

PLANNING COMMITTEE REPORT

 Development Management Service
 Planning and Development Division
 Community Wealth Building Department

PLANNING COMMITTEE		AGENDA ITEM	B2
Date:	9 th December 2024	NON-EXEMPT	

Application number	P2024/1461/FUL
Application type	Full Planning Application
Ward	Caledonian Ward
Listed building	N/A
Conservation area	N/A
Development Plan Context	Vale Royal / Brewery Road Locally Significant Industrial Sites Article 4 Direction Office to Residential Article 4 Direction B1c to C3 Local Cycle Routes Strategic Cycle Routes Site Allocation VR4: 20 Tileyard Road
Licensing Implications	None
Site Address	18-20 Tileyard Road, London N7 9AH
Proposal	The demolition of the existing buildings and redevelopment of the site to provide a five-storey building plus basement and set-back roof-level plant for light Industrial (Use Class E(g)(iii)) at ground level and flexible labs/R&D/light industrial (Use Class E(g)(ii-iii)) on the upper levels along with waste storage, cycle parking, associated plant, landscaping and other necessary works.

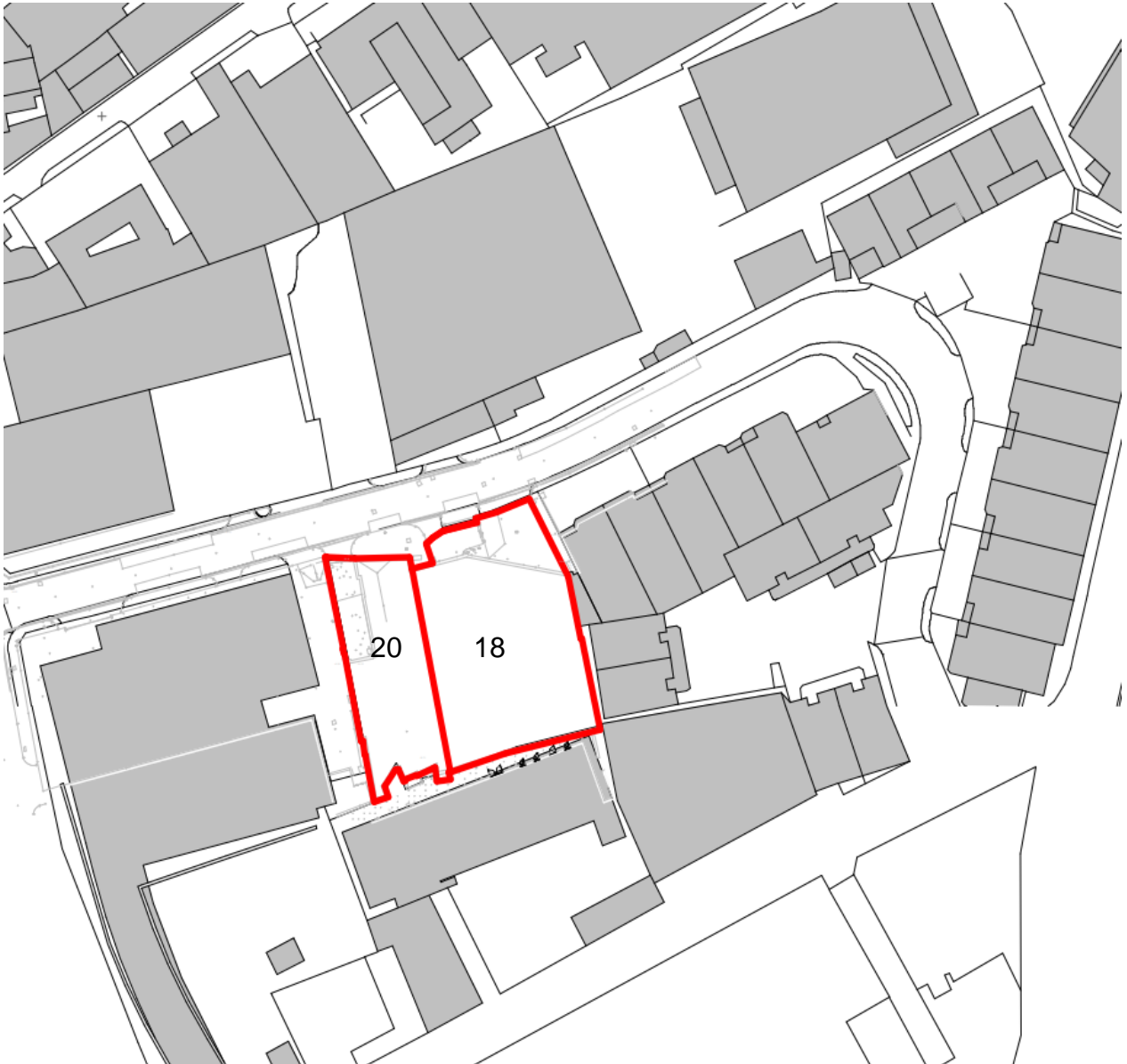
Case Officer	Stefan Sanctuary
Applicant	Kadans Science Partner
Agent	Gerald Eve

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



Image 3.2: Birds-Eye View - looking south



Image 3.3: View of building's front / street elevation (No.18 Tileyard Road)



Image 3.4: View of building's front / street elevation (No. 20 Tileyard Road)

4. SUMMARY

- 4.1 This planning application seeks planning permission for the demolition of the existing buildings and redevelopment of the site to provide a five-storey building plus basement and set-back roof level plant for light Industrial (Use Class E(g)(iii)) at ground level and flexible labs/R&D/light industrial (Use Class E(g)(ii-iii)) on the upper levels along with waste storage, cycle parking, associated plant, landscaping and other necessary works.
- 4.2 The site consists of a series of connected 2-storey buildings in office and light industrial use located on the south side of Tileyard Road within the Vale Royal / Brewery Road Locally Significant Industrial Site (LSIS). The LSIS comprises predominantly light industrial and warehouse / storage uses interspersed with commercial & cultural uses, mainly focused around Tileyard Studios and is the largest designated industrial site in the Borough.
- 4.3 The proposal is considered to meet the aspirations of relevant Local Plan Policies, in particular Policies SP3, B2, B3, B4 and B5 as well as London Plan Policies GG5, E1, E6 and E7, which support the protection and intensification of the industrial area. It is also considered that the proposed development would make a significant contribution towards the Council's Affordable Workspace Programme and deliver suitable employment and training benefits in accordance with policy and that the proposal would provide the kind of employment space required to support the economic function of the area.
- 4.4 The proposal is considered to have multiple benefits, including a well-considered design with a more active frontage and better relationship with the street, an improved public realm, landscaping and urban greening, employment and training benefits. Beyond the additional employment opportunities resulting from the intensification from the site, the policy compliant off-site contribution towards affordable workspace, which has been agreed with the Affordable Workspace (AWS) team and a financial contribution towards employment and training in the borough, there is also a commitment to deliver on an Employment & Training Strategy, which is discussed in more detail in the main body of the report. The proposal also includes an intensification of industrial uses, which would be secured by condition in the event of planning permission being granted.
- 4.5 There are some minor conflicts with planning policy, notably the proposal's failure to meet specific energy and sustainability targets, including the operational energy and consequent carbon emissions reductions, which do not meet policy expectations. However, it is considered that sufficient justification has been provided that the energy intensive use proposed renders the targets unachievable in this instance and that non-compliance with policy here is outweighed by the benefits outlined above and in the main body of this report. The planning application is also considered to comply with relevant standards and requirements relating to transport, inclusive design, safety and security.
- 4.6 On balance, the benefits of the scheme are considered to outweigh the disbenefits and the application is therefore recommended for approval subject to appropriate conditions and planning obligations as set out in Appendix 1 of this report.

5. SITE AND SURROUNDINGS

- 5.1 The site is located on the south side of Tileyard Road within the Vale Royal / Brewery Road Locally Significant Industrial Site (LSIS). The LSIS comprises predominantly light industrial and warehouse / storage uses interspersed with commercial & cultural uses, mainly focused around Tileyard Studios.
- 5.2 The LSIS is the largest designated industrial site in the Borough. Because of its central location, it has evolved in part to support and service the adjacent CAZ, as evidenced by the cluster of live event and music orientated businesses as well as catering operations located there. It also contains

a significant amount of industrial uses and services including machine hire, cleaning equipment hire, and commercial vehicle repair that support the wider London economy.

- 5.3 No. 18 Tileyard Road comprises a two-storey building which has previously provided 1,747sqm of floorspace for Rapha Racing Limited. The lawful use of this site was the subject of a Certificate of Lawfulness application (P2023/1454/COL) which confirmed that the site's lawful use was Class E(g) (i) and (ii), i.e. office and research & development. No.20 currently comprises a two-storey building (787sqm GIA), occupied by a catering company (Sands Catering) for light industrial use (Class E(g)(iii)).
- 5.4 The LSIS is generally low-rise with predominantly 3-4 storeys in height with some lower-rise buildings although newer buildings are generally higher ranging from five to six storeys. The west of the site, at 22-23 Tileyard Road, neighbours a cleared site with planning permission for a new part three, part five storey workspace / industrial building (P2022/0773/S73) with a further minor material amendment application currently being considered under application reference P2024/2087/S73. Immediately to the east of the site are office and studio spaces associated with Tileyard studios, while to the north side of Tileyard Road, there is a car parking area adjacent to a light industrial building specialising in food production. Immediately to the south comprises the artist studios of Sir Anthony Gormley.
- 5.5 The site is located in close proximity to the Knowledge Quarter which is a consortium of partner organisations of many different academic, cultural, research, scientific and media organisations creating a focal point for one of the most significant knowledge clusters in the world.
- 5.6 The site is not within, or immediately adjacent to, any conservation areas, nor are there any listed buildings in the vicinity. Both Nos. 18 & 20 Tileyard Road are located within the Locally Protected View from Dartmouth Park to St. Paul's Cathedral (LV7). As well as being in the Vale Royal and Brewery Road LSIS (and thus subject to Policy SP3 of the Islington Local Plan), part of the site (No. 20 Tileyard Road) is also subject to Site Allocation VR4, which identifies co-location of office and/or research and development use where there is an intensification of industrial use on the site and it can be demonstrated that the continued industrial function of the LSIS would remain.
- 5.7 The site is considered to have a poor / moderate level of accessibility to public transport with a rating of 2, although this jumps to a rating of 4 elsewhere in the LSIS, for example on Brandon or Brewery Road, within 50m of the application site. The site is within walking distance to Caledonian Road & Barnsbury London Overground station as well as Caledonian Road London Underground station. There are also a number of bus routes in the immediate area running along York Way and Agar Grove, as well as local cycle routes.

6. PROPOSAL (IN DETAIL)

- 6.1 The proposal involves the demolition of the two existing buildings at Nos.18 and 20 Tileyard Road, and the erection of a flexible five-storey commercial building plus basement and roof-top plant, comprising light industrial (Use Class E (g)(iii) at ground floor level and flexible laboratories / R&D (Use Class E(g) (ii) / light industrial (Use Class E(g) (iii)) on the upper levels. The proposal is submitted by Kadans, Life Science Partner, who specialise in the delivery of life science and laboratory floorspace.
- 6.2 The proposed development would provide 1,298sqm (GIA) of light industrial floorspace (Class E(g)(iii)) at ground floor level, which includes associated ancillary floorspace at basement and roof level. The rest of the building, from 1st floor up to 4th floor would provide flexible R&D (E(g)(ii) / light industrial (E(g)(iii)) floorspace, totalling 5,794sqm (GIA). As such, the proposed development involves a gross internal area (GIA) of up to approximately 7,092 sqm, which would be an uplift of 4,596.5 sqm (GIA).

- 6.3 The proposed building has a main reception entrance accessed from Tileyard Road, leading to a reception lobby and lift / stair core, as well as a service entrance and a generous separate entrance serving the light industrial space only. The building proposes two cores. One is the building users' core which houses communal toilet facilities, riser space, cleaner cupboards and passengers lifts as well as the stair core. The second core is the services core which connects directly to the external delivery areas. The services core contains the goods lift, stair core and riser space for each level.
- 6.4 Both cores connect to the basement level, which contains a cycle storage area, end-of-trip facilities and plant room equipment including pump room, air-source handling units, water tank and switch rooms. The upper floors provide flexible R&D / light industrial floorspace as well as bathroom / toilet facilities along with other ancillary floorspace. The plans submitted demonstrate how the floorspace could be subdivided into smaller units.
- 6.5 The building would be serviced via a recessed loading bay at the front of the site for the larger delivery and servicing vehicles as well as an off-street servicing bay located at 22-23 Tileyard Road. How this would work in practice will be addressed in more detail in subsequent sections of the report.

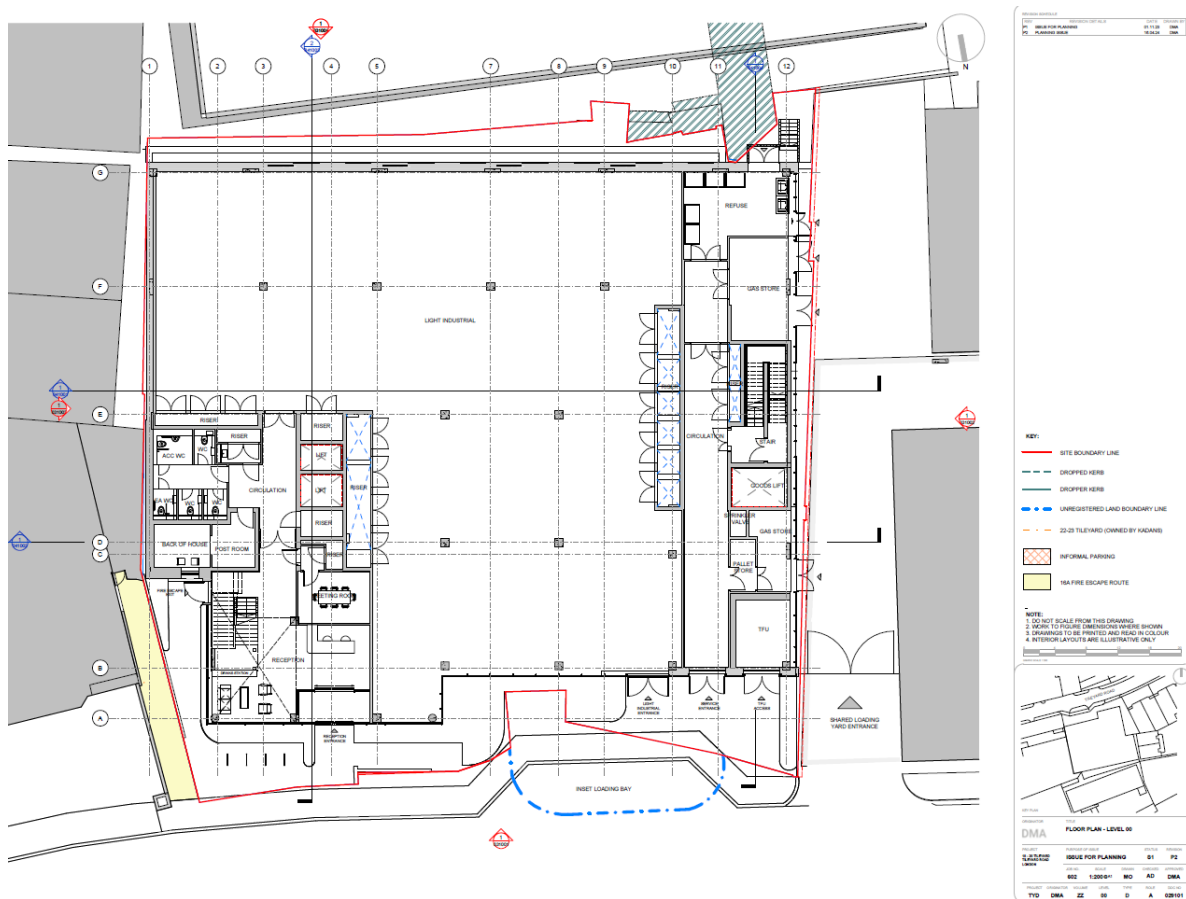


Fig. 6.1: Proposed Ground Floor Plan

- 6.6 In terms of scale and massing, the overall building height (including lift overrun) is 26.9m (including flues would be 28.6m). The height and massing of the proposed building thus seeks to match the building heights of the new buildings coming forward in the LSIS, including the neighbouring site at 22-23 Tileyard Road, which has permission, but is yet to come out of the ground, and is shown for comparison purposes below.



Fig. 6.2: Proposed Townscape View

6.7 The design, involving repeated modules or ‘bays’ each expressed with solid and transparent materials, aims to express the internal use of the spaces within the external facade. Each different function would, therefore, have a different facade approach to emphasise this. For example, the labs space on the upper floors use the modular/bay approach, whereas the light industrial use is more open to the street, allowing for greater active visibility into the space.

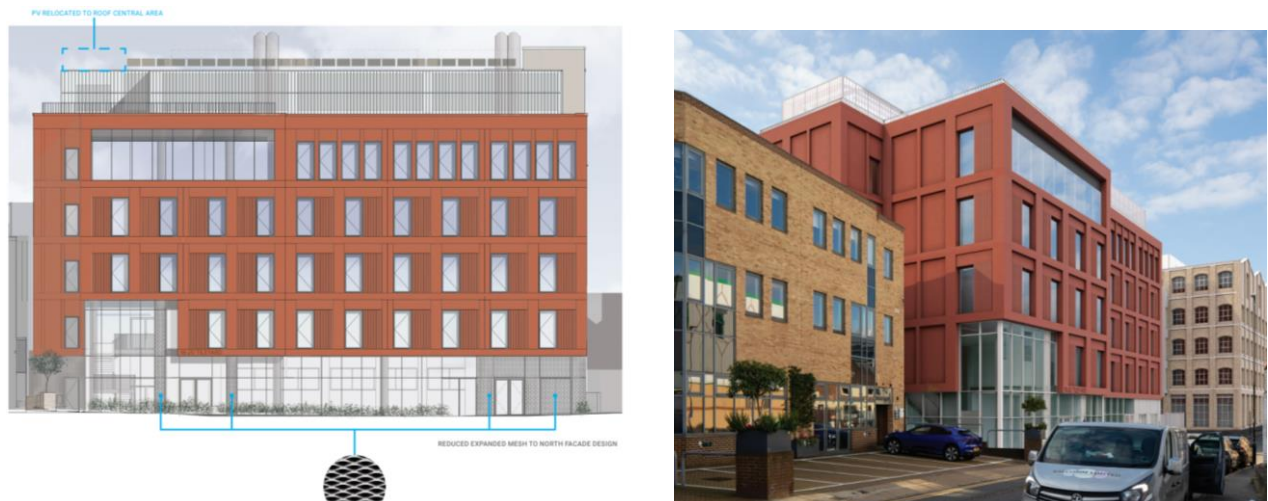


Fig. 6.3: Proposed Front Elevation

6.8 Following significant discussions during the course of the application, there were several amendments to the front elevation but the final proposed elevation is shown above. The primary street (north) elevation has been designed to maximise the active frontage to the street with the light industrial floorspace occupying over half of the frontage and a prominent glazed double height reception. The light industrial space is expressed with the use of different materials and colour from the flexible floorspace on the upper floors.

6.9 The rear (south) elevation continues the modular principals of the north elevation but with a stronger emphasis on the solid material rather than the glazing. The fourth floor is set back and provides terrace planting to reduce the massing visibility along Vale Royal and from the Anthony Gormley studios.

