pollution affecting neighbouring residential properties. The measures that are suggested and could be used include automated roller blinds, lighting strategies that reduce the output of luminaires closer to the façades or light fittings controlled through the use of sensors.

10.188 It is considered that any proposed measures would need to ensure the extent of light being used within the building is reduced and would help minimise any impact on neighbouring properties, and address any light pollution concerns.

Construction Impacts

10.189 The construction works proposed under this application would unavoidably cause some degree of noise and disruption which would affect neighbouring residents.

10.190 The Public Protection Officer recommended that a Construction and Environmental Management Plan be submitted to and approved by the Council prior to the commencement of development (*condition 6*). The plan shall include details including methods of demolition, quiet periods and noise mitigation, in order to ensure that the construction impacts are adequately mitigated in the interests of neighbouring residential amenity. It is worth noting that outside planning control there are further controls applicable to construction, including Environmental Health legislation and regulations that would further protect the amenities of neighbouring occupiers during the construction period.

10.191 The transportation and highways impact during the construction stage is further discussed in the Highways and Transport section below.

Air Quality Impacts

10.192 The London Plan Policy SI1 sets out requirements for developments to be air quality neutral. The purpose of the London Plan's requirement that development proposals be 'air quality neutral' is to prevent the gradual deterioration of air quality throughout Greater London.

10.193 An air quality assessment has been carried out to demonstrate that the building and transport related emissions associated with the Proposed Development are both below the relevant benchmarks. The proposed development complies with the requirement that all new developments in London should be at least air quality neutral.

10.194 The development includes an emergency back-up generator with the flue terminating at roof level. The generator flue will need to terminate at least 3m above the roof terrace area and suitably away from air intakes. It is advised that the details of the standby generator and flue are conditioned (*condition 10*) for consideration in the event of planning permission being granted, in order to ensure air quality is maintained and also to ensure that the flue is of appropriate appearance.

Neighbouring Amenity Summary

10.195 Subject to the conditions set out in this report, it is considered that the proposed development would not give rise to unacceptable impacts on neighbouring residential amenity, except the adverse impact identified in daylight terms. The level of harm caused by the daylight impact is discussed in the planning balance assessment below.

BIODIVERSITY, LANDSCAPING AND TREES

10.196 London Plan Policy G1 states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network. Policy G5 further states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

10.197 Policy CS15 of the Islington Core Strategy and policy DM6.5 of the Islington Development Management Policies reads that the council will seek to maximise opportunities to 'green' the borough through planting, green roofs, and green corridors to encourage and connect green spaces across the borough; development proposals are required to maximise the provision of soft landscaping, including trees, shrubs and other vegetation, and maximise biodiversity benefits.

10.198 The site is approximately 0.4 hectares in size and is largely covered by built form, though there is a central courtyard with a number of small holly trees in raised planters, shrubs and hedges as well as a northern courtyard with two further modest trees and raised planters. There are also 9No. further street trees, mainly Cherry and Pyrus trees along the street edge.

10.199 It is proposed to remove the central courtyard space and the plants within it and reconfigure the northern courtyard resulting in the removal of the two trees there. The existing street trees would all be retained and protected during construction. The proposal includes the provision of intensive and extensive green roofs with native plant species, wildflowers and flower-rich perennial planting. The roofs would also include insect houses to encourage biodiversity as well as bird bath and feeders and this will be secured by condition (*condition 27*).

10.200 An additional tree is proposed in the northern courtyard and further planting is proposed at roof and at ground level to further enhance biodiversity. The applicants have submitted a Biodiversity Net Gain assessment, which shows a significant increase in biodiversity and ecological value as a result of the proposed enhancements, in particular the extensive and intensive green roofs. The

assessment suggests a 300% increase in biodiversity and includes several further recommendations, which would be secured by condition (27) in the event of planning permission being granted.

10.201 An Urban Greening Factor assessment has also been submitted with the application. Some further enhancements have been made during the course of the application, including further areas of intensive and extensive green roof, with the proposal calculated to achieve an UGF score of 0.25. The proposed permeable paving, groundcover planting, green roofs and trees contributing to the score. The score however does not achieve the 0.3 recommended for office developments by London Plan Policy G5. It is considered that site limitations restrict significant further ecological enhancements within the site itself, especially in the context of the considerable increase in biodiversity already achieved. However further enhancements have been agreed involving off-site tree planting in the vicinity of the site. As such, the application includes a financial contribution of £25,000 towards off-site tree planting.

10.202 In summary, the proposal would significantly enhance biodiversity on the site through the provision of green roofs and other soft landscape interventions. Further ecological enhancements will be required by condition (27) and off-site tree planting will be required by legal agreement.

ENERGY AND SUSTAINABILITY

10.203 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and standards relevant to sustainability are set out throughout the NPPF. Paragraph 148, under section 14. 'Meeting the challenge of climate change, flooding and coastal change', highlights that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

10.204 The NPPF para 153 states that in determining planning applications, LPAs should expect new development to comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

10.205 London Plan policy GG6 seeks to make London a more efficient and resilient city, in which development must seek to improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero carbon city by 2050. Proposals must ensure that buildings are designed to adapt to a changing climate, making efficient use of water, reducing impacts from natural hazards like flooding and heatwaves, while mitigating and avoiding contributing to the urban heat island effect.

10.206 Policy SI 2, in support of the strategic objectives set out in Policy GG6 above, stipulates for new developments to aim to be zero carbon with a requirement for a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. It requires all major development proposals to contribute towards climate change mitigation by reducing carbon dioxide emissions by 35% through the use of less energy (be lean), energy efficient design (be clean) and the incorporation of renewable energy (be green). Moreover, where it is clearly demonstrated that the zero carbon figure cannot be achieved then any shortfall should be provided through a cash contribution towards the Council's carbon offset fund.

10.207 In regard to Energy Infrastructure, policy SI 3 part D states that all major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system, which should be selected in accordance with the following heating hierarchy:

- connect to local existing or planned heat networks

- use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)
- use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network)
- use ultra-low NOx gas boilers

10.208 Where a heat network is planned but not yet in existence the development should be designed to allow for the cost-effective connection at a later date.

10.209 Policy SI 4 (Managing Heat Risk) of the London Plan requires for development proposals to minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure. The submitted energy strategy shows how they will reduce the potential for internal overheating and reliance on air conditioning systems.

10.210 Policy CS10 of the Islington Core Strategy requires that development proposals are designed to minimise onsite carbon dioxide emissions by maximising energy efficiency, supplying energy efficiently and using onsite renewable energy generation. Developments should achieve a total (regulated and unregulated) CO2 emissions reduction of at least 27% relative to total emissions from a building which complies with Building Regulations 2013 (39% where connection to a Decentralised Heating Network is possible). Typically, all remaining CO2 emissions should be offset through a financial contribution towards measures which reduce CO2 emissions from the existing building stock.

10.211 Policy DM7.1 of the Islington Development Management Policies requires development proposals to integrate best practice sustainable design standards and states that the council will support the development of renewable energy technologies, subject to meeting wider policy requirements. Details are provided within Islington's Environmental Design SPD, which is underpinned by the Mayor's Sustainable Design and Construction Statement SPG.

10.212 The applicant has submitted an Energy Statement prepared by Chapman BDSP dated March 2022 with the purpose of addressing the policy requirements referenced above.

Carbon Emissions

10.213 The London Plan sets out a CO2 reduction target, for regulated emissions only, of 40% against Building Regulations 2010 and 35% against Building Regulations 2013.

10.214 At local level, the council requires onsite total CO2 reduction targets (regulated and unregulated) against Building Regulations 2010 of 40% where connection to a decentralised energy network is possible, and 30% where not possible. These targets have been adjusted for Building Regulations 2013 to 39% where connection to a decentralised energy network is possible, and 27% where not possible.

10.215 The initial submission indicates that the development would achieve an overall reduction of 53.1% in regulated emissions, which exceeds the London Plan target to achieve a 35% reduction. A 32.1% saving is achieved at 'Be Lean' stage exceeding the requirements of the London Plan. Based on SAP10 carbon factors, a saving of 28% is estimated against a Part L 2013 baseline for total emissions. This meets the requirement is Islington Policy for developments not able to connect to a DEN to achieve a 27% reduction.

10.216 As part of the proposed development the building fabric and services would be designed to reduce the building's carbon dioxide emissions and energy consumption. These measures include: fabric insulation and glazing specification; lighting efficiency and controls, mechanical ventilation with heat recovery and improved U-values.

Zero Carbon Policy

10.217 As noted earlier, policy SI 2 of the London Plan stipulates development proposals to aim to be zero carbon, this is supported by Islington Core Strategy Policy CS10 which states that development will need to promote zero carbon development by minimising on-site carbon dioxide emissions, promoting decentralised energy networks and by requiring development to offset all remaining CO2 emissions associated with the building through a financial contribution towards measures which reduce CO2 emissions from the existing building stock.

10.218 The Council's Environmental Design SPD states that "after minimising CO2 emissions onsite, developments are required to offset all remaining CO2 emissions (Policy CS10) through a financial contribution", this includes both regulated and unregulated emissions. The SPD further states that the calculation of the amount of CO2 to be offset, and the resulting financial contribution, shall be specified in the submitted Energy Statement.

10.219 The offset contribution of £438,750 has been confirmed by the Council's Energy Officer and is secured via S106.

BE LEAN- Reduce Energy Demand

10.220 Part A of policy DM7.1 states "*Development proposals are required to integrate best practice sustainable design standards (as set out in the Environmental Design SPD), during design, construction and operation of the development.*" It further states that "*developments are required to demonstrate how the proposed design has maximised incorporation of passive design measures to control heat gain and to deliver passive cooling, following the sequential cooling hierarchy*".

10.221 The proposed U-values for the development are proposed U-values for the development are: Walls= 0.45; Curtain walling= 1.2; Roof= 0.15; Ground Floor= 0.2; Windows= 1.1. An air permeability of 3m³/hr/m² is specified. As mechanical ventilation with heat recovery is proposed, this is considered to be an appropriate value. Lighting controls include absence detection and sensors in circulation spaces and daylight dimming. The luminous efficacy shown is 70lm/W, which is supported.

10.222 These are considered to be acceptable U-values and the air tightness is in accordance with the recommendations in Islington's Environmental Design SPD. Furthermore, the Energy Statement details how the design of the proposed development meets the Cooling hierarchy.

Overheating and Cooling

10.223 Part A of policy DM7.5 of the Islington Development Management Policies requires developments to demonstrate that the proposed design has maximised passive design measures to control heat gain and deliver passive cooling, in order to avoid increased vulnerability against rising temperatures whilst minimising energy intensive cooling. Part B of the policy supports this approach, stating that the use of mechanical cooling shall not be supported unless evidence is provided to demonstrate that passive design measures cannot deliver sufficient heat control. Part C of the policy requires applicants to demonstrate that overheating has been effectively addressed by meeting standards in the latest CIBSE (Chartered Institute of Building Service Engineers) guidance.

10.224 The submitted Energy Statement provides some discussion of the cooling hierarchy. Dynamic thermal modelling has been carried out using the Weather files recommended by the GLA and assessed against the criteria of CIBSE TM52. This shows all but one area failing when natural ventilation is specified using DSY1. When active cooling is introduced all areas pass using DSY1, 2 & 3. This shows the proposed design has addressed the risk of overheating.

BE CLEAN- Low Carbon Energy Supply

10.225 In respect to energy (heating and cooling) supply, it is proposed that such would be provided by an air source heat pump.

10.226 Part C of policy DM7.3 of the Islington Development Management Policies states “*major developments located within 500 metres of a planned future DEN, which is considered by the council likely to be operational within 3 years of a grant of planning permission, will be required to provide a means to connect to that network and developers shall provide a reasonable financial contribution for the future cost of connection and a commitment to connect via a legal agreement or contract, unless a feasibility assessment demonstrates that connection is not reasonably possible.*”

10.227 An excerpt from the London Heat Map has been included in the Energy Statement. This shows that there is not a planned or existing DEN within 500m of the proposed development. However, the proposed development has allocated space at lower ground floor level to allow for future connection should it be extended or a new heat network formed nearby. The Revised applicant's response document (dated 17/06/22) states that ‘*The MEP is and will be designed to meet the full contents of Appendix 1 of Islington's Environmental Design SPD*’.

10.228 It is noted that there is a ventilation shaft taking heat from the London Underground system on the ground floor west side of the building. The applicant has considered using this waste heat in their ASHP system, however it has been concluded that the building requires more cooling than heating so this is not a feasible option.

Shared Energy Networks

10.229 Part D of policy DM7.4 states “*Where connection to an existing or future DEN is not possible, major developments should develop and/or connect to a Shared Heating Network (SHN) linking neighbouring developments and/or existing buildings, unless it can be demonstrated that this is not reasonably possible.*”

10.230 The Energy Statement makes no reference to shared heat networks, however the applicant has committed to investigate into the possibility of shared heat network with neighbouring sites.

CHP/CCHP or Alternative Low Carbon On Site Plant

10.231 In accordance with the London Plan hierarchy, where connection to district heating or cooling networks are not viable, on-site low carbon heating plant should be proposed and CHP/CCHP prioritised (this may also form the basis of the alternative strategy, where the primary strategy is for connection to a district heating or cooling network if found viable through further investigation).

10.232 The Council's Environmental Design Guide (page 12) states “*Combined Heat and Power (CHP) should be incorporated wherever technically feasible and viable. Large schemes of 50 units or more, or 10,000sqm floorspace or more, should provide detailed evidence in the form of an hourly heating profile (and details of electrical baseload) where the applicant considers that CHP is not viable; simpler evidence will be accepted on smaller schemes.*”

10.233 On-site CHP was discounted for use on this development. Due to the relatively low domestic hot water demand related to office and retail uses and the lack of a stable heating demand baseload, the use of a Combined Heat and Power (CHP) system was not deemed as an adequate strategy for this project.

BE GREEN- Renewable Energy Supply

10.234 The Mayor's SD&C and SPD reads “*although the final element of the Mayor's energy hierarchy, major developments should make a further reduction in their carbon dioxide emissions through the incorporation of renewable energy technologies to minimise overall carbon dioxide emissions, where feasible.*”

10.235 The Council's Environmental Design SPD (page 12) states “*use of renewable energy should be maximised to enable achievement of relevant CO2 reduction targets.*”

10.236 A variety of technologies were assessed in order to determine if they would be suitable for the site and proposed development. Wind turbines were discounted for obvious reasons, but it is considered that there is the potential to accommodate 219.2 m² of PV panels within the scheme, in combination with the green roof system. The plan below shows the proposed roof level PV layout. Based on calculations performed by the MEP team, the total PV system capacity is 48 kWp.



Figure 10.4: Proposed Roof Plan

10.237 Ground source heat pumps were also considered within the statement to not be feasible given the lack of ground space at the site; however air source heat pumps were concluded to be suitable for the site as they can be accommodated and were found to provide substantial energy savings.

10.238 The above investigations and discussions are accepted by the Energy Officer.

BREEAM- Sustainable Design Standards

10.239 Part A of policy DM7.4 of the Islington Development Management Policies states “*Major non-residential developments are required to achieve Excellent under the relevant BREEAM or equivalent scheme and make reasonable endeavours to achieve Outstanding.*”

10.240 The Council’s Environmental Design Guide states “*Schemes are required to demonstrate that they will achieve the required level of the CSH/BREEAM via a pre-assessment as part of any application and subsequently via certification.*”

10.241 A condition (21) is recommended to secure details of how the proposed development would achieve an BREEAM ‘Excellent’ rating with reasonable endeavours to achieve ‘Outstanding’, which exceeds the policy requirement.

Draft Green Performance Plan

10.242 Policy DM7.1 of the Islington Development Management Policies and the Environmental Design SPD (8.0.12 – 8.0.18) states “applications for major developments are required to include a Green Performance Plan (GPP) detailing measurable outputs for the occupied building, particularly for energy consumption, CO₂ emissions and water use, and should set out arrangements for monitoring the progress of the plan over the first years of occupancy.” The council’s Environmental Design SPD provides detailed guidance and a contents check-list for a Green Performance Plan.

10.243 A draft Green Performance Plan has been submitted as part of the Energy Statement. An outline Green Performance Plan has been provided. The information provided so far is considered acceptable; however, more detail should be given as per the guidance on page 50 of the

Environmental Design SPD. Numerical targets, based on the modelled energy data, should be set. This will be required as a planning obligation in the section 106 agreement.

Circular Economy

- 10.244 Policy SI 7 of the London Plan 2021 states that resource conservation, waste reduction, increases in material reuse and recycling, and reductions in waste going for disposal will be achieved by the Mayor, waste planning authorities and industry working in collaboration to promote a more circular economy that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible.
- 10.245 Emerging policy S10 of the Islington Local Plan states that all developments must adopt a circular economy approach to building design and construction in order to keep products and materials in use for as long as possible to minimise construction waste.
- 10.246 The proposal comprises of substantial building works, including the alterations to the existing building as well as the new roof level and rear extensions. It is required to demonstrate that materials extracted from demolition can be re-used where possible, and that the building will adapt to change over its lifetime. The development also needs to minimise the environmental impact of materials through the use of sustainably sourced, low impact and recycled materials.
- 10.247 An Adaptive Design Strategy has been submitted with the application with a number of high-level principles and commitments. The key commitments include major material savings through retaining and extending the existing building's structural frame. Furthermore, all new materials would be minimised through utilising lean design principles, and designing with the existing building in mind. The application also commits to minimising quantities of other resources used such energy, water and land. The proposal also builds the principles of longevity, recoverability and adaptability into the design and by keeping the existing substructure and superstructure in the proposed scheme, reusability is embedded within the project.
- 10.248 A whole life-cycle carbon (WLC) assessment has been undertaken to quantify the embodied carbon of the current building scheme. This would be updated at each design stage as more of the design becomes quantifiable, and the specific materials become known. The 'GLA whole life-cycle carbon assessments guidance – consultation draft' (Oct 2020) states the aspirational WLC benchmark for offices is between 800-900 kgCO₂e/m² [GIA] for embodied carbon over the whole life-cycle which has been used for comparison against the Proposed Development. The 600kgCO₂e/m² GIA for the proposed development compares favourably against the target range in the London Plan guidance.
- 10.249 By retaining elements of the substructure and superstructure in the proposed development, an embodied carbon saving of 111.9 kgCO₂e/m² [GIA] is achieved, compared to if the same quantity and material of retained elements were built as new. This equates to 3,005 tCO₂e across the life cycle of the development. Further justification for the proposed development approach is provided by the fact that the development achieves a 53.1% improvement in carbon emissions against a notional building. Finally, it is considered that all adaptive design and site waste management measures recommended in the submitted documentation be implemented in accordance with the details submitted and that this be secured by condition (19) in the event of planning permission being granted.