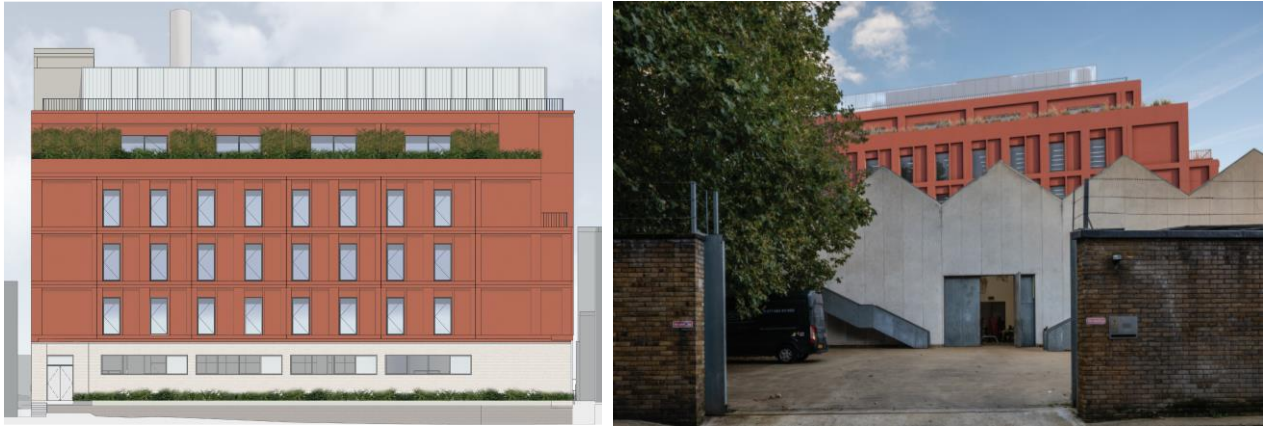


Fig. 6.4: Proposed South Elevation

- 6.10 The flank (east and west) elevations wrap around the primary elevations to continue the same pattern and rhythm, with each level having brick banding and a pre-cast concrete finish depending on the location.

7. RELEVANT HISTORY:

Application Site – 20 Tileyard Road

- 7.1 P2018/2640/FUL: A planning application for a two storey extensions to the rear elevation and additional floorspace within the existing void space for existing use as food preparation and external alterations to the front elevation including new roller shutters and new doors was approved on the 22nd October 2018.
- 7.2 P2021/1062/FUL: A planning application for the demolition of the existing building and the erection of a five-storey (plus basement) commercial building comprising industrial (Class E(g)(iii)/B2/B8) and Class E(g) floorspace; and the provision of associated access, cycle parking and refuse storage was approved on the 29th June 2021. The permission has not been implemented.
- 7.3 P2023/0827/COL: A Certificate of Lawfulness for use of the building for industrial processes under Use Class E (g)(iii) was approved on 25 September 2023.

Application Site – 18 Tileyard Road

- 7.4 A certificate of lawful use (P2023/1454/COL) was approved on 25 September 2023 for the use of the building for office use within Use Class E (g)(i)(ii) (Commercial, Business and Service).

Other Relevant permissions:

- 7.5 At 22-23 Tileyard Road and part of 196-228 York Way, also now owned by the applicant, permission was granted (ref. P2019/3300/FUL) in October 2020 for the demolition of the existing buildings on site and erection of a part 3, part 5 storey (plus basement) building to create Class B1(c) (light industrial), Class B1 (flexible workspace) and A3 (ancillary café) floorspace.
- 7.6 Since this approval, a Section 73 Application (ref. P2021/1592/S73) was granted in December 2021 for additional basement floorspace, and a subsequent Section 73 application (ref. P2022/0773/S73) was granted in October 2022 for the creation of a terrace at roof level and increasing the dimensions of the rooftop plant and lift overrun. Planning permission has been implemented with the demolition of the building and the site is now cleared. A further section 73 application has been submitted and is currently being considered under planning application reference P2024/2087/S73. The proposals under consideration include relocation of light industrial

unit from Basement Level 2 to Basement Level 1, internal rearrangement, increase to the overall height to accommodate increased floor-to-ceiling heights and amendments to the roof form including extended rooftop plant area.

8. CONSULTATION

Public Consultation

- 8.1 Letters were sent to occupants of 544 adjoining and nearby properties on York Way, Brandon Road, Tileyard Road, Vale Royal and properties within the Maiden Lane Estate on the 13th June 2024.
- 8.2 A site notice and press notice were displayed on 14/06/2024. The public consultation of the application, therefore, expired on 07/07/2024; 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 3 no. objection letters had been received from the public with regard to the application and Committee will be updated if any objections or comments are received from members of the public in the interim.
- 8.4 The comments and objections received so far are as follows (with the paragraphs in brackets indicating whereabouts in the report the objections have been addressed):
- The proposed development would undermine the existing character and streetscape [*paragraphs 10.41 – 10.45*];
 - The proposed development would diminish the natural light afforded to neighbouring commercial occupiers [*10.89 – 10.93*];
 - The proposal would affect the levels of privacy currently enjoyed by the neighbouring buildings [*10.94 – 10.97*];
 - The materials palette and choice of colour on the rear elevation of the proposed building would negatively impact on the view of the artist studio when viewed from its main entrance on Vale Royal [*10.42 – 10.47*];
 - The height of the proposed building is excessive and should be lower than the buildings on the main thoroughfare of York Way [*10.37 – 10.42*];
 - The proposed construction works will be disruptive [*10.103 – 10.105*];

Other comments

- The Construction Management Plan should include noise and vibration monitoring equipment within the Antony Gormley Studio site (*included as condition 4*).

External Consultees

- 8.5 A number of external statutory and non-statutory consultations were carried out. The following is a summary of the responses received:
- 8.6 **Thames Water:** No objections to the proposal subject to conditions and informatives on Water Infrastructure, Impact Piling, Waste Water and Surface Water Drainage (*see condition 6 and informatives 5 and 6*).

- 8.7 **Camden Council:** The nearest LB Camden Conservation Area is the Camden Square Conservation Area and there are no other heritage assets in close proximity. Given the separation distance between the application site and LB Camden it is not considered that there would be any noticeable impacts on the townscape and heritage assets in Camden. Neither is it considered that there would be any noticeable impacts on the amenity or living conditions of any LB Camden residents or occupiers. Similarly, it is not considered that there would be any adverse effects on the biodiversity, transport or air quality conditions in Camden.
- 8.8 **Design out Crime Officer (Metropolitan Police):** Due to the wider crime statistics, it is recommended to incorporate crime prevention measures and police-preferred, tested and certified physical security products into a new-build or major refurbishment project. This can be achieved through the adoption and compliance with the Secured by Design (SBD) accreditation process. This process is free of charge throughout and the services of a police design out crime officer (DOCO) to assist the applicant to achieve SBD accreditation for this scheme is both free and impartial.
- 8.9 A positive meeting was held between the Police and the applicants at which various recommendations were made as a part of Secured by Design guidance. There is brief reference to some of the safety and security measures that the applicant has designed into the project within the submitted Design and Access Statement. It is expected that some of the security measures will be of a sensitive nature and not appropriate to be published upon the public planning portal.
- 8.10 A number of other safety and security measures are discussed in the DAS, such as security lighting, CCTV surveillance cameras and security doors among other things and it is expected that these would form part of a condition requirement and the Secured by Design accreditation in the event of planning permission being granted. The above recommendations help to form a part of Secured by Design guidance and these proven crime prevention methods can help to protect a site and its occupants from crime and disorder. It is requested that any approval of this application contains a relevant planning condition 'whereby the development must achieve SBD accreditation, prior to occupation' (condition 15).
- 8.11 **UK Power Network:** no comments received.
- 8.12 **London Fire Brigade:** No comments received.

Internal Consultees

- 8.13 **Planning Policy:** The clear priority land use for the LSIS as set out in the Local Plan is industrial and there is a policy concern that proposals such as this - individually and cumulatively – are not serving to safeguard the continued industrial function of the LSIS. Though it is acknowledged that the proposal represents an intensification of industrial floorspace, it is considered that the proportion of industrial floorspace proposed overall could be greater than this for sites within the LSIS.
- 8.14 Normally, planning policy would expect affordable workspace to be provided on site. But it is acknowledged that there have been detailed and thorough discussions between the applicant and the Council on the most appropriate provision and that sufficient justification has been provided for a cash contribution rather than on-site provision.
- Officer comments: The proposal constitutes an uplift in industrial floorspace and includes additional flexible R&D / light industrial floorspace on the floors above. Land use issues are considered in depth in subsequent sections of this report.*
- 8.15 **Design & Conservation:** The proposed scheme has an efficient layout that combines a large light industrial unit, spacious lobby and compact back of house provision. This is split into a clear diagram that establishes light industrial use as a prominent element along the street scene. The

lobby, as a double height space, is also well spaced and maintains a clear order of access and hierarchy of the frontage. The building is a compact block that achieves the plan-form requirements of the life science and light industrial use. It steps back to its rear, to lessen the sense of bulk to the Anthony Gormley Studio complex to the rear, and it steps also to the west to provide terrace spaces for the building at high level. The design is a monolithic approach which accentuates recesses and grid shapes across all elevations. There is a consistent grid which has various fin details that accentuate the elevation differently to the north and the south. Overall, the design approach is a reserved and effectively detailed building that would sit comfortably amongst existing and emerging LSIS buildings.

8.16 In terms of materials, the dominant material is acid etched pre-cast concrete. The base facing Tileyard is glazing with perforated aluminium. The base of the rear and sides, which are not visible, are brick. The plant screen is translucent material. There are railings featured at top levels for terrace and plant and are slim profiled with galvanised finish. The material palette is supported and has been applied effectively to support the monolithic design.

8.17 **Inclusive Design Officer:** Detailed D&A submission appreciated. Inclusive transport options noted and welcome. A few matters raised regarding transport, lighting, and internal layouts have been addressed during the application process:

Transport

- Accessible drop-off – is it going to be possible to use the loading bay as a drop-off point?
- Mobility scooter parking – locations requested to be marked on plans – access to power sockets will be required in line with Inclusive Design SPD 4.1.
- Long stay cycle parking – Appendix 4. To the local plan is brought to the applicant's attention.

Officer update: These points have now been addressed subject to relevant conditions and s106 obligations.

Public realm

- Site boundary/low level wall – clarification required around level change along the red line – is that a step? What is the role of the metal studs here? Clarification has now been provided.
- Planting details requested to be secured in a planning condition – low level planting delineation to be level with pavement. Low level kerb pose trip hazards and are required to be avoided.

Officer update: These points have now been addressed subject to relevant conditions and s106 obligations.

Circulation

- Two evacuation lifts needed with access to all floors – currently the basement floor is only serviced by 1 evac lift.
- Lift opening widths and dimensions requested to be marked on plans.
- Lobby leading to the end of trip facilities – 1570mm depth also required.
- Sections/min and max ceiling height details requested around the entrance here
- Fourth floor – circulation lobby between the lift area and class e floorspace required to reflect the 1570mm distance required by Part M.

Officer update: Relevant details have now been provided.

Now that the above matters are resolved, the following conditions are proposed:

- Landscaping, including lighting, surfacing, planting details, as well as urban furniture

- within the street environment and all terraces.
- Wayfinding and façade signage.
- Transport:
 - Cycle and mobility scooter parking details, including access routes with automated doors and door widths in line with LCDC Chapter 8.
 - Details of cycling storage provided in the public realm – tonal contrast, tapping rail, lighting.
- General inclusive design:
 - Audio-video entry phones.
 - Entrance lobby details.
 - Reception and inclusive internal access gates details.

Officer comments: The above comments have now been addressed with amended plans submitted and suitable justification provided. Suitable planning conditions (18 and 23) are recommended to address inclusive design.

- 8.18 **Energy:** The proposed development fails to meet the 35% reduction target for regulated emissions against a Part L 2021 baseline in the London Plan. It is accepted that savings have been maximised and it will be for Planning Officers and Committee to decide if this is acceptable.

The proposed development fails to meet the 27% reduction target for total (regulated and unregulated) emissions against a Part L 2013 baseline in Islington Policy. This is partly due to it being a life sciences development with the associated high unregulated emissions.

Officer update: A planning condition (27) is proposed in the event that permission is granted to ensure that the development is pushed as far as possible to achieving relevant targets.

- 8.19 **Highways:** No objection in principle to the proposal subject to a section 38 agreement for a narrow strip of land to be adopted and converted to public footway and a section 278 agreement to make alterations to the existing public highway in order to form a loading bay for the purposes of delivery and servicing.

- 8.38 **Public Protection:** No objections subject to conditions. The application is for demolition of the existing buildings and erection of a five storey plus basement building for light industrial/lab space. This application is similar to other nearby developments for lab space in the King's Cross / Vale Royal area, with amended noise and air quality reports from those submissions. The proposal has a considerable amount of building services plant including a standby generator proposed for the roof. Conditions (7, 9 and 10) are recommended to deal with noise and disturbance impacts from proposed plant.

The submission does not include a dispersion modelling assessment. Without an end user, there is no assessment of the likely emissions from fume cupboards or specific pollutants. The suggestion in this report is that a further assessment is carried out when a tenant is found and their emission data can be used for a further assessment. Condition (8) is recommended to deal with air quality impacts in the event of planning permission being granted.

The application includes a desktop site survey for contaminated land. The site has previous polluting uses with industrial units currently on the site and extensive industrial use prior to that and with the introduction of new receptors to the site there is the potential for a pollution linkage. There is a requirement for a full intrusive site investigation. Condition (35) addresses land contamination and potential mitigation.

The submission includes a draft CMP, using the Islington template. Some further details on demolition of the existing structures, implementation of quiet periods, positioning of monitoring equipment and piling methods is required for approval (condition 4).

- 8.39 **Sustainability Officer comments:** No objections subject to conditions and planning obligations. The demolition of the existing buildings and redevelopment of the site to provide a five-storey building plus basement and set-back roof level plant for light Industrial (Use Class E(g)(iii)) at ground level and flexible labs/R&D/light industrial (Use Class E(g)(ii-iii)) on the upper levels along with waste storage, cycle parking, associated plant, landscaping and other necessary works.

Sustainable Design and Construction Statement

- 8.40 An SDCS has been submitted which addresses the requirements of Policy S2, Part B (i-vi). A draft Green Performance Plan has been submitted as per Policy S2 Part D.

Sustainable Design Standards

- 8.41 As per Policy S3 Part C, a final (post-construction stage) certified rating of at least Excellent as part of a fully fitted assessment within BREEAM New Construction 2018 is required.
- 8.42 The pre-assessment submitted is for Shell & Core - this does not meet the policy requirement with regard to full fitted assessment. It is anticipated that occupants will complete the fit out, however, the applicant has not committed to ensuring that future occupiers will achieve these standards at all. This is a policy requirement and must be achieved. A fully fitted pre-assessment must be carried out at planning to demonstrate these standards can be achieved. A "verification stage" certification at post-occupancy should be secured by condition (16), applicable to the first occupiers of the development.

Energy

- 8.43 Colleagues from Islington's Energy team will also comment on the application's performance. The energy statement has been submitted, which does model carbon emissions in line with the energy hierarchy as Policy S4 requires.
- 8.44 ASHP and Solar PV array of 41.1kWp, alongside a suite of energy efficiency systems. Given the overall shortfall against carbon and energy efficiency targets increasing and maximising the PV capacity of the development should be further investigated.
- 8.45 The development is currently achieving a 30% reduction in regulated emissions against Part L 2021 and fails to meet the London Plan target of 35% reduction.
- 8.46 The development is also stated to achieve a 19.6% total of regulated and unregulated CO2 emissions reduction over a baseline building compliant with Part L 2013. This falls significantly short of the policy requirement of an on-site reduction in total (regulated and unregulated) emissions of at least 27% beyond Part L 2013, The justification provide for non-compliance has been accepted subject to more detail provided by condition.

Other Sustainability matters

- 8.47 All other issues relating to Heat Risk, Air Quality, Flood Risk Management, Water Management and SUDS, Circular Economy, Whole Life Cycle Carbon Assessment and Biodiversity have now been addressed and / or justified, subject to relevant conditions on these matters (conditions 14, 16, 21, 25, 27 and 30-32).
- 8.48 **Building Control Officer:** A number of minor comments were received from Building Control regarding the proposal's Fire Strategy. These points have now been resolved and the Fire Statement is now compliant with the requirements of Policy D12 of the London Plan.

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 2023 (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 2023 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 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.
- 9.5 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.
- 9.6 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.
- 9.7 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.

Development Plan

9.8 The Development Plan is comprised of the London Plan 2021, the Islington Local Plan (2023) (Strategic and Development Management Policies, the Bunhill and Clerkenwell Area Action Plan (2023) and the Site Allocation Schedule (2023). The policies of the Development Plan that are considered relevant to this application are listed at Appendix 2 to this report.

Designations

9.9 The site has the following designations under the London Plan (2021) and Local Plan (2023):

- Vale Royal / Brewery Road Locally Significant Industrial Sites
- Article 4 Direction Office to Residential
- Article 4 Direction B1c to C3
- Local Cycle Routes
- Strategic Cycle Routes
- Site Allocation VR4 (20 Tileyard Road)

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10. ASSESSMENT

10.1 The main issues arising from this proposal relate to:

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

LAND USE

10.2 The proposal involves the demolition of the existing building and its replacement with a new 5-storey (plus basement and roof-top plant) building incorporating 1,298sqm (GIA) of light industrial floorspace (Use Class E(g)(iii)) at ground floor level and flexible Lab / R&D / light industrial space (Use Class E(g)(ii-iii)) on the upper levels totalling 5,794sqm (GIA) along with waste storage, cycle parking, associated plant room, landscaping / public realm and other associated works. The proposed development would provide a gross internal area (GIA) of up to approximately 7,092sqm, which is an uplift of 4,596sqm compared with the existing building.

- 10.3 The existing building at No. 18 Tileyard Road has most recently been used by Rapha Racing, a sports clothing manufacturing business. From the evidence gathered for the purpose of establishing the lawful use in the context of a recent Certificate of Lawful Use application (P2023/1454/COL) it was determined that the buildings that form No. 18 Tileyard Road have been used for office, administrative and marketing purposes and the Lawful Development Certificate that was issued established a Class E(g)(i) and (ii) use on site, i.e. office and research & development use. The existing site thus incorporates 1,726sqm (GIA) of office and R&D floorspace. In terms of 20 Tileyard Road, the building has last been used for the processing, preparation and manufacture of food and a recent Certificate of Lawfulness (P2023/0827/COL) determined there to be 787sqm (GIA) of light industrial floorspace on site, i.e. Class E(g)(iii). As such, although the No. 20 Tileyard Road was most recently in industrial use, it could also be used as any other use or function falling within Class E. The realities of Class E and the flexibility this provides owners and occupiers of buildings needs to be taken into consideration when assessing and determining planning applications involving Class E uses.

Planning Policy Context

- 10.4 As an overarching policy objective, London Plan Policy GG5 states that to conserve and enhance London's global economic competitiveness and ensure that economic success is shared amongst all Londoners, those involved in planning and development must among other things: (i) promote the strength and potential of the wider city region, (ii) seek to ensure that London's economy diversifies and that the benefits of economic success are shared more equitably across London, (iii) plan for sufficient employment and industrial space in the right locations to support economic development and regeneration and (iv) ensure that London continues to provide leadership in innovation, research, policy and ideas, supporting its role as an international incubator and centre for learning.
- 10.5 The above background and site history is of particular relevance given the local policy context which applies to the Locally Significant Industrial Site. While London Plan Policy E1 supports the retention, renewal and reprovision of viable office floorspace across London, the policy also supports the release of surplus office floorspace to other appropriate uses. Of greater relevance is the London Plan Policy E6, which states that in their Development Plans, boroughs should designate and define detailed boundaries and policies for Locally Significant Industrial Sites (LSIS) in policies maps justified by evidence in local employment land reviews. Boroughs are also encouraged to make clear the range of industrial and related uses that are acceptable in an LSIS including, where appropriate, hybrid or flexible B1c/B2/B8 (B1c now having been replaced by E(g)(iii)) suitable for SMEs and distinguish these from local employment areas that can accommodate a wider range of business uses. London Plan Policy E7 reinforces this by confirming that Development Plans and development proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 occupying all categories of industrial land through the introduction of small units, development of multi-storey schemes, the addition of basements and more efficient use of land through higher plot ratios having regard to operational yard space requirements.
- 10.6 In line with the relevant London Plan Policy requirements outlined above, Local Plan Policy SP3 for the Vale Royal / Brewery Road Locally Significant Industrial Site (LSIS) clearly identifies the boundaries and policy requirements of the LSIS, stating that the Vale Royal/Brewery Road LSIS will be retained and strengthened as the borough's most significant industrial location. The policy goes on to make clear that the principal objective in this area is to retain industrial land and intensify light industrial, B2 general industry and B8 storage and distribution uses, including Sui Generis uses akin to these industrial uses. Furthermore, it is confirmed that light industrial use, which is now part of Class E, continues to be sought in the LSIS and that for proposals involving light industrial floorspace, the Council will use conditions to limit Class E for this specific purpose (consistent with Policy B2: New business floorspace, Part C) and to protect the primary industrial function of the LSIS. To ensure an adequate supply of industrial land and floorspace in Islington industrial uses in the area will be protected in accordance with Policy B3. It goes on to say that the

encroachment of some non-industrial uses could jeopardise the long term sustainability, economic function and future economic growth of the LSIS as an industrial area and will not be allowed.

- 10.7 Part (C) of Local Plan Policy SP3, which is of particular relevance to this planning application, states that proposals for the co-location of industrial use with office and/or research development use will be permitted, where there would be an intensification of industrial use on the site (either through new floorspace or the redevelopment/modernisation of existing floorspace) and it can be demonstrated that the continued industrial function of the LSIS would remain.
- 10.8 Further Local Plan Policies of relevance to the proposal are Policy B2 and B3. Policy B2 states that the overriding priority land uses in the LSIS are industrial uses (light industrial, B2 general industrial, B8 storage and distribution and Sui Generis uses which are akin to industrial uses). The policy states that the retention and intensification of industrial uses will be required as part of any proposal within a LSIS and goes on to repeat the policy requirements and objectives outlined above in Policy SP3.
- 10.9 Part G of Policy B2 requires that all development proposals involving non-industrial business floorspace (including affordable workspace provided in line with policy B4) have regard to the following:
- (i) 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. Full separation of business and residential floorspace is required where business floorspace forms part of a mixed use residential development.
 - (ii) Provision of a good level of amenity for occupiers of the business floorspace, including adequate levels of daylight and sunlight; and access to communal/ancillary facilities including meeting rooms.
 - (iii) The development of new business floorspace must incorporate the highest inclusive design standards achievable in context, and meet the travel and transport needs of those for whom public transport remains inaccessible.
 - (iv) Applicants must clearly demonstrate how the design of proposals individually and cumulatively contribute to providing the range of spaces required to support the primary function/sector of the particular area in which it is located,
- 10.10 Finally, the Site Allocation VR4 for the site supports the co-location of office and/or research and development use where there is an intensification of industrial use on the site and it can be demonstrated that the continued industrial function of the LSIS would remain. Proposals should be in line with Strategic and Development Management Policies B2-B4 and SP3.

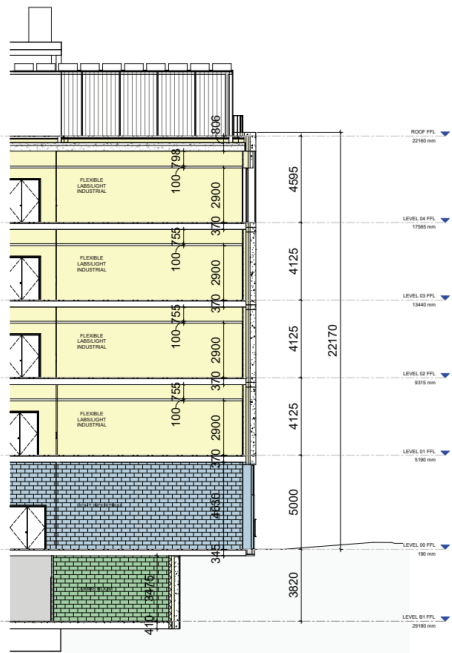
Land Use Assessment

- 10.11 In line with the above policy objectives to retain and intensify industrial uses in the LSIS, the planning application involves 1,298sqm (GIA) of light industrial floorspace, which is a 65% increase on the 787sqm (GIA) of existing industrial floorspace on site (subject to relevant planning conditions appropriately controlling the proposed uses), given that the majority of the existing floorspace is currently used for office and R&D purposes as explained above. The proposal includes the co-location of light industrial use with research & development, which is supported by policy, where there would be an intensification of industrial use on the site. The 5,794sqm (GIA) of proposed R&D / light industrial floorspace (Use Class E(g)(ii)/(iii)) on the upper floors is identified as flexible floorspace, i.e. could be used for light industrial or research and development purposes. In other words, the increase in industrial floorspace on site could potentially exceed the 65% increase referred to above.
- 10.12 Alongside the requirement for developments to require an intensification of industrial uses in the LSIS, a key policy objective as outlined in Policy SP3 and B2 as well as Site Allocation VR4 is for

the industrial function of the area to remain. Notwithstanding the uplift in industrial floorspace brought about by this proposal when compared to the current mix of Class E uses on site, it is clear that the majority of floorspace in the proposed development could be used for uses that sit outside of the “industrial” category as promoted by relevant Local Plan Policies, in particular Policy SP3. This therefore stands in contrast to the key policy objective for the LSIS, which is for the continued industrial function of the area to remain and for proposals that undermine the long term sustainability, economic function and future economic growth of the LSIS as an industrial area to be refused.

10.13 While the proposal involves a significant uplift in industrial floorspace (1,298sqm of light industrial) when compared to the existing uses on site, because of the flexibility proposed for the upper floors, the proposed development could be used as a predominantly R&D building, rather than an industrial one. That being said, the existing buildings on site could all be used as offices, or for other non-industrial commercial uses without the need for planning permission (as there are no conditions controlling the lawful uses on site). It is considered that this, i.e. the existing situation characterised by an unfettered Class E use would potentially undermine the industrial function of the area to a greater extent than the proposed development, subject to appropriate conditions restricting uses on site.

10.14 Given this policy and legislative context, the proposed 1,298sqm of light industrial floorspace at ground floor level, (with ancillary facilities and service functions such as plant room, switch room, communications room and refuse store located at basement or roof level) is considered appropriate as it would lead to an intensification of industrial uses on site and would not undermine the industrial function of the area. It is also a key consideration, that the industrial floorspace is not an after-thought and is integral to the overall scheme, which ensures appropriate floor-to-ceiling heights of 4.6m, a conveniently-located loading bay and dedicated service / goods lift. The section below provides an appreciation of the overall mix of uses and heights and spaces involved:



FLOOR	USE	FFL-CL	FFL-FFL
Basement	Ancillary	3455mm	3820mm
Ground Floor	Light Industrial	4600mm	5000mm*
First Floor	Flex Labs	2900mm	4125mm
Second Floor	Flex Labs	2900mm	4125mm
Third Floor	Flex Labs	2900mm	4125mm
Fourth Floor	Flex Labs	2900mm	4595mm
Plant	Ancillary	2500mm	3322mm

*GF level increased by 190mm to achieve level access throughout the building
 *Light industrial FFL-FFL height increased by 400mm to improve tenant flexibility.

Fig. 10.2: Section and floor-to-ceiling dimensions

10.15 With regard to the remaining floorspace on the upper floors, designated as light industrial / R&D floorspace, the criteria set out in Part G of Policy B2, as outlined above, needs to be met, i.e. (i) flexibility of floorspace and suitability for SMEs, (ii) good level of amenity for occupiers, (iii) inclusive design standards, and (iv) contribution towards the primary function of the area. With regard to the first point, it can be confirmed that the relevant floorspace would allow for future flexibility for a range of occupiers, including future subdivision and / or amalgamation, and provides a range of

unit types and sizes. The following indicative floorplans have been provided to demonstrate how the upper floors could be used:

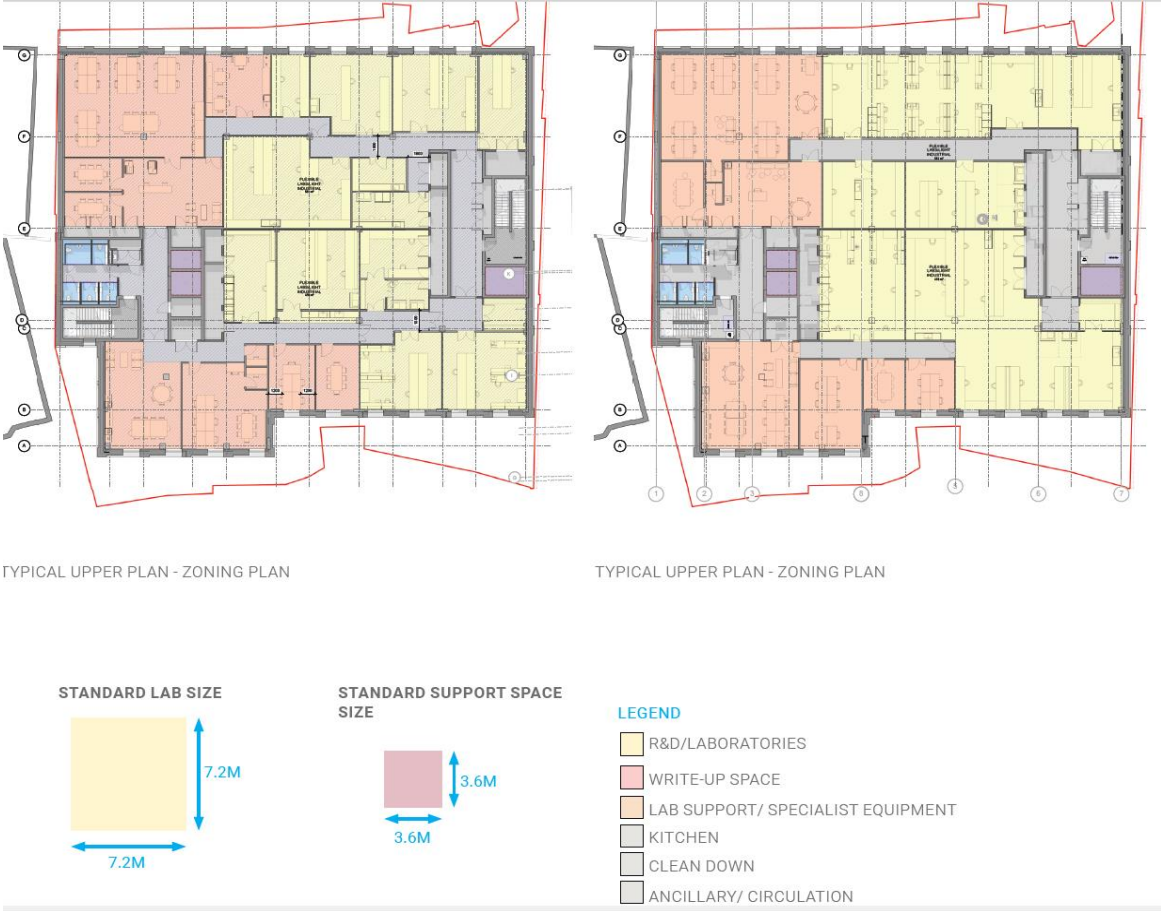


Fig 10.3: Potential Internal Layout on Upper Floors

10.16 While the inclusive design criteria, level of amenity and quality of accommodation will be discussed in the following relevant sections of this report in more detail, it is considered that, in response to point (iv) of Part G of Policy B2, the design of the proposal and the flexibility integral to it, in particular floor-to-ceiling heights, flexible floorplates, off-street servicing facilities suitable for a range of uses and the potential synergy and interdependence involved in the co-location of R&D and light industrial uses - or even hybrid versions of both - demonstrates how the development would contribute towards “providing the range of spaces required to support the primary function of the particular area in which it is located”, i.e. the Locally Significant Industrial Site.

Affordable Workspace, Employment & Training

10.17 The proposal involves an uplift of 4,088sqm (from the existing 1,726sqm to the proposed 5,794sqm) of R&D / light industrial floorspace. As such, the requirement for the provision of affordable workspace as set out in Policy B4, which states that within the Vale Royal/Brewery Road Locally Significant Industrial Site (LSIS) and other LSISs, major development proposals involving 3,000sqm or more net additional office and/or research and development and/or a Sui Generis use akin to office/research and development floorspace must incorporate 10% affordable workspace (as a proportion of proposed office and/or research and development), is triggered.

- 10.18 A thorough investigation was carried out into where best to locate the 408.8sqm (10% of the uplift) of affordable workspace. A number of options were tested, including the provision of affordable workspace at the neighbouring site of 22-23 Tileyard Road, which Kadans also own and is subject to a separate planning application under reference P2024/2087/S73, as well several options of providing the affordable workspace on site. Following detailed discussions with the Council's Inclusive Economy Team, it was concluded that due to a number of factors, including the size and location of the space, the internal configuration of the potential locations within the building(s), the preference for space at ground floor level on one floor rather than across multiple floors as well as the site width to depth ratio, that it would be more prudent and effective for the affordable workspace to be provided by way of an off-site contribution.
- 10.19 Off-site financial contributions for affordable workspace may be sought in exceptional circumstances in accordance with Part H of Policy B4. The following exceptional circumstances may be considered: (i) Where the affordable workspace to be provided on site does not meet the qualitative criteria, and where it can be demonstrated that the on-site provision of such workspace is inappropriate; (ii) Where a proposal demonstrates exceptional circumstances outlined in Part G, a site-specific financial viability assessment can also be used to determine the maximum viable off-site affordable workspace financial contribution. While site-specific financial viability is not a consideration here, it is considered that the on-site provision, given the very specifics of the site and proposal, would not meet the qualitative criteria and thus be inappropriate at this moment in time. The Affordable Workspace Team have confirmed their preference for a contribution rather than on-site provision in this instance. Thus, in lieu of the on-site provision of affordable workspace, a financial contribution of £1,393,595 has been agreed towards the provision of affordable workspace elsewhere in the borough and this is secured through the s106 agreement. This amount has been calculated using the standard formula within Local Plan Policy B4.
- 10.20 Moreover, the applicant, Kadans, has put together a schedule of employment and training initiatives that they seek to implement within the LSIS in the context of their developments in the LSIS including this site at 18-20 Tileyard Road. The initiatives and programmes involve working with LBI and local trade organisations to create a local supplier directory for use by incoming tenants. There is also a commitment to attending local career events to encourage targets groups into innovation and science. Finally, the applicants are committed to regular liaison with the Council's Inclusive Economy team and the LIFT programme with a view to promoting wider Council objectives as well as providing support for SMEs. These initiatives have been welcomed by the Council's Inclusive Economy Team as coherent and positive. While these initiatives are considered to constitute suitable benefits, the details submitted as part of the s106 agreement obligation allow for them to be formalised into commitments and tied to specific Council objectives.
- 10.21 As such, it is recommended that the application be subject to a section 106 obligation requiring the submission of an agreed Employment & Training Strategy outlining how the proposed development would support local businesses, encourage target groups into innovation, science and technology, provide employment and training opportunities for local people, collaborate with LBI's Inclusive Economy Team and the LIFT programme and support SMEs with the aim of delivering on wider Council employment and training objectives. This is considered to provide a commitment to delivering suitable initiatives and programmes within a flexible framework which allows the Council and applicant to agree the specifics of initiatives and programmes.

Class E restrictions

- 10.22 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 and retail uses, together with many other town centre uses. The application proposes the introduction of additional commercial floorspace, including light industrial (Class E(g)(iii)) and R&D (Class E(g)(ii)) floorspace. The assessment of the proposal is based on the provision of a mix of light industrial and flexible R&D / light industrial floorspace.

10.23 It is considered necessary to set a minimum quantum of light industrial floorspace (of 1,298sqm) in order to meet the objectives of the LSIS (as set out in Policy SP3) and this is set out in condition (12). At the same time, it is considered pertinent to avoid an unfettered Class E permission for the rest of the floorspace and to maintain the floorspace within appropriate Class E(g) category, as per condition 12 and at the same time restrict a potential change of use to residential floorspace (condition 17).

Summary

10.24 The proposal is considered to meet the aspirations of adopted Local Plan Policies, in particular Policies SP3, B2, B3, B4 and B5 as well as London Plan Policies GG5, E1, E6 and E7, which support the protection and intensification of the industrial area as outlined above. It is also considered that the proposed development would make a significant contribution towards the Council's Affordable Workspace Programme and deliver suitable employment and training benefits in accordance with the above policy framework and that the proposal would provide the range of spaces and uses required to support the economic function of the industrial area.

DESIGN, CONSERVATION AND HERITAGE

Policy context

10.25 Paragraph 131 of the NPPF 2023 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.

10.26 Paragraph 137 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

10.27 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.

10.28 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.
- 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.

10.29 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.

Local Plan

10.30 The national and regional policies are supported locally by Islington Local Plan Policy PLAN1, which states that all forms of development are required to be of a high quality and make a positive contribution to local character, legibility and distinctiveness, based upon an up-to-date understanding and evaluation of the defining characteristics of an area. Furthermore, the policy requires for all new developments to be contextual, connected, inclusive and sustainable in order to ensure that the wider objectives of the Local Plan are realised.

10.31 Local Plan Policy SP3 established that the LSIS is currently inward facing and that, where possible, development should avoid blank frontages and create active frontages towards open spaces, such as Market Road Gardens and the sport pitches on Market Road. The creation of active frontages may also be appropriate along York Way and Caledonian Road, where consistent with the land use policies set out above. Of equal or greater relevance is Policy DH1, which supports innovative approaches to development, contextual design of buildings at an appropriate scale and height in consideration of site specifics as well as a human scale and massing.

10.32 Finally, 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.

Assessment of proposals

Layout

10.33 The proposed scheme is considered to have an efficient layout that combines a large light industrial unit, spacious lobby and compact back of house provision at ground floor level. This is split into a clear diagram that establishes light industrial use as a prominent element along the street frontage. The lobby, as a double height space, is also well spaced and maintains a clear order of access and hierarchy of the frontage.

10.34 The submission states that the loading yard of the adjacent property will be utilised to provide deliveries within the building. This is supported as it moves loading away from the street. The delivery and servicing arrangement across two sites would be secured by specific obligations in the s106 agreement.

10.35 To the rear, the building is sited away from the jagged site boundary line mostly to allow for rear access for maintenance. There is a section that is hatched as "right of way of 18-20 Tileyard" on the DAS which touches a section of the footprint. Sections of the rear staircase are shown to be within this shared area. The applicant has confirmed that their land arrangements allow for maintenance for sections of the plot which are at the edge of the red boundary line. In any case, details of boundary treatment would be required by condition (*condition 3*) in the event of planning permission being granted.

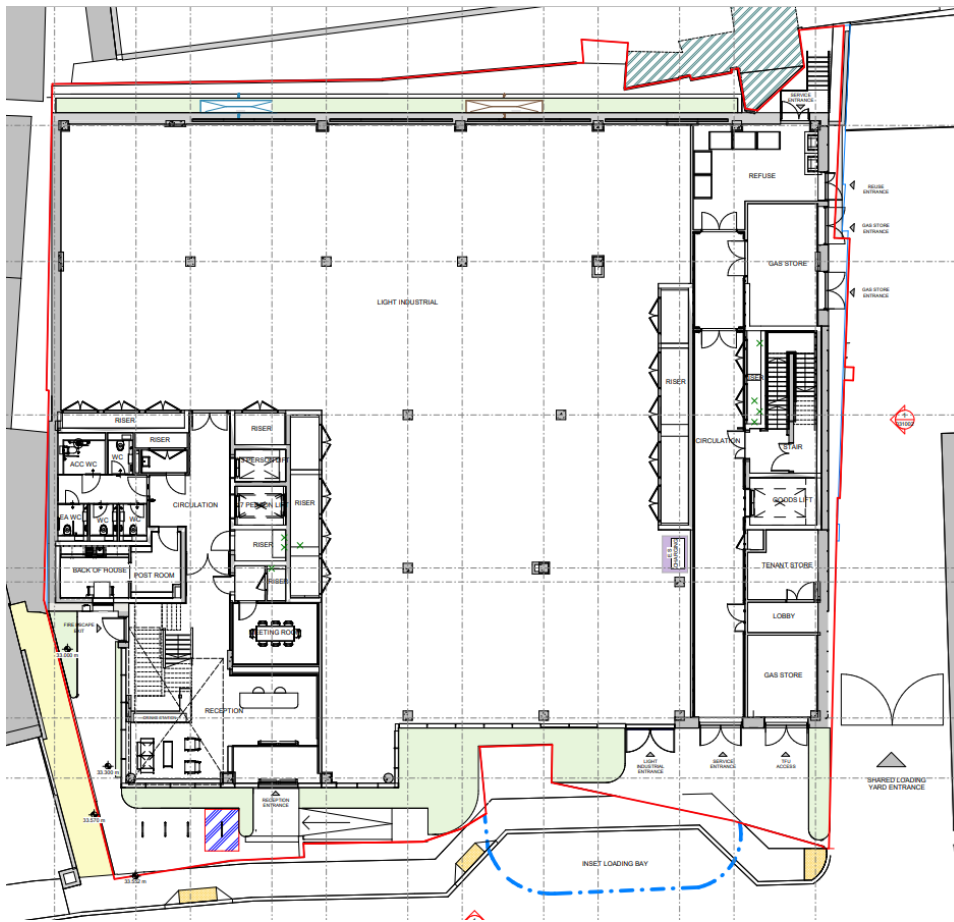


Fig 10.4: Ground Floor Layout

10.36 Amendments have been made to the lobby design, which is generous with the double-height space providing a significant presence in the streetscene. This could lead to anti-social behaviour issues but could be suitably mitigated by way of sensible safety and security measures, addressed in subsequent sections of the report and secured by way of suitably worded condition (15). While the internal staircase adds to potential clutter and impedes views out and possible passive surveillance, the staircase is proposed to be a light structure designed to allow views across it. Images have been provided from the street which confirm that this junction will have the necessary passive surveillance once all design elements are accounted for.