Sustainable Drainage

- 10.250 Policy SI 5 states that in order to minimise the use of mains water, water supplies and resources should be protected and conserved in a sustainable manner. Commercial development proposals should achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent, and incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing.

- 10.251 Policy CS10 of the Islington Core Strategy requires all development to demonstrate that it is designed to be adapted to climate change, particularly through design which minimises overheating and incorporates sustainable drainage systems. Policy DM6.6 of the Islington Development Management Policies is concerned with flood prevention and requires that schemes must be designed to reduce surface water runoff to a 'greenfield rate', where feasible.
- 10.252 The proposal would also need to demonstrate achieving all BREEAM credits for water efficiency. Rainwater recycling should be considered in order to achieve this. If rainwater recycling is considered not to be possible then further evidence to support this will be required. This is recommended to be secured by condition 29.

HIGHWAYS AND TRANSPORT

- 10.253 Paragraph 108 of the NPPF states that applications should ensure that appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location. Development proposals should also ensure that any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 10.254 Policy T4 of the London Plan 2021 states that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. A Transport Statement should be submitted with development proposals to ensure that impacts on the capacity of the transport network are fully assessed. Furthermore, part C of this policy states that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.
- 10.255 Policy DM8.1 of the Islington Development Management Policies states that the design of the development is required to prioritise the transport needs of pedestrians, public users and cyclists above those of motor vehicles. Further, Policy DM8.2 states that proposals are required to meet the transport needs of the development and address its transport impacts in a sustainable manner and in accordance with best practice. Where the council considers that a development is likely to have a significant negative impact on the operation of transport infrastructure, this impact must be satisfactorily mitigated.
- 10.256 The site has excellent access to public transport and the Public Transport Accessibility Level is 6B. There are a number of bus routes directly adjacent to the site providing connection to central London and locations across London. Angel Station, which forms part of the application site, is served by London Underground and National Rail routes.
- 10.257 The site also benefits from good pedestrian accessibility to surrounding retail, employment, leisure, and public transport nodes. It is located within walking distances of local amenities such as Angel and Islington town centres, and Kings Cross St Pancras train station. The footways around the site are generally in good condition, although the quality of paving along Torrens Street is not as good as it should be and part of it is narrow and considerably restricted by street furniture, planting and refuse bins.
- 10.258 The strategic cycle network within the Site's immediate vicinity is particularly good. The Central London Grid cycle route (Bloomsbury to Walthamstow) crosses the A501 roughly 100m east of Torrens Street and runs along Colebrooke Row. There are 5No. existing Sheffield cycle stands as well as 18No. cycle hire stands on Torrens Street as well as several more cycle stands on Islington High Street.
- 10.259 The application proposes to increase the commercial floorspace on site by 7,407sqm (GIA), including the additional retail floorspace. The proposal includes the retention of the existing frame, structure and basement of the building but includes reconfiguration of access points and the layout of the floorplans including the basement. The existing basement includes a cycle storage area,

10.266 Although the amount of cycle parking proposed is considered acceptable, further details are required to demonstrate that such facilities would be fully accessible. These details would be secured by condition (35) in the event of approval.

10.267 There is also short-stay cycle storage proposed for visitors within the public realm and the northern courtyard. Whilst the proposed short-trip cycle parking provision (10No.) is below the policy requirement, there is a considerable amount of existing cycle parking storage adjacent to the site including 5No. Sheffield cycle racks on Torrens Street as well as 19No. cycle hire racks, 8No. cycle racks on Islington High Street. Nonetheless, it is considered that to make up the short-fall, a contribution of £11,250 would be required to secure the provision of 15No. further racks in the vicinity of the site.

10.268 Overall, the proposal would provide an acceptable level of cycle facilities to support the development and to encourage use of alternative transport modes, which complies with the objectives of LP Policy T5, and Development Management Policy DM8.4.

Pedestrian

10.269 The proposal also includes significant improvements to pedestrian experience to and from the site, including improvements to pedestrian routes and access. The existing building is accessed via a somewhat convoluted pedestrian ramp and stairs adjacent to the underground air vents on Islington High Street, which also provides a pedestrian route through the site to Torrens Street via a courtyard. The existing public access through the site will be moved to the north of the building, utilising the existing but currently unused space. A more direct route would connect the “Upper Courtyard” which is to the north of the Site to the northern end of Torrens Street. The new link will be direct with a single set of stairs connecting the upper and lower ground levels. Step free access will also be provided via a lift. This will ensure that, unlike the existing situation, the new public access through the proposed scheme is accessible to all users including those using wheelchairs or prams.

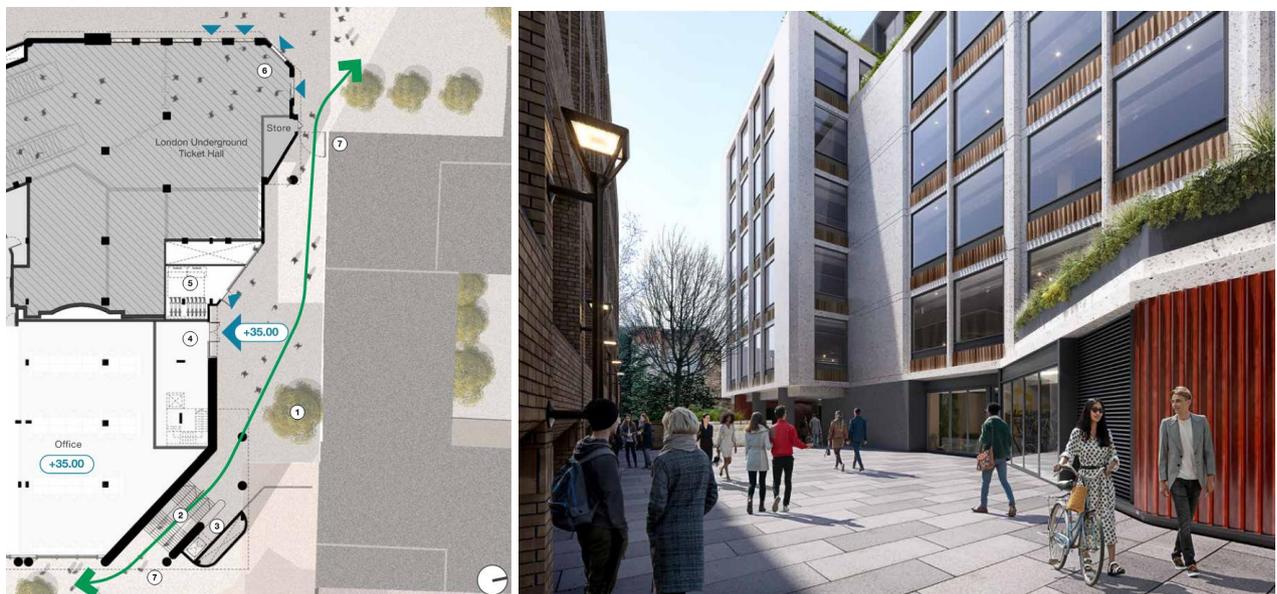


Figure 10.6: Proposed Northern Courtyard

10.270 At the same time, the building’s façade will be considerably pushed back from the street edge in order to provide a more generous area of public realm along the High Street, in particular towards the junction with City Road/ Pentonville Road where a pinch-point near the junction combined with heavy footfall creates a somewhat hostile environment. The more legible main entrance behind the colonnade alongside this more generous footway would result in a considerably improved pedestrian experience. The increased pavement width is carried through onto City Road / Goswell Road and onto Torrens Street where substantial public realm improvements are proposed including the replacement of the existing granite setts and a new footway. These improvements are secured

through the section 106 agreement and their implementation would be managed by a section 278 agreement.

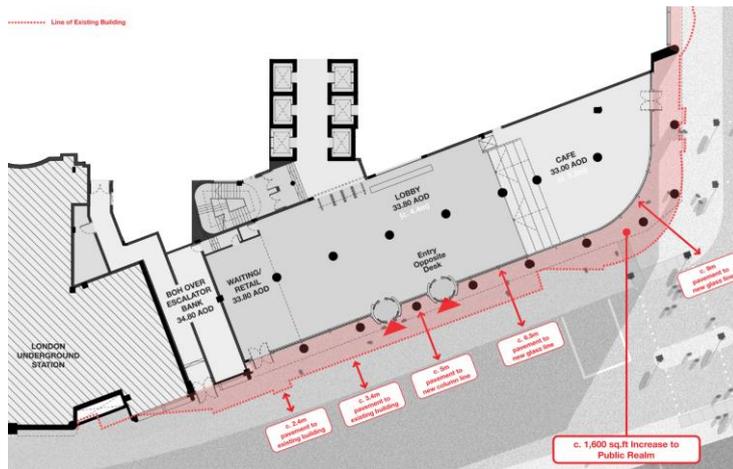


Figure 10.7: Widened footpath on the High Street

Servicing and Waste Management

10.271 Part A of policy DM8.6 (Delivery and Servicing for New Developments) states that for commercial developments over 200 square metres, delivery/servicing vehicles should be accommodated on-site, with adequate space to enable vehicles to enter and exit the site in forward gear (demonstrated by a swept path analysis). Where servicing/delivery vehicles are proposed on street, Policy DM8.6 (Delivery and servicing for new developments), Part B, requires details to be submitted to demonstrate that onsite provision is not practical, and show that the on-street arrangements will be safe and will not cause a traffic obstruction/nuisance.

10.272 The vehicular access to the site is provided from Torrens Street using the existing vehicular entrance providing direct access to the basement. Servicing details have been provided within the submitted Design and Access Statement and the Delivery and Servicing Plan to demonstrate the proposed servicing arrangements and how waste would be managed on site. The basement servicing arrangements provide space for up to three vehicles to be on-site at any given time. One of the bays can accommodate vehicles up to 8m in length and is suitable for a 7.5T box van or similar. The two other bays provided can accommodate vehicles up to 6m in length and can accommodate transit vans and other smaller service vehicles. Each loading bay provided can be independently accessed when other bays are in use, and the servicing area is designed to ensure that all vehicles can enter and exit the site safely in a forward gear. The facilities described are proposed to be used for deliveries to the Site (Class E – Office, and Retail). These uses will have direct access to the servicing facilities and waste stores, and their servicing and waste activity will be fully integrated with the main building operation. The existing “Brewhouse Pub” operation will remain unchanged, though connection at basement level is provided to the waste facilities.

10.273 In terms of refuse and recycling, officers have had regard to the council’s refuse and recycling storage requirements, and it can be concluded that the proposed provision and arrangements are considered acceptable for the office and retail uses. Servicing and delivery would be provided off-street with access and egress in forward gear with no detriment to highways safety.

10.274 Based on the submission, officers however consider that further information is required in relation to the servicing and delivery requirements for the public house. Therefore, it is recommended that final details of refuse storage to be submitted and agreed by the council prior to the occupation of the development, on how waste, servicing and delivery would be managed for the public house use. This is secured under condition 11.

Construction Impacts

- 10.275 The proposed construction works would inevitably have some impact to the local area during the construction period. As such, a Construction Management Plan would need to be submitted and agreed by the Council prior to any construction work commencing on site; this is echoed by the Council's Public Protection Team who have recommended submission of a final version of a CMP (*condition 6*).
- 10.276 A full Construction Management Plan should outline measures for the routing, accommodation, loading and unloading of construction vehicles during the entirety of the construction phase. A construction programme should also be provided within the CMP once a contractor has been appointed. This will set out indicative timescales for each phase of construction. This is secured by condition (6) in the event of planning permission being granted, to ensure that the proposal would make all reasonable efforts to avoid unacceptable impacts to neighbouring amenity, the wider environment, or the safe and efficient operation of the highway network.
- 10.277 The Council's Highways Team has recommended that the applicant would need to cover any cost to repair any damages to the public footway/carriageway caused by the development. This would be secured under section 106 agreement with a figure confirmed. It should be noted that construction management and logistics will need to be considered by TfL as part of any approval of details submission in the event of planning permission being granted and the permission being implemented.
- 10.278 In the interest of protecting neighbouring residential amenity during the construction phase of the development (having regard to impacts such as noise and dust) the applicant is also required to comply with the Council's code of construction practice. Compliance would need to be secured as part of a section 106 agreement together with a payment of £13,052 towards monitoring. This payment is considered an acceptable level of contribution having regard to the scale of the development, the proximity of other properties, and likely duration of the construction project.

Highways Summary

- 10.279 Overall, it is considered that the application would have adequate provision for servicing, waste storage, accessibility, cycling, collections and deliveries, subject to conditions and legal agreement. The proposal would then be acceptable and would comply with policies T5 and T6 of the London Plan 2021, policies CS10, CS11 and CS13 of the Islington Core Strategy 2011; and DM8.2, DM8.4, DM8.5 and DM8.6 of the Islington Development Management Policies 2013.

SAFETY AND SECURITY

- 10.280 The surrounding area is mixed with commercial and residential uses, and the site has access points from the rear, front and side. Angel Tube Station also forms part of the site, which presents its own safety and security issues. To ensure that the proposed building would be secure and meet the relevant crime prevention objectives, it is recommended that the scheme meets Secured By Design accreditation.
- 10.281 The Met Police's Design out Crime Officer (DOCO) has considered the submission from a safety and security point of view and has confirmed that they are satisfied that the proposal would bring new life to the building which is currently considered quite hostile and provides limited surveillance onto the street. As such, the widening of the pavement is welcomed and supported. The area has come to the attention of the Met Police in recent years due to moped and pedal cycle enabled criminal incidents outside the station and by widening the pavement it is considered that pedestrians do not have to stand so close to the road/curb. This is considered a significant improvement to the public realm and safety and security within it.
- 10.282 However, some concerns have been raised about the proposal from a safety and security perspective. One of the main concerns is the overhang onto Islington High Street and this is something that has been highlighted by the DOCO. Over the last few years, colleagues from Islington Council, rough sleeping charities, the Angel Business Group and local neighbourhood

teams, have worked to combat the rough sleeping issues along that particular stretch with the overhang area outside the old RBS being one of the biggest contributing factors.

10.283 In response to early concerns raised by the DOCO about the proposed overhang, the design of the Islington High Street elevation has been amended in order to simplify the position of the glazing line. It should be noted that the neighbouring RBS building is a relatively short building with a low colonnade that is pushed back from the public realm and relatively enclosed, which is somewhat distinct from the situation at the application site. The proposed overhang is over double the height of those at the neighbouring RBS building, and has no ‘through-route’ behind the columns. It is also considered that because the column positions sit in front of the building’s fully glazed main entry lobby, which shall be a managed front-of-house space, perceived risk of crime and anti-social behaviour is less of a concern.

10.284 Further to this, the DOCO has expressed some concerns over the opening up of the pedestrian route which runs adjacent to the building from the High Street and Torrens Street. Due to the level changes and the site lines, it is considered that the area would provide ample opportunity for congregating and potentially anti-social behaviour. The route is tucked away from the main street and, especially during the darker winter months, could enhance the fear of crime in the area as well as the opportunity for it. It is considered that this would be mitigated with the right lighting/CCTV strategy as well as correct management and the option to gate off the area out of hours so that it is not used for the purposes of illegal activities.

10.285 Aside from this, it has been discussed that the doors and windows on ground floor level should be secured to a minimum police approved security standard as set out in the Secured by Design Commercial guide, including a security lobby and access control systems. Finally, the lighting and CCTV strategy would be hugely important here in order to highlight any misuse and capture evidential quality images.

10.286 It is recommended that this application, if granted, is conditioned (*condition 31*) to achieve Secured by Design accreditation.

FIRE SAFETY

10.287 Policy D12 of the London Plan states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. Such statements should contain: the building’s construction; means of escape for all building users; features that reduce the risk to life; access for fire service personnel and equipment; provision for fire appliances; and future modifications to the building.

10.288 The Fire Statement submitted with the application, has been prepared by OFR Fire & Risk Consultants, and a suitably qualified Chartered Engineer has been involved in the document. Both the HSE and the London Fire Brigade have been consulted on the development and no objections have been raised to the submitted Fire Statement. In response to queries from the Council’s Building Control Officer relating to the requirements of the London Plan policy D12b), a revised document has been submitted and amended dated 18th August 2022.

London Plan policy D12(b) requires the following detail:	Response:
1. The building’s construction: methods, products and materials used, including manufacturers’ details.	The existing construction is a reinforced concrete frame. The building currently has a masonry external envelope which will be replaced during the redevelopment process. The concrete floors of the office are to be infilled, to form a single floor plate at each level.

	<p>The façade is proposed to consist of a curtain wall system with aluminium rain-screen cladding and glazing panels. Requirements have been specified within the RIBA Stage 2 Fire Strategy for external fire spread requirements in line with the recommendations of BS 9999.</p>
<p>2. The means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach</p>	<p>All areas will be provided with sufficient exits and escape routes to achieve the minimum required exit widths and travel distances in accordance with BS 9999. The required travel distance depends on the risk profile within an area, and can be further improved based on the provision of a Category L1 fire detection and alarm system, as well as a public address voice alarm (PAVA) system, and increased floor-to-ceiling heights in some areas of the building.</p> <p>There are two protected stairs within 1 Torrens Street, both of which are designed as firefighting stairs. These stairs will be sufficiently wide to support the phased evacuation of two floors at a time within the building. There are also two evacuation lifts within the building that can be used by occupants.</p>
<p>3. Features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans</p>	<p>In line with the design of firefighting shafts as per BS 9999, the two firefighting shafts in the building will each be provided with a mechanical smoke ventilation system that will clear the fire-fighting lobby on the floor of fire origin to protect the fire-fighting stair and prevent the ingress of smoke.</p> <p>The basement is to be provided with a mechanical smoke ventilation system designed to achieve 10 air changes per hour (based on size of largest compartment).</p> <p>Due to the benefits gained from the installation of an automatic fire suppression system within a building with regards to travel distances and escape widths, it is proposed to provide a sprinkler system within the building which is designed and installed in-line with the guidance contained within BS EN 12845:2015+A1:2019.</p>
<p>4. Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these</p>	<p>Existing vehicle access to 1 Torrens Street is available via two different streets. Torrens Street allows access from the lower ground floor, and access direct to the upper ground floor is provided via Islington High Street.</p> <p>There will also be parking / set down positions adjacent to the main entrances to the building and the firefighting shafts provided in the</p>

	building. These parking positions will be within 18 m of the dry fire main inlets, which will be provided adjacent to the entrances to the fire-fighting shafts. Fire and rescue service access along Torrens Street does not need an additional turning circle provision, as an appliance can travel 20 m down Torrens Street, the limit for which it can safely reverse, and is within 18 m of the existing dry riser inlet.
5. How provision will be made within the curtilage of the site to enable fire appliances to gain access to the building	Internally firefighting is to be facilitated through the provision of two firefighting shafts. The primary route of access is via firefighting shaft 02, accessed externally from Torrens Street on the lower ground floor and serves all floors within the building. This is the primary route of access as the Fire Control Centre is located on the lower ground floor, and Firefighting Shaft 02 has access to all levels.
6. Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.	This fire statement documents the main fire safety design principles for the purpose of the planning submission. The proposals herein will be subject to further specification and changes as the design progresses. As the design progresses, a detailed RIBA Stage 4 Fire Strategy will be produced with a level of information suitable for Building Regulations approval. At the relevant stage, the detailed Fire Strategy will also form part of the information pack handed over to the building operator(s) under Regulation 38 to assist the responsible person to carry out the necessary fire safety risk assessment(s) and implement other relevant duties in accordance with the Regulatory Reform (Fire Safety) Order 2005.