Massing and Height

10.37 In terms of heights, the LSIS-specific policy SP3 is not prescriptive in that sense but in the explanatory text (paragraph 2.39 of the SDMP) there is reference to a building height to street width ratio of 1:1.35 to avoid a canyon effect. Moreover, Policy DH4 on building heights sets a maximum building height limit of 30m across the borough (with specific exceptions) and stipulates that new buildings must respond appropriately to local contextual building heights and be compatible to their surroundings and the character of the area consistent with other relevant policies.

10.38 The submission includes a townscape section, which shows a building height to parapet level of 22.3m as shown below. Even at the street’s narrowest point, the street width to building height ratio is within the stipulated guidelines and is considered to, therefore, avoid a potential adverse canyon effect. In terms of the building height in absolute terms, the building extends up to 25.6m including the roof-top plant and 28.6m including the chimney / flue, so the building height sits within the 30m absolute limit. The proposed building is considered to also respond appropriately to local context. While it is noticeably taller than some of its neighbours that are more typical of the low-rise historical context, its height is akin to other buildings coming forward across the LSIS.

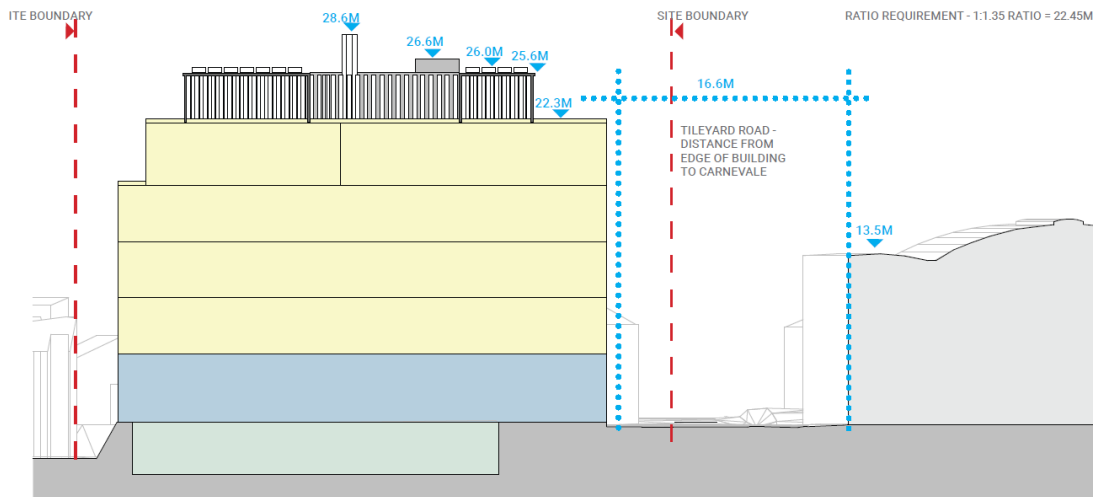


Figure 10.5: Building Height in Surrounding Context

10.39 The building is a compact block that achieves the plan-form requirements of the life science and light industrial use. It steps back to its rear, to lessen the sense of bulk to the Anthony Gormley Studio complex to the rear, and it also steps in from the sides to provide terrace spaces for the building at high level. The stepping is used to lessen bulk, and to provide amenity and landscaping opportunities.



Figure 10.6: Axonometric View

10.40 The compactness of the plant kit at the top is noted and the scheme presents the plant in an effective way that conceals it but does not fully remove registering of the plant as part of the profile of the building. The specification of the plant screen has not been confirmed. Conditions (3 and 28) would be included to allow for a detailed assessment of the plant screen and its translucent qualities.

10.41 There have been objections to the height of the proposal, in particular the building's height and massing when viewed from the rear, specifically from within the yard of Anthony Gormley's studio. It has now been confirmed which images in the DAS are indeed verified views, including views

from the rear via the Anthony Gormley studio complex and from along Tileyard Road. This now provides for a realistic impression of the proposal, in particular its height and massing in relation to neighbouring sites. The following verified view has been provided to get an accurate picture of what the impacts would be:



Fig. 10.7: View from the rear (Existing)

View from the rear (Proposed)

10.42 While the scheme is within a viewing corridor and the proposal intensifies the use of the site and increases height and mass from the existing situation, the applicant has confirmed that the proposed building finds itself below the viewing corridor, i.e. would not impede this. A townscape view is shown below which shows the recently consented proposal at 22-23 Tileyard Road on the right and the proposal subject to this planning application on the left.



Fig. 10.8 Townscape View

Appearance

10.43 The design is a monolithic approach which accentuates recesses and grid shapes across all elevations. There is a consistent grid which has various fin details that accentuate the elevation differently to the north and the south. Overall, the monolithic approach is a reserved and effectively detailed building that would sit comfortably amongst existing and emerging LSIS buildings. The east and west elevations are well designed and continue the monolithic design.

10.44 In terms of materials, the dominant material is acid etched pre-cast concrete, though a condition would require further details (condition 3) in the event of planning permission being granted. The base facing Tileyard is glazing with perforated aluminium. The base of the rear and sides, which are not visible from any public vantage points, are brick. The plant screen is a translucent material. There are railings featured at top levels for terrace and plant and are slim profiled with galvanised finish. The material palette is supported and has been applied effectively to support the overall design.

- 10.45 On the Tileyard Road facade, the main frontage, there is a lightness from the active frontage due to the prominent lobby and light industrial use. The applicant has increased the height to the ground floor to 5m to provide a clear base that is distinguished from the 4.125m typical floor height. This is considered to be a very positive contribution to the street. The material used for this frontage is glazing and metal mesh. There were initially concerns about how the coordination of the structure has added solid panels that break the lightness that the glazing presents. The images showed that the metal mesh would lessen the efficacy of the glazing that creates strong visual links with the street. These have now been addressed in the revised DAS.
- 10.46 Colour has been a much-debated topic for the scheme. During the pre-application process, optioneering was encouraged so that the applicant could confirm their preferred choice. The applicant has explored mainly terracotta and white-toned finishes to the pre-cast concrete design. A “sandstone” hue was recommended to be tested during the application process in order to cover all plausible tones for this building in an industrial setting. This option has now been presented in the revised DAS. The matter of colour will in any case be conditioned and determined at a later stage (*condition 3*).
- 10.47 The materials proposed at this point are shown below, though further details would be required by condition (3) in the event of planning permission being granted.



Fig. 10.9 Proposed materials (subject to further details required by condition)

Quality of Interior

- 10.48 It is considered that the scheme would deliver high quality and flexible premises for light industrial and life science uses. Issues of access and inclusive design related to the internal layout and configuration of the floorspace will be considered in more detail below.

Conclusion

- 10.49 The proposal is considered to be a thoughtfully designed scheme of good architectural properties and a beneficial configuration on the site that creates a generous and rational response to the public realm, in accordance with the aims and objectives of the NPPF, London Plan Policies D3 and D4 as well as Local Plan Policies PLAN1, SP3, DH1, the Site Allocation VR4 and Islington’s Urban Design Guide.

INCLUSIVE DESIGN

- 10.50 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 promotes 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.
- 10.51 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; and
 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.
- 10.52 At a local level, Islington's Local Plan Policy PLAN1 requires new developments to be adaptable, functional and resilient, with an ability to respond to the spatial, social and economic needs of the borough's increasingly diverse communities and their different and evolving demands. This includes sustaining and reinforcing a variety and mix of uses in line with any relevant land use priorities of the Local Plan. Islington's Inclusive Design SPD provides further details and specifics.
- 10.53 The assessment of the inclusive design and access aspects of the proposal is broken down in three main areas for ease of reference and consideration: (i) public realm; (ii) transportation and movement, and (iii) internal layout. Every area has different criteria and distinct characteristics and requirements, thus for ease of reference and greater coherence, they will be broken down as such.

Public realm



Fig. 10.10: Front of existing Site

- 10.54 The existing buildings present themselves at ground floor level with a significant amount of dead frontage onto a mixture of pavement and crossovers, which are currently used informally as car parking and servicing of the buildings. This is not considered to be a welcoming or inclusive environment for pedestrians visiting or passing by the site.
- 10.55 By contrast, the proposal involves an unbroken and contained pedestrian route across the site and into the building, which is unimpeded by vehicular movements or crossovers, albeit the pavement angles around the in-set servicing bay as shown below (note: the red-line simply signifies a slightly irregular ownership boundary line). Details of surfacing and tonal contrast have been provided and it can be confirmed that the proposed York stone paving for the loading bay is considered appropriate, subject to further details to be provided by condition (23) in the event of planning permission being granted.



Fig 10.11: Proposed Public Realm

- 10.56 Space has been provided for landscape features and short-term cycle parking and it can be confirmed that an unobstructed 2m width pedestrian zone has been provided in line with Islington's Inclusive Design SPD. It is considered that the proposed design, specifically the public realm, has prioritised practical, safe and convenient access and use by sustainable transport modes, namely walking, cycling and public transport in accordance with Local Plan Policy T1. Convenient step-free drop-off facilities have also been indicated on plan and a suitably located dropped kerb would be provided and secured through the section 278 (highways) agreement.
- 10.57 In terms of the soft landscaping in the public realm, planting details would be secured by planning condition (23) to ensure that low level planting delineation is level with the pavement. Low-level kerbs pose trip hazards and are required to be avoided and planter edges are requested to be rounded / curved for similar reasons. This would be secured by condition (23).

Transport

- 10.58 The proposal includes an accessible drop-off parking bay at the front of the site, which is welcomed. Further details of the bay would be required through the section 278 agreement in the event of planning permission being granted to ensure that the dimensions and transfer space comply with inclusive design guidance. A financial contribution of £8,000 for the provision of accessible parking bays or accessible transport improvements in the vicinity of the site would be secured through the section 106 agreement.
- 10.59 In terms of access to the cycle storage, the goods lift is noted with dimensions suitable to accommodate adapted cycles and / or more than 1 standard cycle. It is confirmed that the cyclists would be guided through clear way-finding to the services core towards the lift and down to basement level where the long stay cycle storage is located. All access doors to the cycle storage will be automated double door sets with dedicated fob security system wherever appropriate.

- 10.60 There is sufficient space for cycle storage in the basement to meet policy requirements set out in Policy T2, and an appropriate balance of Sheffield stands vs. two tier storage has been provided. Though Sheffield cycle stands have now been maximized in the basement, it is considered that further details of cycle storage would be required by condition (20) as the design develops.
- 10.61 Details of accessible cycle parking have been provided and the locations shown and quantum provided are supported as they would provide suitable accessibility and legibility. The accessible storage, and a respective number of lockers should be marked accordingly and further details of this as well as details of other cycle parking features would be required by condition (*condition 18*). Accessible visitor cycle parking provision has now also been provided and shown on annotated ground floor plans, with further details to be submitted by condition (20) in the event planning permission being granted.

Entrance / Internal Arrangement

- 10.62 The proposed main entrance provides legible and inclusive access to the building and an audio / video access control system to enter the building from reception has been confirmed. Rest / seating space has been provided with further detail required by condition (18).
- 10.63 The proposed corridor widths and circulation space provided internally conforms with required minimum standards within Islington Inclusive Design SPD. Accessible bathroom facilities with the necessary and required turning circles have been provided on each floor, as have the required evacuation lifts.
- 10.64 Overall, the proposed development is welcomed in terms of accessible design subject to appropriate planning conditions as referenced above and detailed in Appendix 1. 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.

Circulation

- 10.65 The circulation within the two cores have been designed to maximise efficiency whilst maintaining clear pedestrian routes to reduce congestion at busy times. The minimum corridor width in the passenger core is 2m. The standard corridor width in the goods core is 2.7m out of the goods lift and into tenant space to allow for the safe and efficient loading of equipment.
- 10.66 In terms of lift provision, the proposal allows for the provision of 3 lifts, as detailed below:
- 1 x 13 passenger lift, which staff and visitors to the building would utilise on a day to day basis running from ground floor to fourth floor.
 - 1x17 passenger lift, which will serve as a emergency goods lift servicing from basement to fourth floor.
 - 1 x goods lift to allow heavy equipment and specialist science deliveries to be transported vertically through the building. This lift will run to roof level and will also provide cycle access to the bike store and plant in the basement. It will be equipped to serve as an evacuation lift, ensuring that one lift per core is an evacuation lift as per London Plan D5.
- 10.67 A management strategy will ensure that a goods lift is available for use as an evacuation lift at all relevant times.
- 10.68 It is considered that subject to appropriately worded conditions (18-20) the proposed development would meet inclusive design standards and provide an inclusive and welcoming place to work for all, in accordance with the relevant access and inclusive design policy and standards, including London Plan Policy D5 and London Plan Policy PLAN1.

NEIGHBOURING AMENITY

- 10.69 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, outlook and an increased sense of enclosure. A development's likely impact in terms of air quality, vibration, dust, safety, security, noise and disturbance is also assessed.
- 10.70 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.
- 10.71 PLAN 1 of the new Local Plan requires for all new developments to be contextual, sustainable, connected and inclusive and for impacts on neighbouring amenity to be appropriately mitigated with consideration of noise and the impact of disturbance, hours of operation, vibration, pollution (such as air, light and noise), fumes between and within developments, overshadowing, daylight, overlooking, privacy, direct sunlight and daylight, over-dominance, sense of enclosure and outlook.
- 10.72 Properties in the LSIS are almost exclusively in commercial use as one would expect, though in relatively close proximity to the site on the Camden side of York Way, the Maiden Lane Estate presents a number of residential properties that could be impacted by the proposal.

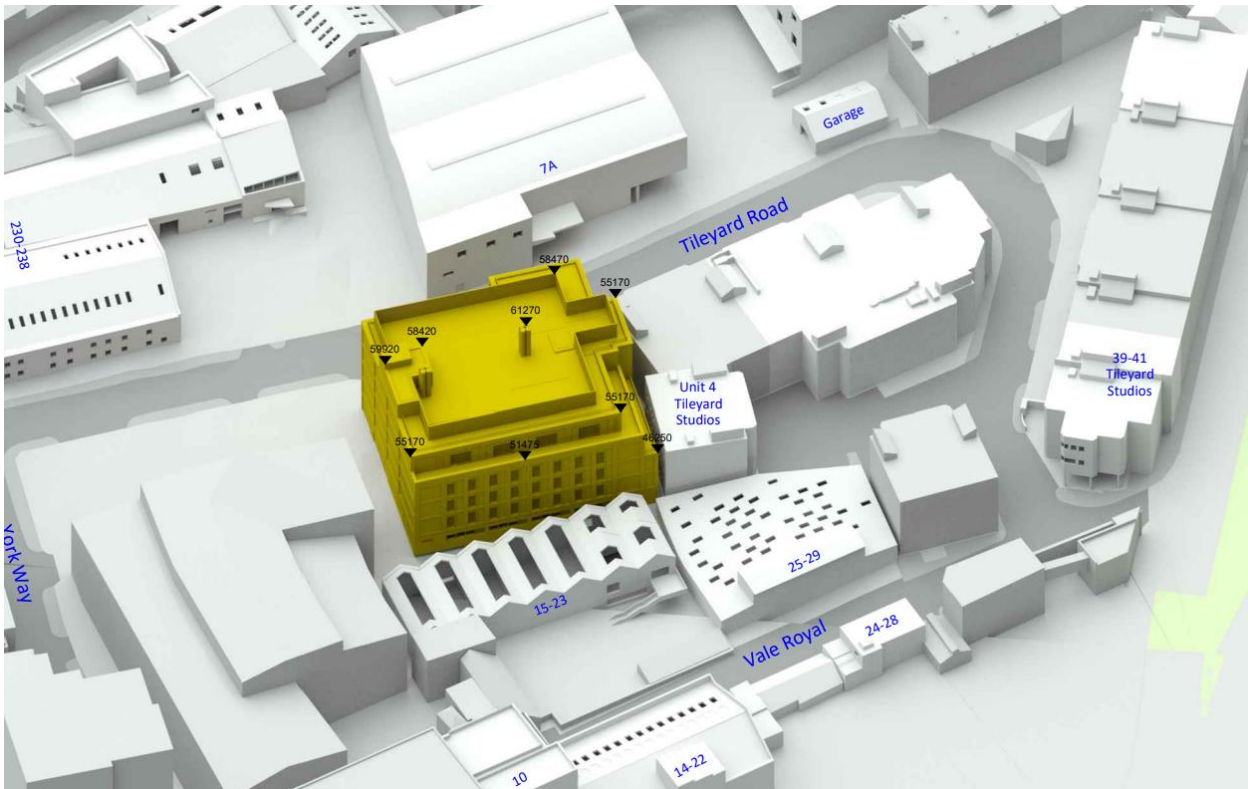


Fig. 10.12 Axonometric View of properties in close proximity to the proposed development

Daylight, Sunlight and Overshadowing

- 10.73 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.

10.74 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.

10.75 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 local 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

10.76 At paragraph 2.2.2 of the BRE Guidelines it states:

"The guidelines given here are intended for use for rooms in adjoining dwellings where daylight is required, including living rooms, kitchens, and bedrooms. Windows to bathrooms, toilets, storerooms, circulation areas, and garages need not be analysed. The guidelines may also be applied to any existing non-domestic building where the occupants have a reasonable expectation of daylight; this would normally include schools, hospitals, hotels and hostels, small workshops, and some offices."

10.77 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;
- 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).

10.78 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.

10.79 At paragraph 2.2.8 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"*.

10.80 Paragraph 2.2.11 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.

10.81 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

10.82 The BRE Guidelines 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”.

10.83 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.

10.84 The BRE Guidelines state at paragraph 3.16 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.”

10.85 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”

10.86 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

10.87 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.

10.88 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

- 10.89 The applicant has submitted a Daylight and Sunlight Technical Note prepared by Anstey Horne dated March 2024. 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.
- 10.90 It can be confirmed that there are no neighbouring residential properties that would be adversely affected by the proposal as all immediately neighbouring properties are in commercial use. However, the applicants have assessed the impact of the proposal on 15-23 Vale Royal, Anthony Gormley’s studio, particularly because of the role light and shadows plays in the work of sculpture. The applicants have also considered the impacts on daylight to the neighbouring commercial property at No. 4 Tileyard Studios as the building’s flank elevation has a number of windows which face the development site. The locations of the properties which have been assessed are shown above in Fig.10.12. The results of daylight impacts are considered below.
- 10.91 The results show that the majority of windows serving the artist studio at 15-23 Vale Royal would be unaffected or affected to a negligible degree as a result of the development. There are however some significant daylight losses to 3 no. of the windows in this neighbouring building’s northern façade facing the development, including one 63% loss of daylight. It is understood that two of the windows serve a back-office space and one serves a studio space. Both of the rooms served by these windows are however also served by roof-lights, which serve to maintain good levels of daylight to the internal spaces. As such, none of the rooms would be unacceptably affected in terms of daylight distribution, i.e. the area of the room from which you can perceive the sky. The results are summarised in Table 10.1 below.

Nos. 15-23 Vale Royal	Room / Window	Room Use	Vertical Component			Sky No Sky Line (Daylight Distribution)		
			Existing (%)	Proposed (%)	Percentage reduction in VSC	Previous sq m	Proposed sq m	Percentage reduction Daylight Distribution
Ground Floor	R2/W1	Office / Studio	13.3	6.9	47%	85.9	85.9	0%
Ground Floor	R2/W2	Office / Studio	13.1	10.9	16%			
First Floor	R1/W2	Office / Studio	2.1	1.59	26%	76.4	76.3	0%
First Floor	R1/W3	Office / Studio	6	2.23	63%			

Table 10.1: Daylight Impacts on 15-23 Vale Royal

- 10.92 In terms of impacts on No. 4 Tileyard Studios, this neighbouring commercial property would be significantly affected by the proposed development in terms of loss of daylight. There are 8 no. windows facing the application site on each of the ground, first and second floors, each of which

would suffer losses of VSC that go beyond the levels recommended in the BRE guidelines. Several of windows on the 1st floor even suffer losses of VSC up to 94%. However in all cases, the rooms, which these windows serve have the benefit of windows on the opposite façade of the building. As such, the daylight losses as measured by daylight distribution are generally within acceptable limits with the biggest loss being a loss of 28% (NSL). Moreover, the building is purely in commercial occupation and therefore residential amenity would be unaffected. The daylight impacts are summarised in Table 10.2 below, which does not include all affected windows but does include the most affected ones.

No. 4 Tileyard Studios	Room / Window	Room use	Vertical Component			No Sky Line (Daylight Distribution)		
			Existing (%)	Proposed (%)	Percentage reduction in VSC	Previous sq m	Proposed sq m	Percentage reduction Daylight Distribution
Ground Floor	R1/W1	Office	6.15	0.91	85%	27.4	22	20%
Ground Floor	R1/W2	Office	5.73	0.86	85%			
Ground Floor	R2/W7	Office	4.44	1.29	71%	26.7	25.4	5%
Ground Floor	R2/W8	Office	4.62	3.63	21%			
First Floor	R1/W1	Office	33.01	2.04	94%	89.6	64.7	28%
First Floor	R1/W2	Office	32.99	2.05	94%			
First Floor	R2/W7	Office	32.81	2.25	93%	89.7	70.9	21%
First Floor	R2/W8	Office	32.74	4.89	85%			
2 nd Floor	R1/W1	Office	35.88	4.56	87%	88.1	80.5	9%
2 nd Floor	R1/W2	Office	35.84	5.06	86%			
2 nd Floor	R2/W7	Office	35.48	5.82	84%	88.4	80.7	9%
2 nd Floor	R2/W8	Office	35.37	7.88	78%			

Table 10.2: Daylight Impacts on No. 4 Tileyard Studios

10.93 As per paragraph 2.2.2 of the BRE guidelines officers have noted that the guidelines can also be applied to any existing non-domestic building where the occupants have a reasonable expectation of daylight; this would normally include schools, hospitals, hotels and hostels, small workshops, and some offices. Nonetheless, given the mitigating circumstances and noting the circumstances of the non-residential use, in particular the fact that the most affected windows serve commercial floorspace with at least one unaffected aspect, the loss of daylight is not considered unacceptable in this instance.

Impacts to Sunlight

- 10.94 In terms of sunlight impacts, the development is located due north of 15-23 Vale Royal and thus it has been demonstrated that the development would not result in an undue loss of sunlight to the neighbouring artist studio. Moreover, the yard which serves the neighbouring artist studio would not be unacceptably overshadowed by the proposed development because of its relative location and position. Similarly, there would be no unacceptable loss of sunlight to the floorspace within 4 Tileyard Studios due to the relative position of the application site.

Daylight and Sunlight Summary

- 10.95 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, while the proposed development increases the height and bulk of the building on site, there is a relatively large distance between it and the closest residential neighbours. And while there would be noticeable impacts on windows serving the neighbouring artist studio and commercial / office building, good daylight levels would be maintained to all of the rooms as measured by daylight distribution. As such, it is considered that the proposal would be acceptable in regard to daylight and sunlight considerations.

Privacy

- 10.96 The supporting text to policy PLAN1 states at paragraph 1.67 that consideration of various potential amenity impacts is key including *'ensuring a minimum distance of 18 metres between windows of habitable rooms, to protect privacy for residential developments and existing residential properties. This does not apply across the public highway, as 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.
- 10.97 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.
- 10.98 The proposed development includes no windows that are within 18m of other windows serving habitable accommodation. However, the development's south facing elevation contains window overlooking the rear yard of Anthony Gormley's studio. A number of measures have been adopted to minimise overlooking.
- 10.99 The fourth floor of the proposed building has been considerably set back to reduce overlooking and sense of enclosure. This level is also equipped with a solid parapet detail as well as soft landscaping features maintain privacy levels in adjoining sites. Moreover, the windows within the proposed building have deep recesses which prevent additional overlooking. The section below at fig. 10.13 shows at what point the yard to the neighbouring artist's studios would or would not be visible from rear-facing windows.

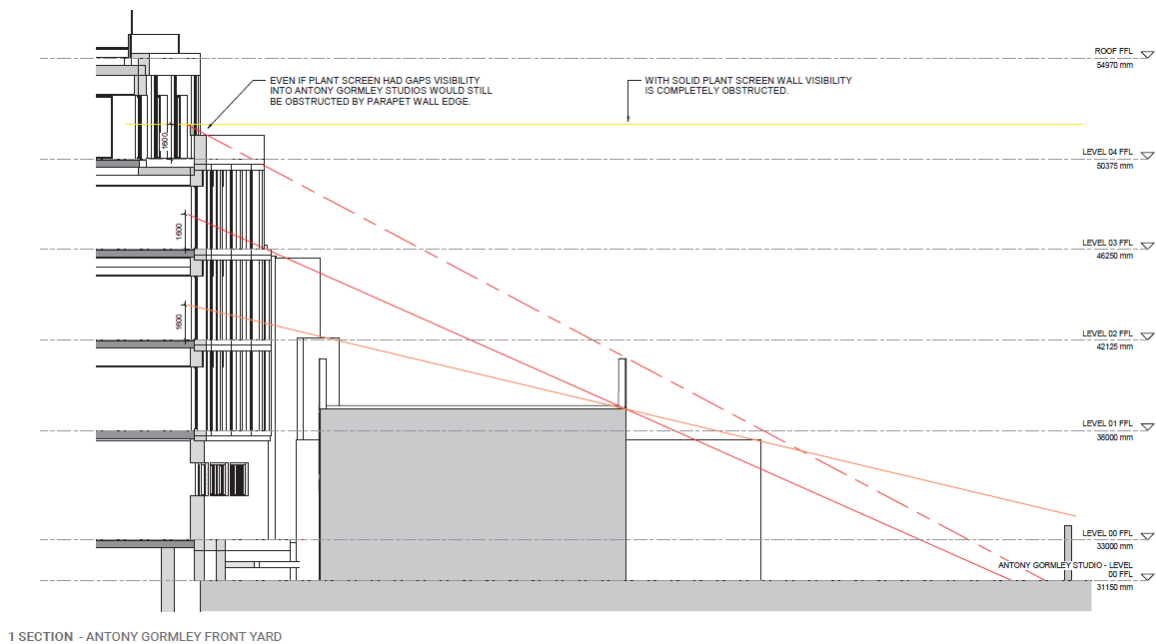


Fig. 10.13: Section showing overlooking to the rear

General Noise & Disturbance

10.100 Policy PLAN 1 states development should not have an adverse impact on amenity in respect to noise and disturbance. Although the existing site and uses on site are not subject to any planning restrictions and control in relation to noise and disturbance and the area is industrial in nature, it is still pertinent to control potential noise and disturbance from the future of the proposed building in the event of planning permission being granted.

10.101 The Council's Environmental Health (EPPP) team have confirmed that the proposal is similar to other nearby developments for lab space in the King's Cross / Vale Royal area. The proposal has a considerable amount of building services plant including a standby generator proposed for the roof. The report includes a background sound survey which confirmed a background sound level of 42dB which seems reasonable in terms of a conservative typical value for the area. The final plant spec is still to be confirmed, so the standard conditions (9 and 10) setting a plant noise limit and requiring a post installation verification report is recommended.

Light Pollution

10.102 The proposal could give rise to light pollution from the proposed uses and in particular from the lighting scheme which forms part of the landscaping and public realm. To address this, condition 11 is recommended for details of measures to adequately mitigate light pollution affecting neighbouring residential properties as well as local ecology.

10.103 It is considered that this condition would ensure the extent of light from the development spilling onto neighbouring sites or affecting ecology would be reduced and would help minimise any impact on neighbouring properties, and address any light pollution concerns.

Construction Impacts

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

10.105 The Public Protection Officer recommended that a Construction Management Plan be submitted (*condition 4*) to and approved by the Council prior to the commencement of development. 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.

10.106 Moreover, the plan shall include details of monitoring equipment at the neighbouring property of 17-23 Vale Royal to ensure impacts on them are managed and suitably minimised. 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.

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

Air Quality Impacts

10.108 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. 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.

10.109 The submission does not include a dispersion modelling assessment. Without an end user, there is no assessment of the likely emissions from fume cupboards or specific pollutants. It is recommended that a further assessment is carried out when a tenant is found and their emission data can be used for a further assessment. Condition (8) is advised prior to occupation of the lab space in the event of planning permission being granted to ensure air quality impacts are suitably controlled. The applicant has indicated a Containment level of 2 for their sites and condition 36 addresses this.

Neighbouring Amenity Summary

10.110 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 amenity in terms of loss daylight, sunlight, privacy, overlooking, outlook or sense of enclosure, dust, noise, light pollution and air quality.

LANDSCAPING, PUBLIC REALM AND BIODIVERSITY

Policy Context

10.111 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. Moreover, Policy G6 of the London Plan states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain and that this should be informed by the best available ecological information and addressed from the start of the development process.

10.112 Local Plan Policy G1 'Green Infrastructure' states that green infrastructure is an integral part of what makes the borough sustainable, healthy, welcoming and attractive. It is extremely important in terms of addressing the Local Plan vision and objectives. Moreover, major developments are required to conduct an Urban Greening Factor (UGF) assessment in accordance with the methodology in the London Plan. Schemes must achieve an UGF score of 0.4 for developments

that are predominately residential, and a target score of 0.3 for predominately commercial development.

10.113 Finally, Policy G4 requires for all new developments to protect, enhance and contribute to the landscape, biodiversity value and growing conditions of the development site and surrounding area and for a landscape design strategy to be submitted which maximises green infrastructure, biodiversity and sustainable drainage. This must consider landscape design holistically from the outset of the design process and demonstrate an integrated approach to hard and soft landscaping design, achieve a functional, attractive and inclusive environment and maximise biodiversity benefits overall.

Site Context

10.114 The site is approximately 0.18 hectares in size and is largely covered by hard surfacing and built form. The site essentially contains a series of two-storey pitched roof buildings across no's. 18 and 20 Tileyard Road and an area of hardstanding, which is principally used for servicing and car parking. A biodiversity assessment has been submitted with the application which confirms that the site is of no or negligible biodiversity value, though a recommendation was made to carry out further surveys to identify bat roosting potential on site. The nearest SINC is at Copenhagen Junction, which is some 80m away from the site but the application site is not considered to play a role in preserving biodiversity or enhance nature conservation there.

Assessment of Proposal

10.115 The proposal involves the redevelopment of the site to provide a new building with a similar footprint. Nonetheless, the application proposes to increase landscaping features and enhance biodiversity across the site with a significant biodiversity net gain and a minimum Urban Greening Factor score of 0.3.

10.116 In terms of the layout at ground floor, the existing site arrangement fronting Tileyard Road which is convoluted and illegible for pedestrians with multiple pavement crossovers, informal and formal parking spaces and a timber panelled bin store to the centre of 18 Tileyard Road would be replaced by a new clear and legible pavement behind a designated in-set loading bay and loft landscaping features.



Fig. 10.14: Proposed ground floor landscape interventions

10.115 As well as the ground floor landscape interventions which have been integrated into the public realm and the approach to the building, the upper levels incorporate additional measures. The building is stepped in and back at various levels and this allows for further landscape features and urban greening to be incorporated into the proposed building. In order to increase biodiversity and

to provide some external space for future occupiers, two terraces have been proposed on the third and fourth floors. The terraces would be designed with a permeable surface and on both floors there would be a planter across the southern façade to introduce further biodiversity enhancements and to minimise overlooking onto properties on Vale Royal. The proposed landscaping features on the upper floors are shown on the axonometric view above.

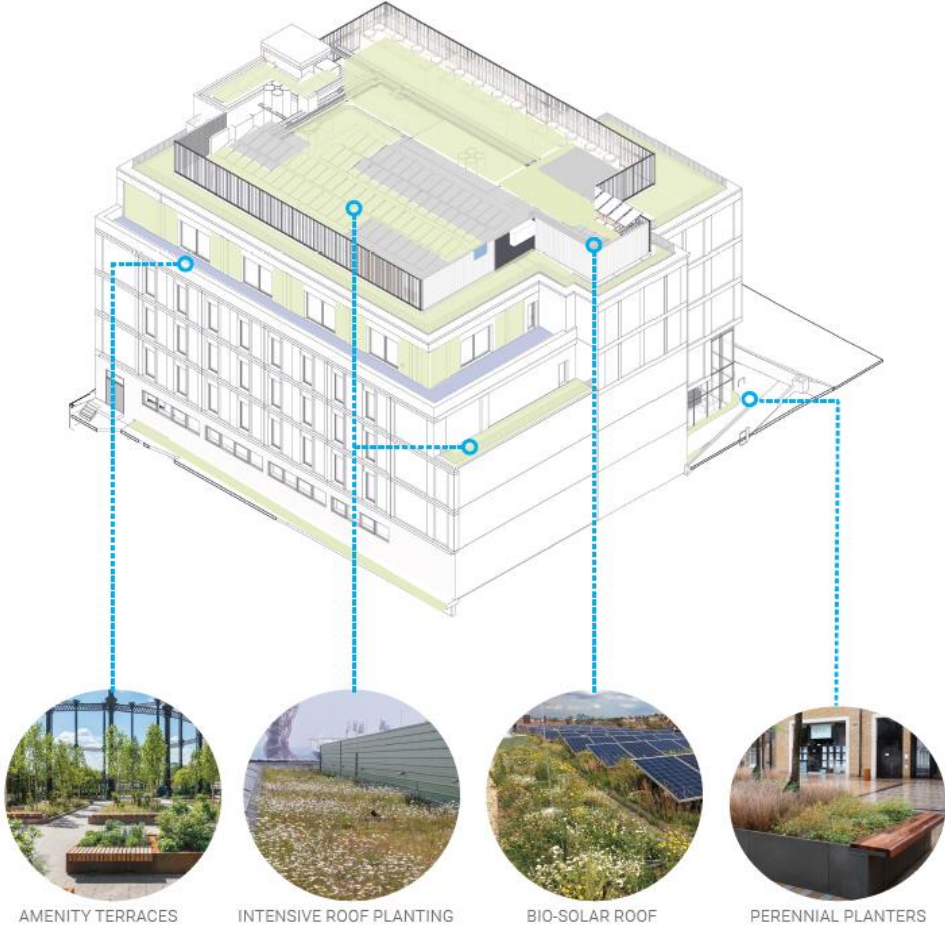


Fig. 10.15: Proposed Landscape Interventions

10.117 The proposal provides coherent balance between amenity spaces for those working at the building in the future and genuine biodiversity enhancements. The proposal would achieve an Urban Greening Factor (UGF) of 0.3, which is achieved through a mix of intensive and extensive green roofs on the majority of available roof space, flower-rich perennial planting at ground level and on terraces on upper levels, a green wall and permeable paving. Moreover, under the proposals, and the site would have a biodiversity net gain (BNG) of 0.22 biodiversity units associated with area-based habits from pre-developed levels. While the existing ecological value is zero and it is not really possible to value a percentage increase on zero, it is still considered that there would be significant increase in ecological value and that the proposal would achieve compliance with local and national planning policy and legislation.

10.118 In summary, the proposed public realm and landscaping proposal, including landscaping at roof level and soft and hard landscaping at ground level provide for significant aesthetic and biodiversity enhancements in line with adopted planning policy. It is considered that the proposal would significantly enhance biodiversity on the site through the provision of green roofs and other soft landscape interventions, such as green roofs, shrubs and planters. Further detail of landscaping including ecological enhancements and biodiversity improvements would be required by condition in the event of planning permission being granted (23).

ENERGY AND SUSTAINABILITY

- 10.119 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 157, 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.
- 10.120 The NPPF para 162 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.
- 10.121 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.
- 10.122 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.
- 10.123 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
- 10.124 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.
- 10.125 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 how they will reduce the potential for internal overheating and reliance on air conditioning systems.

10.126 At a local level, Local Plan Policy S1 'Delivering Sustainable Design' states that the Council will promote zero carbon development, with the aim that all buildings in Islington will be net zero carbon by 2050. To ensure that Islington is on the right trajectory to achieve this target, sustainable design must be considered holistically from the start of the design process and all development proposals are required to demonstrate how they comply with all relevant sustainable design standards and policies. Moreover, developments must maximise energy efficiency and minimise on-site greenhouse gas emissions in accordance with the following energy hierarchy:

- be lean: use less energy and manage demand during operation. Energy demand (both annual and peak) must be minimised as far as possible through consideration of building fabric energy efficiency as an integral part of the design, with a focus on building form and passive design in addition to specification.
- be clean: supply energy efficiently and cleanly, and utilise local energy resources (such as heat networks and secondary heat).
- be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site.
- be seen: monitor, verify and report on energy performance.

10.127 In accordance with Local Plan Policy S2, all development proposals are required to submit a Sustainable Design and Construction Statement, which must demonstrate that the proposal meets all relevant sustainable design policies. The Sustainable Design and Construction Statement (SDCS) must show how sustainable design has been considered holistically from the start of the design process and is integrated throughout the construction and operation of the development; and must include an Energy Strategy, an Adaptive Design Strategy, a Landscape Design Strategy, an Integrated Water Management and Sustainable Design Strategy as well as details of operational sustainability and air quality in line with policy expectations outlined in Local Plan Policies S7 – S10.

10.128 Local Plan Policy S3 requires all major developments to achieve BREEAM rating of 'Excellent' with reasonable endeavours used to achieve 'Outstanding'. Moreover, Policy S4 requires all new major developments to achieve a carbon emissions reduction of at least 27% beyond a Part L (2013) compliant building, with at least 15% achieved through energy efficiency measures (be lean). Furthermore, Local Plan Policy S5 requires all major developments to have a communal low-temperature heating system, selected in accordance with the following heating hierarchy:

1. connect to local existing or planned heat networks (subject to parts F and G below).
2. use zero-emission or local secondary heat sources (in conjunction with heat pump, if required).
3. use low-emission CHP (only where there is a case for CHP to enable the delivery of an area-wide heat network).
4. use ultra-low NOx gas boilers.

10.129 Finally, Policy S6 requires for all new developments to demonstrate, as part of the SDCS, how the proposed design will reduce the potential for overheating and reliance on air conditioning systems, and maximise the incorporation of passive design measures

10.130 The applicant has submitted a revised Sustainability and Energy Statement (Revision 3) (equivalent to an SDCS) with relevant Appendices prepared by Hoare Lea addressing the policy context above. The applicant has submitted several revisions in order to address the LPA's specific comments on energy, carbon reduction and sustainability (including an updated Response to Sustainability comments) and whether the submission meets the expectations and requirements of planning policy is summarised below.

Carbon Emissions

- 10.131 As outlined above, the London Plan 2021 (SI 2 Part C) sets out a minimum CO2 reduction target, for regulated emissions only, of 35% against Building Regulation Part L. Part L 2021 of national building regulations took effect on 15 June 2022 and the London Plan team has carried out a rebasing exercise to update the carbon reduction targets set out in Policy SI2. The GLA Energy Assessment Guidance and Carbon Emissions Reporting Spreadsheet have been updated accordingly to require an on-site carbon reduction of at least 35 per cent beyond Part L 2021. This is equivalent to a 55% reduction over Part L 2013.
- 10.132 The revised Sustainability and Energy Statement shows that the proposed development would achieve a 30.9% reduction in regulated carbon emissions through energy saving and efficiency measures, on-site renewable energy measures. It has been demonstrated that the high energy requirements, in particular the ventilation requirements, of a laboratory or life science use results in a considerable challenge in achieving the 35% reduction in regulated emissions required by policy and that if the floorspace were to be used purely as an office then the relevant carbon reduction targets would be met. Notwithstanding this, a planning condition (27) sets out how further carbon emissions savings could be achieved in the event of planning permission being granted.
- 10.133 In terms of total emissions, as required by Local Plan Policy S4, the Energy Strategy Addendum shows an improved reduction of Total (regulated and unregulated) emissions against a Part L 2013 baseline of 19.6%. The proposed development fails to meet the 27% reduction target for total (regulated and unregulated) emissions against a Part L 2013 baseline in Islington Policy. This is partly due to it being a life science development, which has been modelled as a laboratory use with associated high energy demands.
- 10.134 The Energy Strategy Addendum shows an improved reduction of regulated emissions against a Part L 2021 baseline, but neither this nor the total emissions reduction achieves the % reduction required in the London Plan or the Local Plan. It is considered that permission should be subject to a condition requiring further modelling to be carried out once more is known about the occupiers and mix of uses within the flexible R&D / light industrial floorspace with a view to delivering further carbon emission reduction improvements (*condition 27*).