10.289 The submitted information is specific and relevant to the proposal and the Fire Statement references compliance with BS9999. It is noted that the author of the submitted Fire Statement is a qualified person with expertise in fire safety and engineered solutions, and as such, the applicant has considered the fire safety of the development as part of the overall scheme. A condition is recommended (*condition 18*) requiring an updated Fire Statement to be submitted in the event that there are any changes to the details.

PLANNING OBLIGATIONS AND CIL

10.290 There is a requirement that planning obligations under Section 106 must meet 3 statutory tests, i.e. that they are (i) necessary to make the development acceptable in planning terms, (ii) directly related to the development, and (iii) fairly and reasonably related in scale and kind to the development. Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community Infrastructure Levy (CIL) would be chargeable on the proposed development on grant of planning permission. This is calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2019 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014.

10.291 Islington's CIL Regulation 123 infrastructure list specifically excludes measures that are required in order to mitigate the direct impacts of a particular development and if specific off-site measures are required to make the development acceptable these should be secured through a S106 agreement.

10.292 Policy CS18 (Delivery and Infrastructure) of the Islington Core Strategy 2011 states that the council will work with its partners to deliver the infrastructure required to support development, and will require contributions from new development to ensure that the infrastructure needs are provided for and that the impacts of the development are mitigated. As mentioned in the previous section in the report, the proposed development would be subject to S106 obligations to ensure that appropriate education and training opportunities arise from the development, which would require a local employment and training contribution and a construction training placement during the construction period. Further details of planning obligations are set out in the relevant sections of this report, and as a full list in Appendix 1.

10.293 In order for the development to mitigate its own direct impacts, and to be acceptable in planning terms the following heads of terms are recommended to be secured by a S106 agreement.

- A bond/deposit to cover costs of repairs to the footway and for repairs to the highway (total to be confirmed by LBI Highway). This ensures funds are available for the repair and reinstatement of the footways and highways adjoining the development (paid for by the developer). The bond must be paid before commencement of works. Any reinstatement works will be carried out by LBI Highways (and the cost met by the developer or from the bond). Conditions surveys may be required. If this bond/ deposit exceeds the cost of the works as finally determined, the balance will be refunded to the developer. Conversely, where the deposit is insufficient to meet costs then the developer will be required to pay the amount of the shortfall to the Council;
- Public realm works around the site to be secured through a section 278 agreement;
- An off-site tree planting contribution of £25,000;
- Provision of 715sqm of affordable workspace at lower ground floor level at Cat A + fit out for 20 years at peppercorn rent;
- Compliance with the Council's Code of Local Procurement;
- Compliance with Code of Employment and Training;
- Carbon offsetting contribution of £438,750;
- Future connection safeguarded / secured (Energy network) (as covered within the submitted energy statement);
- Code of construction monitoring fee £13,052;
- 7 x construction placements or employment/training contribution of £35,000.
- Employment and training contribution of £84,689 for local residents;
- Accessible transport contribution £30,000;
- A contribution towards short-term cycle parking of £11,250;
- Submission of draft Green Performance Plan;
- Submission of draft Travel Plan and approval of final Travel Plan within 6 months of first occupation;

- Associated legal fees.

PLANNING BALANCE ASSESSMENT

10.294 Paragraph 47 of the NPPF dictates that *“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise”*.

10.295 The proposed development is considered acceptable in principle and in land use terms. In this regard, the scheme is considered to be compliant with the London Plan Policies SD4, SD5 and E1, Islington Core Strategy CS5 and CS13, Islington Development Management Policies DM5.1 and emerging Site Allocation AUS16, which all encourage the intensification and modernisation of office floorspace at this location within the CAZ, subject to the acceptability of other material considerations. The proposal includes on-site provision of affordable workspace, constituting 11.5% (based on NIA figures) of the overall uplift, as well as significant public realm improvements resulting in a more welcoming, generous and inclusive public realm.

10.296 The proposal involves the retention of the structure, frame and basement of the existing building and includes a complete redressing of the building’s façade as well as significant extensions resulting in a complete renewal and modernisation of the building’s appearance. While a number of local residents as well as non-statutory consultees, such as the 20th Century Society and Save Britain’s Heritage, have objected to the loss of the building’s Postmodern design, it should be noted that the building is neither listed, nor locally listed nor in a Conservation Area and the site’s emerging Site Allocation identifies improvements to the building’s facades and a better relationship with the public realm as a key objective for development at the site. The scheme would comply with policies relating to design, conservation, heritage, energy, sustainability, accessibility and transportation.

10.297 There is a degree of conflict with policies relating to amenity (policy DM2.1) and specifically in relation to daylight impacts. This has been carefully examined and while some of the adverse daylight impacts are considered to be material and would therefore weigh against the scheme, regard is given to the site’s urban context and its physical constraints. It is considered that the level of harm to neighbouring amenity would not be significant to justify a warrant of refusal of planning permission on this ground.

10.298 The proposal is also considered to be a sustainable form of development, involving the retention of the frame, structure and substructure of the existing building with a significant embodied carbon saving. There are also significant operational carbon savings resulting from the proposed design, which exceed those required by planning policy. Furthermore, the proposal results in a significant increase in biodiversity on site with a consequent uplift in the site’s Urban Greening Factor as well as additional off-site tree planting. Finally, the site’s location, highly connected to London’s public transport network, along with the removal of car parking in the basement and the significant increase in cycle parking on site, provides further support for the proposed increase in office floorspace here.

10.299 It should be recognised that the scheme involves the following benefits, which have been discussed throughout the report and should be afforded weight:

- Uplift in commercial office floorspace (7,462sqm GIA) within the CAZ involving the creation of modern and inclusive floorspace;
- Refurbishment of the existing office building and a greater degree of active frontage along Islington High Street;
- Increase in employment at the site, as well as the relevant jobs and training contributions;
- Enhancement to the appearance of the facades of the building;

- Provision of high quality affordable workspace at a well-considered and connected location;
- Significant improvements to the public realm including new paving, tree planting, a new pedestrian route through the site, an increase in the width of the existing footway;
- Improvements to the energy efficiency of the operation of the building and reuse of structural elements of the existing building in its redevelopment as well as contributions to bring the development to a net zero carbon state.

11. CONCLUSION

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

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

- A bond/deposit to cover costs of repairs to the footway and for repairs to the highway (total to be confirmed by LBI Highway). This ensures funds are available for the repair and reinstatement of the footways and highways adjoining the development (paid for by the developer). The bond must be paid before commencement of works. Any reinstatement works will be carried out by LBI Highways (and the cost met by the developer or from the bond). Conditions surveys may be required. If this bond/ deposit exceeds the cost of the works as finally determined, the balance will be refunded to the developer. Conversely, where the deposit is insufficient to meet costs then the developer will be required to pay the amount of the shortfall to the Council;
- Public realm works around the site to be secured through a section 278 agreement;
- An off-site tree planting contribution of £25,000;
- Provision of 715sqm of affordable workspace at lower ground floor level at Cat A + fit out for 20 years at peppercorn rent;
- Compliance with the Council's Code of Local Procurement;
- Compliance with Code of Employment and Training;
- Carbon offsetting contribution of £438,750;
- Compliance with Islington's Code of Practice for Construction Sites and monitoring costs of £13,052 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.
- Facilitation, during the construction phase of the development, of the following number of work placements: 7. Each 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: £35,000
- Employment and training contribution of £ 84,689 to improve the prospects of local people accessing new jobs created in the proposed development;
- Submission of draft Travel Plan and approval of final Travel Plan within 6 months of first occupation;

- The provision of 15 accessible parking bays or a contribution of £30,000 towards accessible transport measures.
- Feasibility and 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.
- Financial contribution of £11,250 towards provision of 15no. short stay cycle parking stands within the vicinity of the area
- Submission of, and compliance with, a Green Performance Plan
- The Council's legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106 agreement.

If the Committee resolve to grant, resolution will include provision to provide flexibility to officers to negotiate and finalise s106 on behalf of the Committee.