Zero Carbon Policy

- 10.135 As noted earlier, policy SI 2 of the London Plan stipulates development proposals to aim to be zero carbon, this is supported by Islington Local Plan Policy S4, 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.
- 10.136 Carbon offsetting payments will be calculated based on the remaining regulated carbon emissions using a nationally recognised non-traded price of £95/tonne (over 30 years equivalent to £2,850/tonne), as set out in Policy SI 2 of the London Plan. The Sustainability and Energy Statement includes a correctly calculated sum of £96,900 for the remaining 34 tonnes of emissions. This would need to be recalculated when further savings are identified to meet London Plan and Islington carbon reduction targets.

BE LEAN- Reduce Energy Demand

- 10.137 As mentioned above, Policy S4 requires for all developments to reduce energy demand through energy efficiency measures in the first instance, in accordance with the energy hierarchy. Major non-residential developments are required to achieve 15 per cent reductions out of the overall reduction target through energy efficiency measures in order to reduce energy demand.

10.138 The proposed U-values for the development are: External Walls= 0.11; Roof= 0.11; Windows= 1.2, Floor= 0.11. An air permeability of 2.5m³/hr/m² is specified. The U-values for the fabric elements meet and exceed the recommendations of Islington's Environmental Design SPD.

10.139 The revised Energy and Sustainability Strategy shows the proposed development achieving a 19.8% reduction in Regulated Emissions through be-lean (efficiency) measures over a Part L baseline meeting the requirement in the London Plan and Local Plan for non-domestic buildings to achieve a 15% reduction at this stage.

Overheating and Cooling

10.140 As stipulated above, all developments must demonstrate how the proposed design will reduce the potential for overheating and reliance on air conditioning systems, and maximise the incorporation of passive design measures in accordance with the required cooling hierarchy.

10.141 Thermal Modelling has been carried out using CIBSE TM49 DSYs as per policy. Thermal modelling has been carried out against CIBSE TM52 with Mechanical Ventilation but without active cooling. This shows a risk of overheating without active cooling thereby justifying its inclusion.

BE CLEAN- Low Carbon Energy Supply

10.142 As outlined above, London Plan Policy SI3D states:

“Major development proposals within Heat Network Priority Areas (covers all of Islington) should have a communal low-temperature heating system and that the heat source for the communal heating system should be selected in accordance with the relevant heating hierarchy” as outlined above

10.202 This is supported by Local Plan Policy S5, which also requires for applications to investigate the feasibility of a heat network connection (including a Shared Heat Network) and for developments to be designed to be able to connect to a future heat network if planned to be within 500m in the next 3 years.

10.143 The proposed development is just within 500m of the Kings Cross DEN; however, this would require the DEN to cross railway lines and it is accepted that connection would not be feasible. Instead, the proposed development would be forming a shared heating and cooling network with 22 – 23 Tileyard Road, which would be secured through the section 106 agreement.

10.144 Furthermore, the Energy Statement Addendum shows that there is a protected pipe route to the site boundary from the plant room with space set aside for DEN plant. As such, the development would comply with Appendix 1 of Islington's Environmental Design SPD

Alternative Low Carbon On Site Plant

10.145 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).

10.146 The Sustainability and Energy Statement states that heating and cooling will be provided by ASHP. It is not currently feasible to connect to a DEN but the development would form a Shared Heating Network with the neighbouring site and the proposed development would be futureproofed for connection to a future DEN through clauses in the section 106 agreement.

BE GREEN- Renewable Energy Supply

10.147 The energy hierarchy London Plan SI2 A states that major developments should look to 'maximise opportunities for renewable energy by producing, storing and using renewable energy on-site' at the 'Be Green' stage.

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

10.149 A suitable range of renewable technologies have been investigated and a rejected for valid reasons. As well as the ASHP, a 180m2 Solar PV array has been proposed. This is supported although the applicant could consider expanding this to work towards the London Plan and Islington carbon reduction targets that they are not currently meeting (*condition 21*). As such, this is supported, subject to the submission of further details under conditions 21 and 27.

10.150 The above investigations and discussions are accepted by the Council's Energy Officer.

BREEAM- Sustainable Design Standards

10.151 Local Plan Policy S3 requires for major developments to meet a BREEAM rating of Excellent and make reasonable endeavours to achieve Outstanding.

10.152 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*".

10.153 The Sustainability and Energy Statement includes a BREEAM pre-Assessment as Appendix A. This shows the proposed development achieving a score of 79.84% meeting the Islington Policy requirement to achieve an 'Excellent' rating. It is considered that reasonable endeavours should be applied to achieve a rating of "Outstanding" (*condition 16*).

Draft Green Performance Plan

10.154 A draft Green Performance Plan is a requirement of Local Plan Policy S2 and the Environmental Design SPD (8.0.12 – 8.0.18), which 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.

10.155 A draft Green Performance Plan has been submitted as part of the application submission. Measurable targets have been included for carbon emissions, water usage and energy with final version required through the section 106 agreement.

Flood Risk Management and Sustainable Drainage

10.156 London Plan 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.

10.157 Local Plan Policy S8 requires Flood Risk Assessments (FRAs) to be submitted for developments involving increases in floorspace of more than 100sqm in Critical Drainage Areas. The site is in a Critical Drainage Area and involves a significant increase in floorspace and a Flood Risk Assessment therefore accompanies the application.

- 10.158 In terms of flood risk mitigation, the proposals would reinstate the full height kerb where the crossovers were located previously, with falls directing surface water run off away from the proposed units. The submission also includes sustainable drainage features including green roofs that will slow the flows and provide treatment at source, flow restrictions to 2l/second, attenuation in the form of storage beneath the basement, and rainwater harvesting for re-use. The attenuation has been sized to cater for the 1:100 plus climate change event.
- 10.159 Local Plan Policy S9 also requires for all development proposals to adopt an integrated approach to water management which considers sustainable drainage, water efficiency, water quality and biodiversity holistically across a site and in the context of links with wider-than-site level plans. Water management must be considered as early as possible in the design process.
- 10.160 An Integrated Water Management and Sustainable Drainage Statement has been submitted which details drainage strategy, in line with the London Drainage Hierarchy. Green roofs are proposed, details of which should be secured with condition (14). Rainwater harvesting is also proposed, which is welcomed. It is noted that a rainwater harvesting plant room will be located in the basement. The rainwater harvesting system has a capacity of 26,500 litres and as the system fills it would overflow back into the surface water system and rainwater attenuation tank. The attenuation is sized independently of the rainwater harvesting demand.
- 10.161 Several other SuDS measures have been proposed including permeable paving at ground floor level, terraces with planting on upper floors as well as the green roof space - all allowing gradual release of rainwater. A maintenance plan has been proposed and submitted as required by Policy S9, Part E. The site's greenfield run-off rate should be a maximum of 8 l/s/hectare which would be a greenfield rate of 1.12 l/s for the site. The applicant has proposed a run-of rate of 2l/s to 'minimise blockages and maintenance issues'. This has been accepted by the Council's Sustainability Officer.

Circular Economy

- 10.162 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.
- 10.163 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. Policy S10, Part E requires all major developments to provide an Adaptive Design Strategy which outlines this approach.
- 10.164 The applicant has submitted a Circular Economy Statement and Adaptive Design Statement, which sets out how they will comply with a number of circular economy principles. Some further information was requested to demonstrate that all of the requirements in Policy S10 and requirements of the GLA CES Guidance had been addressed. Additional detail has now been submitted and the submission is now considered to meet policy requirements, subject to an appropriately worded condition (30) in the event of planning permission being granted. A summary narrative of how materials are reused, waste is reduced, how the proposal contributes towards the principles of circular economy and how policy expectations have been met, is provided here.
- 10.165 It has been determined that it is not feasible or viable to retain the existing buildings, which is accepted. A pre-demolition audit has been undertaken and a target has been set to divert 95% of the demolition/strip out waste from landfill. This is welcomed in line with Policy S10, Part E(vi). The audit identified various materials, including concrete, brick, plasterboard, metal and timber, as suitable for reuse or recycling. It is noted that the majority of materials will be recycled or reused elsewhere.

- 10.166 The deconstruction and reuse of materials at the end of the building's life have been considered in line with Policy S10 Part B & Part E(v). Section 5.2 of the Circular Economy report (Building in Layers Assessment) considers each building layer separately with respect to the circular economy principles. This includes several measures related to facilitating deconstruction and reuse of materials at the end of the building's life. A target of 20% of build materials to be comprised from recycled or reused content has been set (and is expected to be improved upon during the detailed design stage). This is welcomed (Policy S10, Part C requires a minimum of 10%).
- 10.167 The applicant has committed to procuring locally (where possible) and to utilise some sustainably sourced materials, such as concrete with a minimum of 30% cement replacement with GGBS. This is welcomed, in line with Policy S10, Part F. Furthermore, the BREEAM assessment also provides a useful framework for sustainable sourcing of materials. For example, the following BREEAM credits are targeted and will be implemented on the project: Mat 02 Environmental impacts from construction products; and Mat 03 Responsible sourcing of construction products.
- 10.168 To minimise construction waste in line with Policy S10, Part E(ii), the applicant sets out a target to recycle 95% of construction waste materials and further information has been provided on how this will be achieved. The development will be built in layers, which will allow elements of the building to be replaced over time, in line with Policy S10, Part E(iii). The building has also been designed with adaptability and flexibility in mind, which is supported, in line with Policy S10, Part E(iv). As such, the submission is considered acceptable, subject to further details being submitted on Adaptive Design and Circular Economy principles under condition (30).

Whole Life-Cycle Carbon

- 10.169 In addition to meeting the minimum on-site reduction targets in Part D, all major development proposals must calculate whole life-cycle carbon emissions through a nationally recognised whole life-cycle carbon assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
- 10.170 The development has been assessed against the GLA office benchmarks. Whole life-cycle carbon emissions have been calculated using One Click LCA in compliance with RICS and GLA requirements. Upfront carbon (A1-A5) has been estimated at 777 kgCO₂e/m². This improves on the GLA benchmark (950 kgCO₂e/m²) which is welcomed. The embodied carbon (A-C [exc.B6-7]) has been estimated at 1,481 kgCO₂e/m². This exceeds the GLA benchmark of 1,400 kgCO₂e/m² and aspirational benchmark of 970 kgCO₂e/m². Further information is required to set out how all opportunities to reduce embodied carbon have been considered and explored (condition 31).
- 10.171 It should be noted that GLA benchmarks are understood to exclude emissions related to refrigerants, whereas the WLC assessment undertaking includes fugitive emissions from refrigerants as per CIBSE TM65 guidance. This may help explain why the results are predicted to exceed the GLA benchmark. It should also be noted that (lifecycle) embodied carbon emissions are primarily driven by the assumed future replacement cycles (expected life expectancy) for each building element, especially MEP and finishes.
- 10.172 The previously mentioned circular economy strategies will help to reduce lifecycle emissions, for example the approach to Cat A fit out seeks to minimise future waste and unneeded strip-out. The Cat A design provides a flexible and adaptable solution by excluding internal walls, floor finishes or kitchenettes etc from the Cat A fit out, significantly lowering the potential for waste and additional carbon emissions when converting to tenant specific CAT B solutions.
- 10.173 The shell & core services design will facilitate multiple uses within the building including laboratories, offices, and light industrial manufacturing. The building will also be designed to accommodate two separate tenants on each of the floorplates. Each tenancy will be provided with their own services risers and on floor branch connections. All services that serve tenant areas shall be directly accessible from the floor plates to allow ease for the tenant to 'adopt and adapt' without impacting landlord services or other tenants' demises. Services systems will be independently accessible and maintainable/removable so that systems can generally be replaced without

destructive access or disrupting other systems. These measures will further reduce potential for future carbon intensive re-fits. This is considered acceptable subject to relevant planning conditions (31 and 32).

Summary

10.174 It is considered that the planning application would meet sustainability and energy requirements and targets, in accordance with relevant London and Local Plan Policies as outlined above, subject to relevant conditions specified in Appendix 1.

HIGHWAYS AND TRANSPORT

10.175 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.

10.176 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.

10.177 Local Plan Policy T1 states that a coherent and inclusive public realm, in conjunction with effective transport, are key elements of ensuring delivery of the Local Plan objectives. All development proposals must take into account the link between land use, transport accessibility and connectivity, and promoting journeys by physically active means, like walking or cycling. Moreover, the design of developments, including building design and internal layout, site layout, public realm and the provision of transport infrastructure, must prioritise practical, safe and convenient access and use by sustainable transport modes, namely walking, cycling and public transport and must include accessible parking provision.

10.178 Local Plan Policy T2 requires for all new developments in the borough to be designed to incentivise walking by delivering high quality public realm improvements that are secure, safe, legible, inclusive and create permeable environments. Policy T4 requires for all developments to engage positively with the public realm. Finally, Policy T5 requires for Delivery and Servicing Plans to be submitted which demonstrate how safe, clean and efficient deliveries and servicing have been facilitated and any potential impacts are to be mitigated. Delivery and Servicing Plans will need to include sufficient information detailing the delivery and servicing needs of developments, including demonstration that all likely adverse impacts have been thoroughly assessed and mitigated/prevented.

10.179 The site has a moderate access to public transport and the Public Transport Accessibility Level for the site is 2, though it is on the cusp of PTAL 4. There are a number of bus routes within walking distance of the site on York Way, Camden Park Road and Caledonian Road. Caledonian Road London Underground station as well as Caledonian Road & Barnsbury station are within a short walk of the site and Kings Cross & St Pancras stations are a 5-minute bicycle ride away.

10.180 The site also benefits from reasonable pedestrian accessibility to surrounding retail and restaurant uses, on Caledonian Road as well as York Way, which are both a short walk away. The footways along Tileyard Road are not considered to be particularly pedestrian-friendly given their narrow width and the presence of servicing and delivery vehicles parked in an ad-hoc manner on the carriageway and footways. While there is a pavement on both sides of the road, these are often

obstructed by parked vehicles or delivery goods and are interrupted by large and numerous vehicle crossovers and access routes. This application seeks to improve on this situation as outlined below.

10.181 There is a local cycle route running along York Way in close proximity to the site, though apart from some cycle for hire and bike racks further along on York Way, there is limited cycle parking infrastructure such as cycle racks or stands in the area.

10.182 The application proposes to deliver approximately 7,092sqm of commercial floorspace (of which 1,298sqm is light industrial floorspace and 5,794sqm is flexible R&D / light industrial floorspace) in a new building on a redeveloped site, which is an uplift of 4,596sqm of commercial floorspace. The transport impacts, requirements and proposed transport provision for the quantum and type of uses proposed are considered below.

Transport / Traffic Impacts

10.183 The trip generation associated with the proposed development has been calculated and provided in the Transport Assessment. The increase in daily trips to and from the site has been calculated as being approximately 800 trips in total with the vast majority of those coming to and from the site doing so by public transport, on foot and / or bicycle. There would be a negligible amount of additional car trips to the site due to the car-free nature of development in Islington, though there would be larger quantum delivery and servicing vehicles which is discussed in a subsequent section of this report. It is considered that the trips associated with the proposed uses would be relatively easily and successfully accommodated within the transport network and thus there would be no unacceptable impacts on the surrounding highways network as a result of the development.

Vehicle Parking

10.184 No vehicle parking is proposed on-site, in accordance with Policy T3, which requires for all new developments to be car free. There are two existing “business permit holders” parking spaces at the front of the site and a contribution of £8,000 would be paid to the Council for the provision of accessible parking spaces in the vicinity of the site or other accessible transport measures in the event of planning permission being granted. It is considered that there is sufficient space on Tileyard Road to deliver a number of on-street accessible parking bays if needed.

10.185 While the site only benefits from a moderate PTAL level, it is not considered that this would deter those traveling to the site from using sustainable modes of transport. The site is in close proximity to the crossroads of multiple thoroughfares within a relatively central part of London and is located within a CPZ restricting car parking during office hours.

10.186 All parking associated with delivery and servicing vehicles would be accommodated within the proposed inset delivery bay or within the off-street servicing bay provided in the neighbouring site of 22-23 Tileyard Road, secured through the s106 agreement and discussed in more detail below.

Cycling

10.187 In terms of cycling, Policy T5 of the London Plan states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. It should also secure appropriate levels of cycle parking which should be fit for purpose, secure and well located. Islington Local Plan Policy T2 requires major developments to provide cycle parking in accordance with the minimum standards set out in Appendix 4 and end-of-trip facilities for cyclists in accordance with best practice. End-of-trip facilities are required to be provided at a level proportionate to the size of the development and the required level of cycle parking.

10.188 A total of 45 long-term cycle parking spaces are proposed in the basement, including suitable and appropriate accessible cycle provision, in order to cater for the needs of staff working at the building. A total of 8 no. visitor cycle parking spaces are proposed at the front of the site, including space for accessible cycles, in accordance with London Plan and Islington Planning Policies. The

basement level also includes the required end-of-trip facilities such as shower facilities and lockers. Finally, specific planning obligations will require the submission of a final Travel Plan outlining how sustainable modes of transport would be encouraged among those coming to and going from the site.

10.189 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 Local Plan Policy T2.

Pedestrian

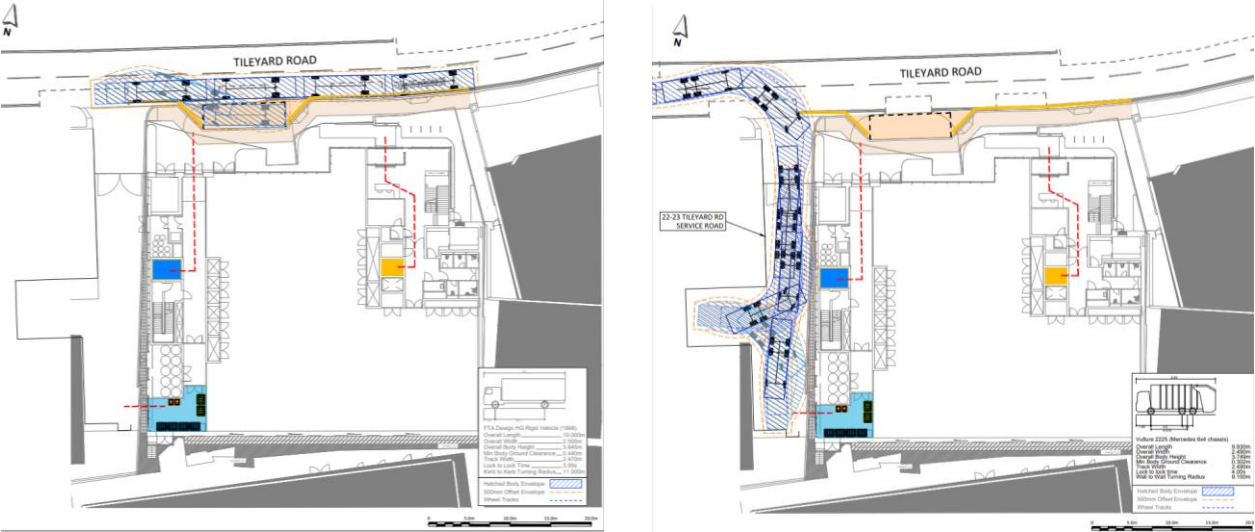
10.190 The proposal also includes improvements to the pedestrian experience and public realm, including improvements to movement across the site and access to the site as discussed above in the Inclusive Design section of this report. Local Plan Policy T4 encourages developments to create more welcoming environments for pedestrians through the creation of natural surveillance and an environment that is legible and logical to cyclists and those on foot.

10.191 It is considered that the creation of this new area of public realm with the resultant improvements to the pedestrian environment is a considerable benefit to the scheme in accordance with Local Plan Policy T2.

Servicing, Delivery and Waste Management

10.192 Local Plan Policy T5 (Delivery, Servicing and Construction) states that for commercial developments, delivery / servicing vehicles should be provided off-street wherever feasible, particularly for commercial developments over 200sqm GEA. The policy also requires for developments to make optimal use of development sites, demonstrate that servicing and delivery vehicles can enter and exit the site in forward gear and submit sufficient information detailing the delivery and servicing needs of developments, including demonstration that all likely adverse impacts have been thoroughly assessed and mitigated/prevented. Delivery and servicing bays provided should be strictly controlled, clearly signed and only used for the specific agreed purpose.