That, should the Section 106 Deed of Planning Obligation not be completed within 13 weeks from the date when the application was made valid or within the agreed extension of time, 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, and that there is delegated to each of the following: the Head of Development Management the Team Leader Major Applications and the Team Leader Planning Applications to make minor changes (additions removals or amendments) to the conditions:

List of Conditions:

1	Commencement
	<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	Approved Plans List
	<p>DRAWING AND DOCUMENT NUMBERS: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>Site Location Plan 21085-AHMM-ZZ XX DR-A-PL001;</p>

Existing Drawings 21085-AHMM-ZZ B1 DR-A-PL009; LG DR-A-PL010; UG DR-A-PL010A; 01 DR-A-PL011; 02 DR-A-PL012; 03 DR-A-PL013; 04 DR-A-PL014; 05 DR-A-PL015; 06 DR-A-PL016; RF DR-A-PL017 (all Rev PL01); Existing Elevations & Sections 21085-AHMM-ZZ XX DR-A-PL021; PL022; PL023; PL024; PL031; PL032 (all Rev PL01); Demolition Drawings 21085-AHMM-ZZ-B1-DR-A-PL509; LG-DR-A-PL510; UG-DR-A-PL510A; 01-DR-A-PL511; 02-DR-A-PL512; 03-DR-A-PL513; 04-DR-A-PL514; 04-DR-A-PL515; 06-DR-A-PL516; RF-DR-A-PL517; XX_DR_A_PL601; XX_DR_A_PL602; XX_DR_A_PL603; XX_DR_A_PL602; XX_DR_A_PL604; XX_DR_A_PL701; XX_DR_A_PL702 (all Rev PL01)

Proposed Drawings 21085-AHMM-ZZ-B1-DR-A-PL099; GF-DR-A-PL100 Rev PL02; GF-DR-A-PL100 Rev PL03; 01_DR_A_PL101 Rev PL03; 02_DR_A_PL102 Rev PL02; 03_DR_A_PL103 Rev PL02; 04_DR_A_PL104 Rev PL02; 01_DR_A_PL101 Rev PL02; 05_DR_A_PL105 Rev PL02; 06_DR_A_PL106 Rev PL02; 07_DR_A_PL107 Rev PL02; 01_DR_A_PL101 Rev PL02; XX_DR_A_PL201 Rev PL02; XX_DR_A_PL202 Rev PL02; XX_DR_A_PL203 Rev PL02; XX_DR_A_PL204 Rev PL02; XX_DR_A_PL301 Rev PL01; XX_DR_A_PL302 Rev PL01; XX_DR_A_PL203 Rev PL02; XX_DR_A_PL400A Rev PL00; XX_DR_A_PL401 Rev PL02; XX_DR_A_PL402 Rev PL01; Public Realm Plan ALD911_MP001 Rev P04;

Planning Statement dated March 2022 by DP9;
Design & Access Statement dated March 2022 by AHMM;
Design & Access Statement Addendum dated May 2022 by AHMM;
Design & Access Statement 2nd Addendum dated June 2022;
Adaptive Design Strategy dated May 2022;
Air Quality Assessment dated March 2022 by Air Quality Consultants;
Arboricultural Impact Assessment, prepared by Schofield Lothian;
Archaeology Desk Based Assessment, prepared by MOLA;
Biodiversity Net Gain Assessment (amended) dated June 2022, prepared by Schofield Lothian;
Circular Economy Statement, prepared by Chapman BDSP;
Draft Construction Management Plan (including Site Waste Management Plan), prepared by Turner and Townsend;
Daylight and Sunlight Assessment, prepared by Point 2 Surveyors;
Window Location Plan Reference P2956_WM_01; P2956_WM_02; P2956_WM_03; P2956_WM_04; P2956_WM_05; P2956_WM_06; P2956_WM_07;
Delivery and Servicing Management Plan (including Refuse and Recycling Management Plan), prepared by Steer;
Drainage Strategy, prepared by AKT II;
Energy Statement, prepared by Chapman BDSP;
Fire Statement dated August 2022, prepared by OFR;
Heritage, Townscape and Visual Impact Assessment, prepared by The Townscape Consultancy;
Heritage, Townscape and Visual Impact Assessment Addendum, dated May 2022;
Noise Impact Report, prepared by Sandy Brown;
Phase 1 Land Contamination Desk Study Report prepared by RMA Environmental;
Preliminary Ecology Appraisal prepared by Schofield Lothian;
Site Waste Management Plan, prepared by Steer;
Statement of Community Involvement (SCI), prepared by Kanda;
Sustainable Design and Construction Statement, prepared by Chapman BDSP;
Transport Assessment and Travel Plan, prepared by Steer;
Transport Assessment Supplementary Addendum dated May 2022;
Tree Protection Statement with Logistics dated May 2022 by Schofield Lothian;
Urban Greening Factor Report (amended) dated June 2022, prepared by Schofield Lothian.
Utilities and Foul Sewage Assessment, prepared by Chapman BDSP;
Ventilation/Extraction Statement, prepared by Chapman BDSP;
Whole Life Carbon Assessment, prepared by Chapman BDSP;

	<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>
3	<p>Materials (Details)</p> <p>CONDITION: Notwithstanding the approved drawings, details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority prior to relevant works commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) Fenestration details (including sections and reveals) including curtain walling; b) Details of textured GRC façade frame; c) Details of roof terrace boundary treatment; d) Profiled columns; e) Profiled metal spandrel panels; f) Attic glazing system and roof cornice; g) Details of glazed terracotta; h) Green Procurement Plan; i) Details of all other external facing 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>
4	<p>Plumbing (No pipes to outside of building)</p> <p>CONDITION: Notwithstanding the plans hereby approved, no plumbing, down pipes, rainwater pipes or foul pipes other than those shown on the approved plans shall be located to the external elevations of buildings hereby approved without obtaining express planning consent unless submitted to and approved in writing by the local planning authority as part of discharging this condition.</p> <p>REASON: The Local Planning Authority considers that such plumbing and pipes would potentially detract from the appearance of the building and undermine the current assessment of the application.</p>
5	<p>Roof Level Structures (Details)</p> <p>CONDITION: Details of any roof-top structures/enclosures shall be submitted to and approved in writing by the Local Planning Authority prior to relevant 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>
6	<p>Construction Management Plan (Details and Compliance)</p> <p>CONDITION: A Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London (TfL), as follows:</p>

	<p>a) Prior to demolition works: a Demolition Management and Logistics Plan b) Prior to construction works: a Construction Management and Logistics Plan</p> <p>The reports shall assess the impacts during the demolition construction phases of the development on surrounding streets, including TfL red routes, along with nearby residential amenity and other occupiers together with means of mitigating any identified impacts. The CMP must refer to the new LBI Code of Practice for Construction Sites.</p> <p>The development shall be carried out strictly in accordance with the approved documents throughout the demolition and construction periods.</p> <p>REASON: In the interests of residential amenity, highway safety, and the free flow of traffic on streets, and to mitigate the impacts of the development.</p>
7	Impact Piling (Compliance)
	<p>CONDITION: 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.</p> <p>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.</p>
8	Plant Noise (Compliance)
	<p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level $L_{Aeq, Tr}$ arising from the proposed plant, measured or predicted at 1m from the facade of the nearest noise sensitive premises, shall be a rating level of at least 5dB(A) below the background noise level $L_{AF90, Tbg}$. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014+A1:2019.</p> <p>REASON: To ensure the protection of neighbouring amenity in respect to noise and vibration.</p>
9	Post-Installation Report (Details)
	<p>CONDITION: A report is to be commissioned by the applicant, using an appropriately experienced & competent person, to assess the noise from the proposed mechanical plant to demonstrate compliance with condition 8. The report shall include site measurements of the plant in-situ. 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 the protection of neighbouring amenity in terms of noise and vibration.</p>
10	Details of Standby Generator and Flue (Details and Compliance)
	<p>CONDITION: Details of the standby generator and proposed roof-level flue shall be submitted and approved in writing by the Local Planning Authority prior to relevant works commencing on site. The details shall include:</p> <ul style="list-style-type: none"> - Noise impacts from the generator; - Pollution impacts as a result of the generator; - Details of the flue including height, width, colour and specification;

	<p>The details shall be implemented strictly in accordance with the details approved and no change therefore shall take place unless agreed in writing with the Local Planning Authority.</p> <p>REASON: In order to protect air quality, residential amenities, visual amenity and to protect the viewing corridor.</p>
11	<p>Refuse, Delivery & Servicing (Details)</p> <p>CONDITION: Details of the delivery & servicing strategy and site-wide waste strategy for the development, including for the affordable workspace and the public house, shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development hereby approved</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>
12	<p>Operational Management Plan (Details and Compliance)</p> <p>CONDITION: Prior to the proposed use of the roof terrace and external amenity spaces hereby approved, an Operational Management Plan should be submitted and approved in writing by the Local Planning Authority. The Plan shall provide details of the management of noise from the roof terrace and external spaces as well as restrictions on opening hours. The roof terrace and external spaces shall be operated strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure the protection of neighbouring amenity in respect to noise and disturbance.</p>
13	<p>Internal Lighting (Details)</p> <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 practical completion of the development and subsequently implemented prior to 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>
14	<p>Lighting (Details and Compliance)</p> <p>CONDITION: Details of any general / security lighting measures shall be submitted to and approved in writing by the Local Planning Authority prior to relevant works commencing on site.</p> <p>The details shall include the location and full specification of: all lamps; light levels/spill lamps and support structures where appropriate and hours of operation. The general lighting and security measures shall be carried out strictly in accordance with the details so approved, shall be installed prior to occupation of the development and shall be maintained as such thereafter.</p>

	<p>REASON: To ensure that any resulting general or security lighting is appropriately located, designed to not adversely impact neighbouring residential amenity and is appropriate to the overall design of the building.</p>
15	<p>Class E Restrictions (Compliance)</p> <p>CONDITION: Operation of Section 55(2)(f) of the Town and Country Planning Act 1990 is precluded with regard to the 21,701sqm (GIA) of permitted office use. With the exception of ground floor levels specified under condition 16 and the public house use (as shown on plan no. PL100 Rev PL02, the building hereby approved shall only be used for uses within Use Class E(g) 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 control 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. Loss of office floorspace within this location will have potential negative impacts on the borough's economy. This is also in order to protect the strategic functioning of the CAZ.</p>
16	<p>Restriction of flexible commercial uses (ground floor)</p> <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 floor level, except the permitted use(s) hereby approved:</p> <p>A) Ground floor café use – as shown on plan no. PL100A Rev PL02:</p> <p style="padding-left: 40px;">Class E (a) – retail Class E (b) – restaurant</p> <p>B) Ground floor 'retail' concession – as shown on plan no. PL100A Rev PL02:</p> <p style="padding-left: 40px;">Class E (a) – retail Class E (b) – restaurant Class E (g)</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. This is relevant due to the proximity of residential uses to the rear of the site and also due to the specific amenity implications of some of the uses that fall within Class E that necessitate additional noise/odour/acoustic/operational hours and other considerations. The assessment has found the above uses and locations to be acceptable subject to further details to be approved. A move away from the above permitted uses in identified locations within the building could give rise to unacceptable amenity or other impacts.</p>
17	<p>Restriction of PD Rights- Class E to residential (Compliance)</p> <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</p>

	<p>(commercial, business and service) to a use falling within Class C3 (dwellinghouses) shall take place without obtaining the express planning permission from the Local Planning Authority.</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 and commercial floorspace in this location. Loss of commercial floorspace within this location will have potential negative impacts on the borough's economy.</p>
18	Fire Safety Strategy (Details/Compliance)
	<p>CONDITION: The details and measures set out in the Fire Statement by Olsson Fire & Risk Consultants dated August 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) be required to secure compliance with the submitted Fire Safety Strategy, a revised Fire Statement 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>
19	Energy Strategy (Compliance)
	<p>CONDITION: The energy efficiency measures/features and renewable energy technology, which shall provide for a reduction in carbon emissions of no less than 28% (total emissions) and 53.1% (regulated emissions) as detailed within the revised 'Sustainable Design & Construction Statement (SDCS) shall be installed and operational prior to the first occupation of the development.</p> <p>Should there be any change to the energy features/measures within the approved SDCS, a revised strategy shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the development.</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 and renewable energy are met.</p>
20	District Energy Network (Details)
	<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. 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>
21	BREEAM (Compliance)
	<p>CONDITION: The development shall achieve a BREEAM New Construction rating (2018) of no less than 'Excellent' and shall use reasonable endeavours to achieve a rating of 'Outstanding'.</p> <p>The proposal would also need to demonstrate how all BREEAM credits for water efficiency would be achieved. Rainwater recycling should be considered in order to achieve this. If rainwater recycling is considered not to be possible then further evidence to support this will be required.</p>

	<p>No building shall be occupied until a final Certificate has been issued certifying that the highest feasible BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating has been achieved for this development unless the Local Planning Authority agrees in writing to an extension of the period by which a Certificate is issued.</p> <p>REASON: To ensure that the development achieves the highest feasible BREEAM rating level to ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions.</p>
22	Green Roof (Details and Compliance)
	<p>CONDITION: Notwithstanding the plans hereby approved, green/brown roofs shall be maximised across the development. Details shall be submitted to and approved in writing to the Local Planning Authority prior to practical completion of the development hereby approved, demonstrating the following:</p> <p>a) how the extent of green/brown roof has been maximised b) that the green/brown roofs are biodiversity based with extensive substrate base (depth 120 -150mm); and c) planted/seeded with a mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum).</p> <p>The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be accessed for the purpose of 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 help boost biodiversity and minimise water run-off.</p>
23	Solar PVs (Details and Compliance)
	<p>CONDITION: Prior to the commencement of relevant works on site, details of the proposed Solar Photovoltaic Panels at the site shall be submitted to and approved in writing by the Local Planning Authority. These details shall include but not be limited to:</p> <ul style="list-style-type: none"> - Location; - Area of panels; - Design (including elevation plans); and - How the design of the PVs would not adversely affect the provisions of green roofs on site. <p>The solar photovoltaic panels as approved shall be installed prior to the first occupation of the development and retained as such permanently thereafter.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development and to secure high quality design in the resultant development.</p>
24	Adaptive Design (Compliance)
	<p>CONDITION: The details and measures specified within the submitted Site Waste Management Plan, Adaptive Design Strategy and Sustainable Design & Construction Statement shall be implemented in accordance with the approved documents, 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>
25	<p>Green Wall (Details)</p> <p>CONDITION: Notwithstanding the approved plans, details of proposed green wall(s) shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development hereby approved. The area of green wall shall be maximised throughout the development and justification should be provided for any omissions.</p> <p>The green wall(s) 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 and help boost biodiversity and minimise run-off.</p>
26	<p>Bird & Bat Boxes (Details)</p> <p>CONDITION: Notwithstanding the approved plans, prior to commencement of relevant works, details of bird and bat boxes (including swift boxes) shall be submitted to and approved in writing 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>
27	<p>Biodiversity measures (Compliance)</p> <p>CONDITION: The biodiversity measures and ecological enhancements identified within the revised Urban Greening Factor and Biodiversity Net Gain Assessments, dated June 2022, by Schofield Lothian, shall be implemented prior to the occupation of the development hereby approved.</p> <p>The details hereby approved shall be maintained as such thereafter.</p> <p>REASON: In the interest of biodiversity.</p>
28	<p>Tree Protection (Details and Compliance)</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 proposed,

	<p>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. o. Veteran and ancient tree protection and management. <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, in accordance with Policy DM 6.5, policies 7.19 and 7.21 of the London Plan and pursuant to section 197 of the Town and Country Planning Act 1990.</p>
29	Landscaping (Details and Compliance)
	<p>CONDITION: Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:</p> <ul style="list-style-type: none"> 1. a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted; 2. location, type and materials to be used for hard landscaping including specifications, where applicable for: <ul style="list-style-type: none"> a. permeable paving b. tree pit design c. underground modular systems d. Sustainable urban drainage integration e. use within tree Root Protection Areas (RPAs); 3. a schedule detailing sizes and numbers/densities of all proposed trees/plants; 4. specifications for operations associated with plant establishment and maintenance that are compliant with best practise; 5. types and dimensions of all boundary treatments; 6. a plan showing gradients and step free access suitable for wheelchair users to the entrances of the buildings; 7. details as to how the landscaping design and materials would result in maximum passive on-site sustainable urban drainage (SUDS), including details of rainwater recycling; 8. any other landscaping features forming part of the scheme.

	<p>There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.</p> <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first available planting season following the first occupation of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policy DM 2.3, DM 6.2, DM 6.5 and DM6.6, policies G1, G4, G5, G6 and G7 of the London Plan, policies G1, G2, G3, G4 and G5 of the emerging Local Plan.</p>
30	SUDS (Compliance and Details)
	<p>CONDITION: Details of a drainage strategy for a sustainable urban drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to relevant works commencing on site.</p> <p>The details shall be based on an assessment of the potential for disposing of surface water by means of appropriate sustainable drainage systems in accordance with the drainage hierarchy and be designed to maximise water quality, amenity and biodiversity benefits.</p> <p>The submitted details shall include the scheme's peak runoff rate and storage volume and demonstrate how the scheme will aim to achieve a greenfield run off rate (8L/sec/ha). The details shall demonstrate how the site will manage surface water in excess of the design event, shall set out a clear management plan for the system and confirm whether a pump station is required for the geo-cellular storage tanks.</p> <p>The drainage system shall be installed/operational prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>
31	Secured by Design (Compliance)
	<p>CONDITION: Notwithstanding the approved plans and documents, prior to superstructure works commencing of the development hereby approved, the development shall achieve Secured by Design – Commercial Development accreditation. The development shall be carried out strictly in accordance with the details set out in the accreditation and shall be maintained as such thereafter.</p> <p>REASON: In the interests of safety and security.</p>
32	Inclusive Design (Compliance and Details)
	<p>CONDITION: Details including floorplans, sections and elevations at a scale of 1:50 shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on any of the part of the development hereby approved. The details shall include how the development would comply with the relevant parts of the Inclusive Design in Islington SPD</p>

	<p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure the development is of an inclusive design.</p>
33	<p>No Obscure Glazing or Vinyl Graphics (Compliance)</p> <p>CONDITION: No obscure films/glazing or vinyl graphics shall be applied on the street-facing elevations of the development hereby approved.</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>
34	<p>Signage (Details and Compliance)</p> <p>CONDITION: Details of all signage for the development hereby approved shall be submitted and approved in writing by the Local Planning Authority.</p> <p>Details of signage for the affordable workspace unit as laid out on plan no. PL100 Rev PL02 shall be agreed in consultation with the Council's Inclusive Economy Team.</p> <p>The agreed details shall be installed prior to the occupation of the development and shall be maintained as such thereafter unless otherwise agreed in writing.</p> <p>REASON: In the interests of visual amenity and to ensure that the entrance approach is both welcoming and inviting.</p>
35	<p>Cycle Parking (Details and Compliance)</p> <p>CONDITION: Notwithstanding the plans hereby approved, details of bicycle storage areas, including cycle parking product specification, which shall be secure and provide for no less than 363 long-stay bicycle spaces as well as short-term cycle parking spaces in line with the Supplementary Transport Assessment Addendum dated 31st May 2022 and Servicing and Short-Term Cycle Parking Update dated August 2022 shall be submitted and approved in writing by the Local Planning Authority.</p> <p>The approved cycle storage shall be provided prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure adequate and suitable bicycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>
36	<p>Crossrail structures (Details and Compliance)</p> <p>CONDITION: None of the development hereby permitted (save for demolition works) shall be commenced until detailed design and construction method statements for all the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:</p> <ol style="list-style-type: none"> 1. Accommodate the proposed location of the Crossrail 2 structures including tunnels, shafts and temporary works; 2. Accommodate ground movement arising from the construction thereof; and 3. Mitigate the effects of noise and vibration arising from the operation of the Crossrail 2 railway within the tunnels and other structures. <p>The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby</p>