10.193 The application includes various options involving delivery and servicing on-site and off-site. Firstly, the application proposes to make alterations to the highway in order to create an in-set servicing / delivery bay. Secondly, the application proposes to utilise the consented off-street loading bay at 22-23 Tileyard Road, which is a site that is also owned by Kadans. These two servicing bays combined would cater for the servicing needs of the development. Whilst the detail of this would be agreed in relevant section 106 and section 278 agreements in the event of planning permission being granted, the principle of the loading bay which has been agreed with the Council’s Highways Team is shown in Fig 10.16 below:



(i) Inset loading bay at 18-20 Tileyard Road (ii) Off-street bay at 22-23 Tileyard Road

Fig. 10.16 Proposed Servicing / Delivery Bays

- 10.194 The application submission predicts that a worst-case scenario for the commercial building would result in approximately 20 no. one-way servicing and delivery trips, with the majority of these being by light goods vehicles. It is considered that the majority of these would be safely accommodated in the proposed in-set loading bay with the remaining delivery and servicing trips, including those made to the gas store on the ground floor, accommodated in the neighbouring loading bay at 22-23 Tileyard Road. While the neighbouring site's loading bay could potentially accommodate all of the delivery and servicing needs for both sites, the proposed in-set loading bay would be suitable for the larger vehicles and could cater for the needs of the majority of servicing and delivery to the site as well as being a resource for the wider LSIS. How the delivery and servicing strategy would function in practice would be agreed through the submission of a detailed Delivery & Servicing Management Plan required through the section 106 agreement in the event of planning permission being granted.
- 10.195 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 proposed commercial uses. The refuse store is located at basement level and will be accessible via the service entrance and goods lift. A detailed Delivery and Servicing Plan (DSP) would be required as a planning obligation through the s106 agreement in the event of planning permission being granted.

Construction Impacts

- 10.196 The proposed construction works would inevitably have some impact on the local area during the construction period. A draft Construction Management Plan has been submitted with the planning application – this demonstrates that construction is technically feasible and that consideration has been had for the impacts of the construction process on neighbouring occupiers from the outset. A final version 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 also recommended submission of a final version of a CMP outlining in detail how any impacts would be mitigated (*condition 4*).
- 10.197 A full Construction Management Plan and Construction Logistics 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 upon approval, 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.
- 10.198 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. 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 £14,184 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

- 10.199 Overall, it is considered that the application would have adequate provision for servicing, waste storage, accessibility, cycling, collections and deliveries, subject to further details and provisions

to be secured by conditions and legal agreement. The proposal would thus be acceptable and would comply with policies T5 and T6 of the London Plan 2021 and Local Plan Policies T1, T2, T3, T4 and T5.

SAFETY AND SECURITY

10.200 London Plan Policy D11 requires for new developments to create a safe and secure environment, whereas Local Plan Policies B2 and PLAN1 support new development proposals that are safe, legible and logical. The surrounding area is mainly commercial / industrial in character with a residential community to the east of the site towards Caledonian Road as well as on the other side of York Way, in the London Borough of Camden. Due to the wider crime statistics, the Metropolitan Police's Design out Crime Office (DOCO) has recommended to incorporate crime prevention measures and police-preferred, tested and certified physical security products into any new-build or major refurbishment project here.

10.201 Various recommendations have been made by the DOCO as a part of Secured by Design guidance and these would be secured by condition (15) and incorporated into the design of the proposal in the event of planning permission being granted. The submission's reference to the internal parts of the building "maintaining level access and security throughout" is considered positive, as it is possible that this building will include multiple different tenants, and without sufficient forms of access control to help to separate this, it could allow tenants from one floor into another, potentially compromising the security and potential safety of its occupants and any valuable / sensitive assets. This would form a part of Secured by Design guidance and consultation (*condition 15*) in the event of planning permission being granted.

10.202 The submitted Design & Access Statement (DAS) makes reference to a specialist gas store at the side of the site. It is positive that this store is provided at the side and does not provide direct access to persons into other parts of the site. Nonetheless, it is essential that this store has the recommended security measures to help to protect against attack/theft, whilst also maintaining the relevant fire safety and any other special measures required. It is recommended that the minimum level of security for this store is a door-set tested and certificated to appropriate standards, as this has potentially hazardous products in a store that abuts the public realm.

10.203 A number of other safety and security measures are discussed in the DAS, such as security lighting, CCTV surveillance cameras and security doors among other things and it is expected that these would form part of submissions under conditions (15 and 26) requirement and the Secured by Design accreditation in the event of planning permission being granted. The DOCO has confirmed that the above recommendations help to form a part of Secured by Design guidance and these proven crime prevention methods can help to protect a site and its occupants from crime and disorder.

FIRE SAFETY

10.204 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.

10.205 London Plan Policy D12 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.

10.206 The Fire Statement submitted with the application, has been prepared by Hoare Lea dated September 2023, and a suitably qualified Chartered Engineer has been involved in the document. 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. An assessment against the criteria of London Plan Policy D12 is provided below:

London Plan policy D12(b) requires the following detail	Response:
1. The building's construction: methods, products and materials used, including manufacturers' details	Materials include a non-combustible concrete structure which will be suitable from a fire safety point of view.
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	Means of escape capacity calculations have been undertaken in accordance with BS 9999 for the proposed storey exits and stair widths, they indicate the maximum capacity that is possible in the building.
3. Features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans	Suitable measures would be introduced, e.g. Category L2 fire detection and alarm system designed and installed in accordance with BS 5839-1:2017 will be provided to both buildings; and a sprinkler system designed in accordance with BS EN 12845:2015 will be provided at basement level, to supplement the basement mechanical smoke ventilation system.
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>Fire tender vehicle access will be provided within 18m of the dry riser inlets, which is located on the north (front) elevation of the building. The access route will meet all requirements for firefighting tender access.</p> <p>Access to the building is provided from Tileyard Road to the front of the building, as shown in Figure 3 (indicated in green).</p> <p>Where hydrants are not located within 90m to the entry point of the building, private hydrants will be provided within the site to facilitate this.</p>
5. How provision will be made within the curtilage of the site to enable fire appliances to gain access to the building	<p>Fire Service access into the building is provided via one of the two means of escape stairs shafts serving the building. As the building is less than 18m in height, no firefighting shafts are proposed.</p> <p>To ensure all areas of the building will be within 45m from a fire main outlet, on a route suitable for laying hose, dry fire main outlets are proposed at each floor..</p>

6. Ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.	Any future changes to the building will be undertaken within the context of contemporary fire safety regulation and legislation.
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10.207 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 13*) requiring the measures outlined in the Fire Statement to be adhered to in the event of planning permission being granted.

PLANNING OBLIGATIONS AND CIL

10.208 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.

10.209 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.

10.210 Policy ST1 (Infrastructure Planning and Smarter City Approach) of the Local Plan states the Council will identify and deliver the infrastructure required to support development growth over the plan period and enable effective delivery of the Local Plan objectives. Further details of planning obligations are set out in the relevant sections of this report, and as a full list in Appendix 1.

10.211 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).
- Section 278 (highways) agreement to be agreed and secured prior to commencement;
- Compliance with the Council's Code of Local Procurement;
- Compliance with Code of Employment and Training;
- The submission of an agreed Employment & Training Strategy;
- Carbon offsetting contribution of £96,900;
- Future connection safeguarded / secured (Energy network) (as covered within the application submission);
- Code of construction monitoring fee £14,184;

- 4 x construction placements or employment/training contribution of £15,000.
- Employment and training contribution of £20,833 for local residents;
- 4 x accessible parking bays or an accessible transport contribution of £8,000;
- A contribution of £1,393,595 towards the delivery of affordable workspace off-site;
- The submission of an agreed Employment & Training Strategy;
- Submission of draft Green Performance Plan;
- Submission of an agreed Energy Strategy;
- Submission of an agreed Servicing & Delivery Strategy;
- Approval of final Travel Plan within 6 months of first occupation;
- Associated legal fees.

SUMMARY AND PLANNING BALANCE ASSESSMENT

10.212 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”*.

10.213 The proposed development is considered acceptable in principle and in land use terms and the scheme is considered to be compliant with London Plan Policy. The proposal is also considered to have multiple benefits including an increase in high quality R&D floorspace, a financial contribution towards the delivery of affordable workspace, and employment and training benefits, which go beyond policy requirements and have been welcomed by the Council’s Inclusive Economy Team as coherent and positive, as well as an overall uplift in commercial floorspace with a significant increase in employment potential alongside an intensification of industrial uses, which would be secured by condition in the event of planning permission being granted. Moreover, the proposal includes a high quality design with a more active frontage and a better relationship with the street, an improved public realm, landscaping and significant urban greening.

10.214 There are some conflicts with planning policy, notably the proposal’s failure to meet specific energy and sustainability targets including the operational energy and consequent carbon emissions reductions, which fail to meet policy expectations. However, it is considered that sufficient justification has been provided that the energy intensive use proposed may render the targets unachievable in this instance (subject to further detail required by condition as detailed in the report) and that non-compliance with policy here is, on balance, outweighed by the benefits outlined above and in the main body of this report. The planning application is also considered to comply with relevant standards relating to transport, inclusive design, safety and security.

10.215 On balance, the application is considered to be in accordance with the Development Plan and is, therefore, recommended for approval subject to appropriate conditions and planning obligations set out in Appendix 1 of this report.

CONCLUSION

10.216 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** and subject to any direction by the Mayor of London.

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;
- Section 278 agreement to make changes to the highways network, to deliver a loading bay with a dropped kerb at the front of the site with associated reprovision of the existing footway behind the bay and associated localised changes to parking controls;
- Compliance with the Council's Code of Local Procurement;
- Compliance with Code of Employment and Training;
- The submission of an agreed Employment & Training Strategy outlining how the proposed development would: support local businesses, encourage target groups into innovation, science and technology, provide employment and training opportunities for local people, collaborate with LBI's Inclusive Economy Team and the LIFT programme and support SMEs with the aim of delivering on wider Council employment and training objectives;
- Carbon offsetting contribution of £96,900;
- 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.
- Compliance with Islington's Code of Practice for Construction Sites and monitoring costs of £14,184 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: 4. 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: £20,000

- Employment and training contribution of £20,833 to improve the prospects of local people accessing new jobs created in the proposed development;
- An off-site contribution of £1,393,595 towards the delivery of affordable workspace;
- The provision of 4 accessible parking bays or a contribution of £8,000 towards accessible transport measures;
- Submission of draft Green Performance Plan;
- Submission of an agreed Energy Strategy, including Shred network with neighbouring site at 22-23 Tileyard Road;
- Submission of an agreed Servicing and Delivery Strategy utilising the consented loading bay at the neighbouring site of 22-23 Tileyard Road;
- Submission of draft Travel Plan and approval of final Travel Plan within 6 months of first occupation;
- 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
	CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.

	<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>
<p>2</p>	<p>Approved Plans List</p>
	<p>DRAWING AND DOCUMENT NUMBERS: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p>EXISTING SITE PLAN-TYD-DMA-ZZ-00-D-A-011000, SCALE 1:200, SIZE A1, REVISION P6 LOCATION PLAN-TYD-DMA-ZZ-00-D-A-011002, SCALE 1:250, SIZE A4, REVISION P4 PROPOSED SITE PLAN-TYD-DMA-ZZ-00-D-A-012000, SCALE 1:100, SIZE A1, REVISION P7 EXISTING GROUND FLOOR PLAN-TYD-DMA-ZZ-00-D-A-020000, SCALE 1:100, SIZE A1, REVISION P3 EXISTING FIRST FLOOR PLAN-TYD-DMA-ZZ-01-D-A-020001, SCALE 1:200, SIZE A1, REVISION P1 PLANNING FLOOR PLAN-B1 LEVEL-TYD-DMA-ZZ-B1-D-A-029100, SCALE 1:100, SIZE A1, REVISION P3 PLANNING FLOOR PLAN-B1 LEVEL-TYD-DMA-ZZ-00-D-A-029101, SCALE 1:100, SIZE A1, REVISION P4 PLANNING FLOOR PLAN-00 LEVEL-TYD-DMA-ZZ-01-D-A-029102, SCALE 1:100, SIZE A1, REVISION P7 PLANNING FLOOR PLAN-01 LEVEL-TYD-DMA-ZZ-02-D-A-029103, SCALE 1:100, SIZE A1, REVISION P7 PLANNING FLOOR PLAN-02 LEVEL-TYD-DMA-ZZ-03-D-A-029104, SCALE 1:100, SIZE A1, REVISION P7 PLANNING FLOOR PLAN-03 LEVEL-TYD-DMA-ZZ-04-D-A-029105, SCALE 1:100, SIZE A1, REVISION P7 PLANNING FLOOR PLAN-04 LEVEL-TYD-DMA-ZZ-05-D-A-029106, SCALE 1:100, SIZE A1, REVISION P6 PLANNING FLOOR PLAN-05 LEVEL-TYD-DMA-ZZ-RF-D-A-029107, SCALE 1:100, SIZE A1, REVISION P4 EXISTING ELEVATIONS NORTH AND SOUTH-TYD-DMA-ZZ-ZZ-D-A-030000, SCALE 1:100, SIZE A1, REVISION P1 EXISTING ELEVATIONS WEST-TYD-DMA-ZZ-ZZ-D-A-030001, SCALE 1:100, SIZE A1, REVISION P1 PLANNING PROPOSED NORTH ELEVATION-TYD-DMA-ZZ-ZZ-D-A-039001, SCALE 1:100, SIZE A1, REVISION P8 PLANNING PROPOSED WEST ELEVATION-TYD-DMA-ZZ-ZZ-D-A-039002, SCALE 1:100, SIZE A1, REVISION P8 PLANNING PROPOSED EAST ELEVATION-TYD-DMA-ZZ-ZZ-D-A-039003, SCALE 1:100, SIZE A1, REVISION P7 PLANNING PROPOSED SOUTH ELEVATION-TYD-DMA-ZZ-ZZ-D-A-039004, SCALE 1:100, SIZE A1, REVISION P7 PLANNING PROPOSED SECTION A-A-TYD-DMA-ZZ-ZZ-D-A-049001, SCALE 1:100, SIZE A1, REVISION P5 PLANNING PROPOSED SECTION B-B-TYD-DMA-ZZ-ZZ-D-A-049002, SCALE 1:100, SIZE A1, REVISION P5 PLANNING PROPOSED SECTION C-C-TYD-DMA-ZZ-ZZ-D-A-049003, SCALE 1:100, SIZE A1 REVISION P5 PLANNING PROPOSED SECTION D-D-TYD-DMA-ZZ-ZZ-D-A-049004, SCALE 1:100, SIZE A, REVISION P5 SECTION OF DARTMOUTH HILL VIEW CORRIDOR-TYD-DMA-ZZ-ZZ-D-A-041101, SCALE 1:100, SIZE A1, REVISION P1 HARD LANDSCAPING PLAN-TYD-DMA-ZZ-ZZ-D-A-079000, SCALE 1:100, SIZE A1, REVISION P2 DESIGN AND ACCESS STATEMENT-TYD-DMA-XX-XX-RP-A-000004, SCALE NTS, SIZE A3, REVISION P2 DESIGN AND ACCESS STATEMENT- ADDENDUM-TYD-DMA-XX-XX-RP-A-000010, SCALE NTS, SIZE A3, REVISION P4</p> <p>Cover Letter by Gerald Eve dated April 2024 Town Planning Statement by Gerald Eve dated April 2024 Health Impact Assessment by Gerald Eve dated Townscape and Visual Impact Assessment by HarrisonStevens dated April 2024 Appendix 1 – Verified View Image Document by HarrisonStevens dated October 2024 Statement of Community Involvement by Connect Sustainability & Energy Statement including Sustainable Design and Construction Statement (Revision 03) by Hoare Lea dated April 2024 Energy Strategy Addendum Note by Hoare Lea dated July 2024</p>

	<p>Circular Economy and Adaptive Design Statement (Revision 02) by Hoare Lea dated April 2024 Green Performance Plan (Revision 03) by Hoare Lea dated April 2024 Whole Life Carbon Report (Revision 02) by Hoare Lea dated April 2024 Flood Risk Assessment, Integrated Water Management and Sustainable Drainage Statement by HDR dated April 2024 Fire Safety Statement (Rev02) by Hoare Lea Air Quality and Air Quality Neutral Assessment (Revision 04) prepared by Hoare Lea dated April 2024 Noise Impact Assessment (Revision 05) by Hoare Lea dated March 2024 Daylight and Sunlight Note prepared by Anstey Horne dated April 2024 Transport Assessment by Steer dated April 2024 Framework Travel Plan by Steer dated April 2024 Delivery and Servicing Plan by Steer dated April 2024 Construction Management Plan by PSK dated April 2024 Geo-environmental Desk Study by HDR dated April 2024 Basement Structural Method Statement by HDR dated April 2024 Pre-Redevelopment Audit by HDR dated April 2024 Demolition and Environmental Management Plan by REDHAMMER DEMOLITION LIMITED dated July 2024 Ventilation and Extraction Statement (Revision P04) by Hoare Lea dated April 2024 Preliminary Ecological Appraisal by Greengage dated March 2023 Bat Survey by Greengage dated August 2023 Biodiversity Impact Assessment by Greengage dated April 2024</p> <p>REASON: To comply with Section 70(1)(a) of the Town and Country Act 1990 as amended and the Reason for Grant and also for the avoidance of doubt and in the interest of proper planning.</p>
<p>3</p>	<p>Materials (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 any superstructure work commencing on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) Curtain wall glazing with powder coated aluminium frame and any other glazing to be used; b) Architectural metal work; c) Translucent plant screen and any other relevant roof materials to be used; d) Powder coated metal balustrading to recessed upper floors; e) Precast polished concrete cladding (incl. colour study) and precast concrete fins; f) Any render to be used; g) Green Procurement Plan; and h) 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>
<p>4</p>	<p>Construction Management and Logistics Plan</p>

	<p>CONDITION: No construction works shall take place unless and until a Construction Methodology / Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The reports shall assess the impacts during the construction phase of the development on surrounding streets 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. The plan should also include noise and vibration monitoring equipment within the neighbouring site of 17-23 Vale Royal.</p> <p>The development shall be carried out strictly in accordance with the approved documents throughout the construction period.</p> <p>REASON: This condition has a prior to commencement trigger in the interests of residential amenity, highway safety, railway infrastructure and the free flow of traffic on streets, and to mitigate the impacts of the development.</p>
5	Plumbing (No pipes to outside of building)
	<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>
6	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>
7	Standby Plant (Details and Compliance)
	<p>CONDITION: Prior to occupation of the development hereby approved, a written code for the management of noise from emergency plant and equipment shall be submitted and approved in writing by the Local Planning Authority.</p> <p>The code shall be fully implemented and operated at all times in accordance with the approved details. The management code shall identify measures to reduce the impact of the noise on the community.</p> <p>REASON: To ensure that the operation of the generator does not impact on residential amenity.</p>
8	Air Quality (Details and Compliance)

	<p>CONDITION: An air quality report assessing the impacts of the extraction system shall be submitted to and approved in writing by the Local Planning Authority prior to the use of the system commencing on site.</p> <p>The report shall assess impacts from odours, fumes and emissions during the operational phase of the laboratory use on nearby residents and other occupiers, along with re-entrainment, together with means of mitigating any identified impacts.</p> <p>The extraction system 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: in the interests of protecting residential amenity.</p>
9	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>
10	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 9. 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>The report shall also include details of how the plant is checked upon installation and regularly checked, maintained and serviced thereafter to ensure noise levels do not rise or acoustic character such as tonality, intermittency, impulsivity or other acoustic character develop.</p> <p>REASON: To ensure the protection of neighbouring amenity in terms of noise and vibration.</p>
11	Internal Lighting (Details)
	<p>CONDITION: Details of measures to adequately mitigate light pollution affecting neighbouring residential properties and character/appearance of the area shall be submitted to and approved in writing by the Local Planning Authority and subsequently implemented prior to first occupation of the development hereby permitted. These measures might include:</p> <ul style="list-style-type: none"> - Automated roller blinds; - Lighting strategies that reduce the output of luminaires closer to the façades; - Light fittings controlled through the use of sensors. <p>The approved mitigation measures shall be implemented strictly in accordance with the approved details and shall be permanently maintained thereafter.</p> <p>REASON: In the interests of the neighbouring amenities of the occupants of adjacent commercial and residential properties.</p>
12	Class E Restrictions (Compliance)