	<p>permitted which are required by paragraphs 1-3 of this condition shall be completed, in their entirety, before any part of the building is occupied.</p> <p>REASON: In the interests of protecting strategic rail infrastructure.</p>
37	Pedestrian route (Details and Compliance)
	<p>CONDITION: Details of a management strategy, including opening times, for the pedestrian route through the site from Torrens Street to Islington High Street shall be submitted to and approved in writing by the Local Planning Authority prior to practical completion of the development hereby approved.</p> <p>The route shall be maintained as such thereafter and no change therefrom shall take place unless agreed in writing by the Local Planning Authority.</p> <p>REASON: In the interests of maintain a safe and secure route through the site.</p>
38	Underground Ventilation Shaft (Details and Compliance)
	<p>CONDITION: Details of how the London Underground air vents will be taken up the building to terminate above street-level shall be submitted and approved in writing by the Local Planning Authority prior to occupation of the development hereby approved.</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 a greater level of amenity at street level.</p>
39	Lifts (Compliance)
	<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>
40	Foul Water Drainage
	<p>CONDITION: No development shall be occupied until confirmation has been provided that either:</p> <ol style="list-style-type: none"> 1. Foul water Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed. <p>REASON: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.</p>
41	Surface Water Drainage
	<p>CONDITION: No development shall be occupied until confirmation has been provided that either:</p> <ol style="list-style-type: none"> 1. Surface water capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or

	<p>3. All Surface water network upgrades required to accommodate the additional flows from the development have been completed.</p> <p>REASON: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.</p>
42	Water Infrastructure
	<p>CONDITION: No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.</p> <p>REASON: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.</p>
43	Affordable Workspace – Additional Window
	<p>CONDITION: Notwithstanding the plans hereby approved, revised plans and elevations showing additional fenestration along the new pedestrian route between Islington High Street and Torrens Street shall be submitted to and approved in writing by the Local Planning Authority prior to relevant works commencing on site.</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: IN the interests of animating the façade and providing additional natural daylight to the affordable workspace.</p>

List of Informatives:

1	Construction Works
	<p>Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Pollution Team, Islington Council, 222 Upper Street London N1 1XR (Tel. No. 020 7527 3258 or by email pollution@islington.gov.uk) or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.</p>
2	Highway Requirements
	<p>Compliance with sections 168 to 175 and of the Highways Act, 1980, relating to “Precautions to be taken in doing certain works in or near streets or highways”. This relates, to scaffolding, hoarding and so on. All licenses can be acquired through streetworks@islington.gov.uk. All agreements relating to the above need to be in place prior to works commencing.</p> <p>Compliance with section 174 of the Highways Act, 1980 - “Precautions to be taken by persons executing works in streets.” Should a company/individual request to work on the public highway a Section 50 license is required. Can be gained through streetworks@islington.gov.uk. Section 50 license must be agreed prior to any works commencing. Compliance with section 140A of the Highways Act, 1980 – “Builders skips:</p>

	<p>charge for occupation of highway. Licenses can be gained through streetworks@islington.gov.uk.</p> <p>Compliance with sections 59 and 60 of the Highway Act, 1980 – “Recovery by highways authorities etc. of certain expenses incurred in maintaining highways”. Haulage route to be agreed with streetworks officer. Contact streetworks@islington.gov.uk. Joint condition survey required between Islington Council Highways and interested parties before commencement of building works to catalogue condition of streets and drainage gullies. Contact highways.maintenance@islington.gov.uk.</p>
3	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 highways.maintenance@islington.gov.uk Approval of highways required and copy of findings and condition survey document to be sent to planning case officer for development in question.</p> <p>Temporary crossover licenses to be acquired from streetworks@islington.gov.uk. Heavy duty vehicles will not be permitted to access the site unless a temporary heavy duty crossover is in place.</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. 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>
4	Highways Requirement (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.</p> <p>Any costs for repairing or replacing damaged equipment as a result of construction works will be the responsibility of the developer, remedial works will be implemented by Islington’s public lighting at cost to the developer. Contact streetlights@islington.gov.uk Any damage or blockages to drainage will be repaired at the cost of the developer.</p> <p>Works to be undertaken by Islington Council Highways Service. Section 100, Highways Act 1980. Water will not be permitted to flow onto the public highway in accordance with Section 163, Highways Act 1980 Public highway footway cross falls will not be permitted to drain water onto private land or private drainage</p>
5	Community Infrastructure Levy (CIL)
	<p>Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of</p>

	<p>Islington Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL).</p> <p>The Council will issue a CIL Liability Notice stating the CIL amount that will be payable on the commencement of the development. Failure to pay CIL liabilities when due will result in the Council imposing surcharges and late payment interest.</p> <p>Further information and all CIL forms are available on the Planning Portal at www.planningportal.gov.uk/cil, and the Islington Council website at www.islington.gov.uk/cil. CIL guidance is available on the GOV.UK website at www.gov.uk/guidance/community-infrastructure-levy.</p>
6	Tree Works Specification
	<p>The following British Standards should be referred to:</p> <ul style="list-style-type: none"> a. BS: 3882:2015 Specification for topsoil b. BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs c. BS: 3998:2010 Tree work – Recommendations d. BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces) e. BS: 4043:1989 Recommendations for Transplanting root-balled trees f. BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations g. BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf). h. BS: 8545:2014 Trees: from nursery to independence in the landscape – Recommendations i. BS: 8601:2013 Specification for subsoil and requirements for use
7	Crossrail 2
	<p>Transport for London is prepared to provide to information about the proposed location of the Crossrail 2 tunnels and structures.</p> <p>It will supply guidelines about the design and location of third party structures in relation to the proposed tunnels, ground movement arising from the construction of the tunnels and noise and vibration arising from the construction and use of the tunnels.</p> <p>Applicants are encouraged to discuss these guidelines with the Crossrail 2 engineer in the course of preparing detailed design and method statements.</p>
8	Thames Water 1
	<p>Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes.</p> <p>The developer should take account of this minimum pressure in the design of the proposed development.</p>
9	Thames Water 2

	<p>The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.</p> <p>https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-ourpipes.</p> <p>Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk</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.</p> <p>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>

APPENDIX 2: RELEVANT POLICIES

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

1 National Guidance

The National Planning Policy Framework 2021 seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The NPPF is a material consideration and has been taken into account as part of the assessment of these proposals.

- National Planning Policy Framework 2021
- National Planning Practice Guidance (on-line and regularly updated)

2. Development Plan

The Development Plan is comprised of the London Plan 2021, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

A) The London Plan 2021 – The Spatial Development Strategy for Greater London

- Policy GC2- Making the best use of land
- Policy SD4- The Central Activities Zone (CAZ)
- Policy D1- London's form, character and capacity for growth
- Policy D4- Delivering good design
- Policy D5- Inclusive design
- Policy D14- Noise
- Policy E1- Offices
- Policy E2- Providing suitable business space
- Policy HC1- Heritage conservation and growth
- Policy SI 2- Minimising greenhouse gas emission

B) Islington Core Strategy 2011

- Policy CS5 – Angel
- Policy CS8 Enhancing Islington's character
- Policy CS9 Protecting and enhancing Islington's built and historic environment
- Policy CS10 Sustainable design
- Policy CS11 Waste
- Policy CS13 Employment spaces
- Policy CS18 Delivery and infrastructure

C) Islington Development Management Policies 2013

Design and Heritage

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

Employment

- Policy DM5.1- New business floorspace
- Policy DM5.4- Size and affordability of floorspace

Energy and Environmental standards

- Policy DM7.1- Sustainable design and construction
- Policy DM7.2- Energy efficiency and carbon reduction in minor schemes

Transport

- Policy DM8.4- Walking and cycling

- Policy DM8.5- Vehicle parking

Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

London Plan

- Accessible London 2016
- Character and Context 2014
- Sustainable Design and Construction 2014

Islington SPG/SPD

- Urban Design Guide 2019
- Conservation Area Design Guidelines 2002
- Environmental Design 2012
- Inclusive Design SPD

Emerging policies relevant to this application are set out below:

- Policy SP4 - Angel & Upper Street
- Policy SC3 - Health Impact Assessment
- Policy B1 - Delivering business floorspace
- Policy B2 - New business floorspace
- Policy B3 - Existing business floorspace
- Policy B4- Affordable workspace
- Policy R1 - Retail, leisure and services, culture and visitor accommodation
- Policy R3 - Islington's Town Centres
- Policy R8 – Location and Concentration of Uses
- Policy R10 – Culture and the Night-Time Economy
- Policy R11 – Public Houses
- Policy G3 – New public open space
- Policy G4 – Biodiversity, landscape design and trees
- Policy G5 – Green Roofs and vertical greening
- Policy S1- Delivering sustainable design
- Policy S2- Sustainable design and construction
- Policy S4- Minimising greenhouse gas emissions
- Policy S6 – Managing heat risk
- Policy S7 – Improving Air Quality
- Policy T2- Sustainable transport choices
- Policy T4 – Public realm
- Policy T5 - Delivery, servicing and construction
- Policy DH1- Fostering innovation and conserving and enhancing the historic environment
- Policy DH2- Heritage assets
- Policy DH3 – Building heights
- Policy DH7 - Shopfronts