	<p>CONDITION: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or the provisions of any Order revoking and re-enacting that Order, no change of use of the approved E(g)(ii) and E(g)(iii) floorspace to any other use within Class E of the Schedule to the Town and Country Planning (Use Class) Order 1987 as amended 2005 (or the equivalent use within any amended/updated subsequent Order) or any other uses within any other use Class (such as under Schedule 2, Part 3, Class MA the Town and Country Planning (General Permitted Development) Order 2015, shall take place unless otherwise agreed in writing by the Local Planning Authority.</p> <p>The development shall incorporate a minimum of 1,298sqm (GIA) of Class E(g)(iii) floorspace and no change therefrom shall take place unless agreed in writing by the Local Planning Authority.</p> <p>REASON: For the avoidance of doubt and to ensure that the Local Planning Authority can control the use of the building to these specific uses only, in order to protect the supply of light industrial floorspace and to retain control over the change of use of the building in the future.</p>
13	<p>Fire Safety Strategy (Details/Compliance)</p>
	<p>CONDITION: The details and measures set out in the Fire Safety Statement (Rev 02) prepared by Hoare Lee 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. 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>
14	<p>Green Roof (Details)</p>
	<p>CONDITION: Notwithstanding the plans hereby approved, a biodiversity (green/brown roofs) strategy demonstrating how green/brown roofs have been reasonably maximised across the site shall be submitted to and approved in writing by the Local Planning Authority prior to the relevant works commencing on site.</p> <p>The biodiversity (green/brown roofs) strategy shall also include the following details:</p> <ul style="list-style-type: none"> a) substrate base depth; b) laid out in accordance with plans hereby approved; and c) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum); d) details of a maintenance plan <p>The biodiversity (green/brown) roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency. The biodiversity roofs shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
15	<p>Secured by Design (Compliance)</p>

	<p>CONDITION: Prior to the occupation of the development hereby approved, the development shall achieve Secured by Design accreditation.</p> <p>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>
16	BREEAM (Details)
	<p>CONDITION: Within 6 months of the completion of the development, achieve a final (post-construction stage) certified rating of Excellent as part of a fully fitted assessment within BREEAM New Construction 2018, and demonstrate reasonable endeavours to achieve an Outstanding rating.</p> <p>Demonstrating achievement of an equivalent scheme standard would be acceptable, in which case a five-star rating would be required, plus reasonable endeavours to achieve six-star rating.</p> <p>A 'verification stage' certification at post-occupancy stage must also be achieved.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
17	Restriction of PD Rights- Class E to residential (Compliance)
	<p>CONDITION: Notwithstanding the provisions of Schedule 2, Part 3, Class MA the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modifications), no change of use from Class E (commercial, business and service) to a use falling within Class C3 (dwellinghouses) shall take place 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	Inclusive Design (Compliance and Details)
	<p>CONDITION: Notwithstanding the plans hereby approved, further details regarding the building approach as well as horizontal and vertical circulation shall be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development. These plans shall evidence the following design details:</p> <ul style="list-style-type: none"> (i) All principal entrances to the development are operated with manual opening power of 30N or less (ii) All doors leading to the cycle storage facility are automated, operated by a push button located conveniently for users leading their bikes in or out of the building (iii) Audio-video entry phones linked to the reception desk shall be provided at all entrances to the building. (iv) Reception and inclusive internal access gates details. (v) Accessible bathroom and kitchenette details. (vi) Details of all lifts and stairs introduced, dimensions of the lift cars, emergency intercoms provided for evacuation lifts, dimensions of landings, rising and goings, stair nosing providing slip-resistant finishes, and details of any handrails provided. (vii) Details of mobility scooter charging points.

	<p>The development shall be implemented strictly according with such plans submitted.</p> <p>REASON: To ensure the development is of an inclusive design in accordance with Local Plan Strategic Policy PLAN1 and Inclusive Design in Islington SPD.</p>
19	No Obscure Glazing or Vinyl Graphics (Compliance)
	<p>CONDITION: No obscure films/glazing or vinyl graphics shall be applied on the front elevations to the commercial floorspace unless otherwise agreed by the Local Planning Authority.</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>
20	Cycle Parking (Details and Compliance)
	<p>CONDITION: Notwithstanding the plans hereby approved, details of bicycle storage areas, including cycle parking product specification, which shall be secure and accessible and account for no less than 45No. long-stay bicycle spaces and no less than 8No. short-term cycle parking spaces 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>
21	Solar PVs (Details and Compliance)
	<p>CONDITION: Prior to the commencement of superstructure 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>
22	Bird & Bat Boxes (Details)
	<p>CONDITION: Notwithstanding the approved plans, prior to commencement of superstructure 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>
23	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"> (i) Details of all street furniture provided, ensuring sufficient tonal contrast (at least 30 LRV point difference between the furniture and the paving/flooring materials), tapping rails where appropriate, as well as seating providing both arm and back rest in line with the Inclusive Landscape Design SPD. Street furniture proposed shall not contribute to pavement clutter. (ii) Details of all hard surfacing and paving materials; (iii) Details of any trees proposed or justification for not providing any trees; (iv) All soft landscaping features, including vertical greening, plants and shrubs and specifications for operations associated with plant establishment and maintenance that are compliant with best practise; (v) Types and dimensions of all boundary treatments; (vi) A plan showing gradients and step-free access suitable for wheelchair users to the entrances of the buildings; (vii) Details as to how the landscaping design and materials would result in maximum passive on-site sustainable urban drainage (SUDS), including details of rainwater and greywater recycling; (viii) Details of balustrades, floor finishes and thresholds provided in line with Approved Documents K and M of Building Regulations, and access doors operated with manual opening power of 30N or less. <p>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>REASON: To ensure that development safeguards and enhances the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to ensure the development is of an inclusive design in accordance with Local Plan Strategic Policy PLAN1, Inclusive Landscape Design DPD, and Inclusive Design in Islington SPD.</p>
24	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>
25	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 any superstructure 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 how the scheme will aim to achieve a greenfield run off rate (8L/sec/ha) unless otherwise agreed in writing. 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>
26	Lighting and CCTV (Details and Compliance)
	<p>CONDITION: Details of any general / security lighting and CCTV measures shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Met Police, prior to the superstructure 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 as well as CCTV where appropriate and hours of operation.</p> <p>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 be suitable for the visually impaired, to not adversely impact neighbouring residential amenity, to ensure safety and security, and to not adversely affect biodiversity as well as being appropriate to the overall design of the building.</p>
27	Energy Strategy (Compliance)
	<p>CONDITION: Notwithstanding the details hereby approved, an updated Energy Statement must be submitted to and approved in writing by the Local Planning Authority:</p> <p>a) prior to superstructure works commencing; and b) prior to occupation stage.</p> <p>The updated Energy Statement must include:</p> <p>(i) a robust justification of the proposal's strategic approach to energy; (ii) a methodical structure to reflect each stage of the energy hierarchy framework, providing both a narrative and an assessment of regulated and unregulated carbon emissions savings at each stage; (iii) how the proposal has gone as far as possible to reduce regulated and unregulated on-site emissions based on the final quantum/proportions of writeup and laboratory floorspace; (iv) how energy consumption of specialist laboratory equipment has been included within modelling, plus measures taken to minimise their energy consumption; (v) how further regulated and unregulated carbon reductions have been achieved, beyond those originally stated at application stage; (vi) how the proposed design will reduce the reliance on air conditioning and active ventilation systems in accordance with the cooling hierarchy specified in Policy S6 Part B and if demonstrated robustly that meeting the cooling hierarchy requirements is not feasible,</p>

	<p>the use of heat recovery systems (both ventilation and water) must be explored and implemented to the strongest extent in order to achieve greater carbon reductions; (vii) how innovative energy saving measures to minimise carbon emissions have been adopted;</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom unless otherwise specified in writing by the Local Planning Authority.</p> <p>REASON: The revised and updated details and designs will ensure that regulated and unregulated carbon emissions associated with the proposed development are minimised to the greatest extent possible, in accordance with the requirements of Islington's Strategic and Development Management Policy S4 and is in accordance the requirements of Strategic and Development Management Policy S6 in relation to the cooling hierarchy.</p>
28	Roof-Level Structures (Details)
	<p>CONDITION: Details of any roof-level structures (including lift over-runs, flues/extracts, plant, photovoltaic panels and window cleaning apparatus) shall be submitted to and approved in writing by the Local Planning Authority prior to the relevant part of the development commencing.</p> <p>The details shall include a justification for the height and size of the roof-level structures, their location, height above roof level, specifications and cladding.</p> <p>The filter systems of the approved flue / extraction units shall be regularly maintained and cleaned; and any filters and parts requiring cleaning or replacement shall be easily accessible.</p> <p>The 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. No roof-level structures shall be installed other than those approved.</p> <p>REASON: In the interests of good design and also to ensure that the Local Planning Authority may be satisfied that any roof-level structures do not have a harmful impact on the surrounding area.</p>
29	Basement Excavation (Compliance)
	<p>CONDITION: The development shall be constructed in accordance with the approved Basement Structural Method Statement dated 8th April 2024, unless otherwise agreed in writing.</p> <p>The certifying professional that endorsed the Structural Method Statement (or a suitably qualified Chartered Civil Engineer (MICE) or a Chartered Structural Engineer (MIStruct.E) with relevant experience shall be appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with Council's Basement Development SPD.</p> <p>REASON: To ensure that structural stability has been evaluated by a suitably qualified and experienced professional.</p>
30	Circular Economy / Adaptive Design (Details and Compliance)
	<p>CONDITION: Prior to the commencement (excluding demolition) of the development hereby approved an updated Circular Economy and Adaptive Design Statement shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The updated assessment shall include:</p>

	<ul style="list-style-type: none"> • Further details on how the pre-demolition audit recommendations on material re-use will be incorporated within the development; • A sustainable sourcing strategy; and • Details of the EPDs for relevant materials. <p>The details and measures specified within the updated Circular Economy and Adaptive Design 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>
31	Whole Life Carbon (Details and Compliance)
	<p>CONDITION: Prior to commencement of the works (excluding demolition) hereby approved, an updated Whole Life Carbon Assessment shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The updated assessment shall include/address:</p> <ul style="list-style-type: none"> • Further carbon reduction quantification through the detailed design stage material selection and specification; • Completed Updated GLA Whole Life-Cycle Carbon Assessment; • Details of how opportunities for retaining and refurbishing/re-purposing existing buildings, materials and other resources on site have been maximised to reduce the need for new materials; • Details of life cycle of embodied carbon and finite resources relating to the enabling works stage and end of life approach; • Details of the applicant's Principals of Sustainable Procurement and details of specific measures being taken on the site for specification and sourcing of materials; • Cost premiums, supply chain limits and structural constraints for the proposal and implications of Key Performance Indicators not being met; and • Updated targets for Bill of Materials; • Full details of how the following will be achieved: <ul style="list-style-type: none"> A) Concrete – optimising cement replacement with concrete mixes (% GGBS) within sub / superstructure, and pre-cast elements; B) Steel – prioritising steel electric arc furnace (EAF) steel for suitable sections; C) Recycled Aluminium – optimising recycled content of aluminium within façade panels / frames; and D) MEP – maximising recycled content of metalwork items (ductwork, etc). <p>REASON: The revised and updated details and designs will ensure that the embodied carbon emissions associated with the proposed development, taking into account the materials quantities and loads, operational energy consumption of the built scheme, with total emissions estimated and compared to the GLA benchmarks are reduced, having regard to GLA benchmarks in accordance with Policy S4 of the Local Plan.</p>
32	Whole Life Carbon Post-construction (Details)
	<p>CONDITON: Prior to first occupation of the development hereby approved, a Whole Life Carbon Post-Construction Assessment report shall be submitted and approved in writing by the Local Planning Authority.</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>
33	<p>UGF and Biodiversity measures (Compliance)</p> <p>CONDITION: The biodiversity measures and ecological enhancements identified in the submitted the Biodiversity Impact Assessment by Greengage dated April 2024 shall contribute towards a minimum Urban Greening Factor of 0.3 within the application site and be implemented prior to the occupation of the development hereby approved.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interests of biodiversity and ecological enhancements.</p>
34	<p>Signage (Details and Compliance)</p> <p>CONDITION: Details of all external and wayfinding signage for the development, providing high tonal contrast of at least 30 LRV point difference, shall be submitted and approved in writing by the Local Planning Authority.</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 clearly legible, welcoming and inviting.'</p>
35	<p>Contaminated Land (Details and Compliance)</p> <p>CONDITION: Prior to the commencement of development (excluding demolition) the following assessment in response to the NPPF and in accordance with Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) and BS10175:2011+A2:2017 shall be submitted to and approved in writing by the Local Planning Authority:</p> <p>a) A land contamination investigation.</p> <p>investigation shall be based upon and target the risks identified in the approved preliminary risk assessment and shall provide provisions for, where relevant, the sampling of soil, soil vapour, ground gas, surface and groundwater. All works must be carried out in compliance with and by a competent person who conforms to Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) or the current UK requirements for sampling and testing.</p> <p>Following the agreement to details relating to point a); details of the following works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site:</p> <p>b) A remediation method statement of any necessary land contamination remediation works arising from the land contamination investigation.</p> <p>This statement shall detail any required remediation works and shall be designed to mitigate any remaining risks identified in the approved site investigation. The development shall be carried out strictly in accordance with the investigation and any scheme of remedial works so approved and no change therefrom shall take place without the prior written approval of the Local Planning Authority. If, during development, contamination not previously identified</p>

	<p>is found to be present at the site, the Council is to be informed immediately and no further development (unless otherwise agreed in writing by the Council) shall be carried out until a report indicating the nature of the contamination and how it is to be dealt with is submitted to, and agreed in writing by, the Council. All works must be carried out in compliance with and by a competent person who conforms to Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) or the current UK requirements for sampling and testing.</p> <p>c) Following completion of measures identified in the approved remediation scheme a verification report, that demonstrates the effectiveness of the remediation carried out, must be produced which is subject to the approval in writing of the Local Planning Authority in accordance with part b). This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement. All works must be carried out in compliance with and by a competent person who conforms to Land Contamination Risk Management (LCRM) guidance (Environment Agency as updated 2021) or the current UK requirements for sampling and testing.</p> <p>REASON: The trigger of this condition is prior to commencement in the interest of health and safety and mitigating against potential land contaminants.</p>
36	Containment Level (Details and Compliance)
	<p>CONTAINMENT LEVEL: The use of the research and development floorspace hereby approved, shall be limited to containment level CL2, unless an alternative containment level and associated management procedures are agreed in writing with the local authority.</p> <p>The development shall be carried out in accordance with the agreed management procedures and no change therefrom shall take place unless agreed in writing with the Local Planning Authority.</p> <p>REASON: In the interests of protecting the environment and residential amenity.</p>

List of Informatives:

1	Section 106 agreement
	You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.
2	Construction Works
	Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday, excluding event days including football games, where the site must not be operational 2.5 hours prior to kick-off 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.
3	Highway Requirements
	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

	<p>agreements relating to the above need to be in place prior to works commencing. 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: charge for occupation of highway. Licenses can be gained through streetworks@islington.gov.uk. 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>
4	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 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>
5	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>
6	Thames Water (2)
	<p>A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p>
7	Definition of Superstructure and Practical Completion
	<p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
8	Alterations to the highway

	<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. All lighting works to be conducted by Islington Council Highways Lighting. Any proposed changes to lighting layout must meet the approval of Islington Council Highways Lighting. NOTE: All lighting works are to be undertaken by the PFI contractor not a nominee of the developer. Consideration should be taken to protect the existing lighting equipment within and around the development site. Any costs for repairing or replacing damaged equipment as a result of construction works will be the responsibility of the developer, remedial works will be implemented by Islington's public lighting at cost to the developer. Contact streetlights@islington.gov.uk Any damage or blockages to drainage will be repaired at the cost of the developer. Works to be undertaken by Islington Council Highways Service. Section 100, Highways Act 1980. Water will not be permitted to flow onto the public highway in accordance with Section 163, Highways Act 1980 Public highway footway cross falls will not be permitted to drain water onto private land or private drainage.</p>
<p>9</p>	<p>Diesel Generator Management Code</p>
	<p>The Management code shall include measures to address the following matters:</p> <ol style="list-style-type: none"> 1. The testing of equipment not to take place between the hours of 1800 and 0800 on any day, and not at any time on Sundays, Bank Holidays or after 1300 on a Saturday. 2. The duration of the testing shall be minimized, be commensurate with the test requirements and not to exceed one hour. 3. A list of potential residential receptors to be drawn up and those receptors to be given advance written notification of the time and date of the test. 4. The acoustic design and control of the fixed plant and equipment to meet a criterion of a rating level, measured or calculated at 1m from the façade of the nearest noise sensitive premises, of not more than 5dB(A) above the existing background noise level (LA90). The rating level to be determined as per the guidance provided in BS 4142:2014+A1:2019. 5. A report to be commissioned by the applicant, using an appropriately experienced & competent person, to assess the noise from the plant and machinery. The report is to be submitted to, and approved in writing by the Local Planning Authority, and any noise mitigation measures shall be installed before the commencement of the use hereby permitted and permanently retained thereafter.”

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 2023 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 2023
- National Planning Practice Guidance (on-line and regularly updated)

2. Development Plan

The Development Plan is comprised of the London Plan 2021, Islington Strategic and Development Management Policies 2023 and Site Allocations 2023. 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 GG1 – Building strong and inclusive communities
- Policy GG2 - Making the best use of land
- Policy GG5 – Growing a good economy
- Policy SD10 – Strategic and local regeneration
- Policy D1 - London’s form, character and capacity for growth
- Policy D3 – Optimising site capacity through design-led approach
- Policy D4 - Delivering good design
- Policy D5 - Inclusive design
- Policy D8 – Public realm
- Policy D9 – Tall buildings
- Policy D12 – Fire Safety
- Policy D14 – Noise
- Policy E1 - Offices
- Policy E2 - Providing suitable business space
- Policy E7 – Industrial intensification, co-location and substitution
- Policy HC1- Heritage conservation and growth
- Policy G1 – Green infrastructure
- Policy G5 – Urban greening
- Policy G6 – Biodiversity and access to nature
- Policy G7 – Trees and woodlands
- Policy SI 2- Minimising greenhouse gas emission
- Policy SI 4 – Managing heat risk
- Policy SI 5 – Water infrastructure
- Policy SI 12 – Flood risk management
- Policy SI 13 – Sustainable drainage
- Policy T2 – Healthy Streets
- Policy T3 – Transport capacity, connectivity and safeguarding
- Policy T4 – Assessing and mitigating transport impacts
- Policy T5 – Cycling
- Policy T6 – Car parking
- Policy T7 – Deliveries, servicing and construction

B) Islington's Strategic and Development Management Policies

Area Spatial Strategies

Policy SP3 – Vale Royal / Brewery Road Locally Significant Industrial Site

Inclusive Economy

Policy B1 – Delivering business floorspace

Policy B2 – New business floorspace

Policy B3 – Existing business floorspace

Policy B4 – Affordable workspace

Policy B5 – Jobs and training opportunities

Green Infrastructure

Policy G1 – Green Infrastructure

Policy G4 – Biodiversity, landscape design and trees

Policy G5 – Green roofs and vertical greening

Sustainable Design

Policy S1 – Delivering Sustainable Design

Policy S2 - Sustainable Design & Construction

Policy S3 – Sustainable Design Standards

Policy S4 – Minimising greenhouse gas emissions

Policy S6 – Managing heat risk

Policy S7 – Improving Air Quality

Policy S9 – Integrated Water Management and Sustainable Design

Policy S10 – Circular Economy and Adaptive Design

Public Realm and Transport

Policy T1 - Walking and cycling

Policy T2 - Vehicle parking

Policy T3 – Delivery and servicing

Policy T4 – Public realm

Policy T5 – Delivery, servicing and construction

Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

London Plan

- Accessible London (2016)
- Optimising Site Capacity: A Design-led approach (2023)
- Industrial Land and Uses (2024)
- Energy Planning Guidance (2022)
- Circular Economy Statement Guidance (2022)

Islington SPG/SPD

- Urban Design Guide (2019)
- Environmental Design (2012)
- Inclusive Design SPD
- Planning obligations SPD
- Basement Development SPD (2016)