

PLANNING COMMITTEE REPORT



ISLINGTON

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

PLANNING COMMITTEE	AGENDA ITEM NO:
Date: 5 December 2017	

Application number	P2016/4805/FUL
Application type	Full Planning Application
Ward	Caledonian
Listed building	Locally Listed (Nos. 10 & 12 All Saints Street)
Conservation area	Regent's Canal West (Nos. 10 & 12 All Saints Street only)
Development Plan Context	Employment Growth Area (General)
Licensing Implications	None
Site Address	Regents Wharf, 10,12,14,16 and 18 All Saints Street, Islington, London N1 9RL
Proposal	Redevelopment of the site at Regent's Wharf including the refurbishment and extension of 10-12 Regent's Wharf (including part one/part two storey roof extension) to provide additional Class B1 business floorspace with ancillary flexible Class A1/A3 (retail/restaurant) and flexible Class A1/B1/D1 (retail/business/non-residential institutions) floorspace at ground floor level; demolition of 14, 16 and 18 Regent's Wharf and erection of a part 5 and part 6 storey building with rooftop plant enclosure providing Class B1(a) office floorspace and flexible Class A1/A3/B1/D1/D2 (retail/restaurant & café/business/non-residential institutions/assembly & leisure) floorspace at ground floor; and associated hard and soft landscaping.

Case Officer	Simon Greenwood
Applicant	Regent's Wharf Property Unit Trust
Agent	DP9 – Miss Melanie Wykes

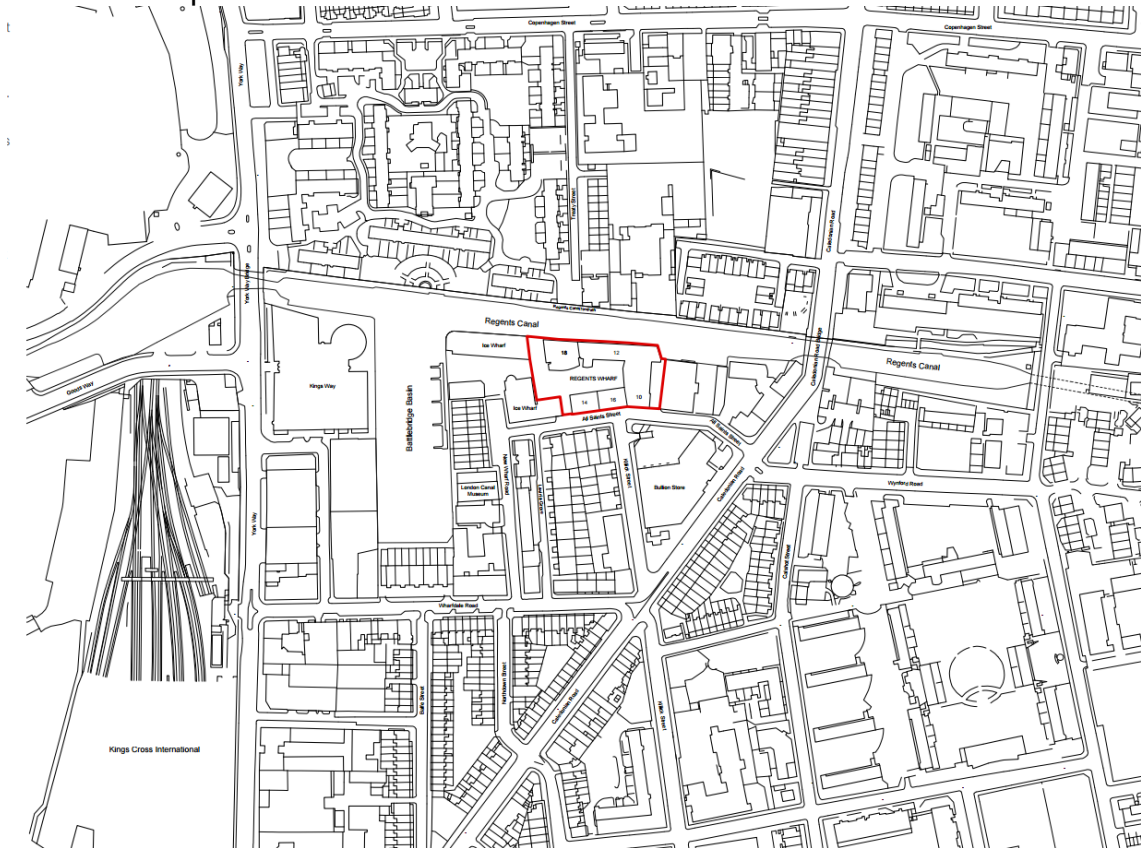
1. RECOMMENDATION

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

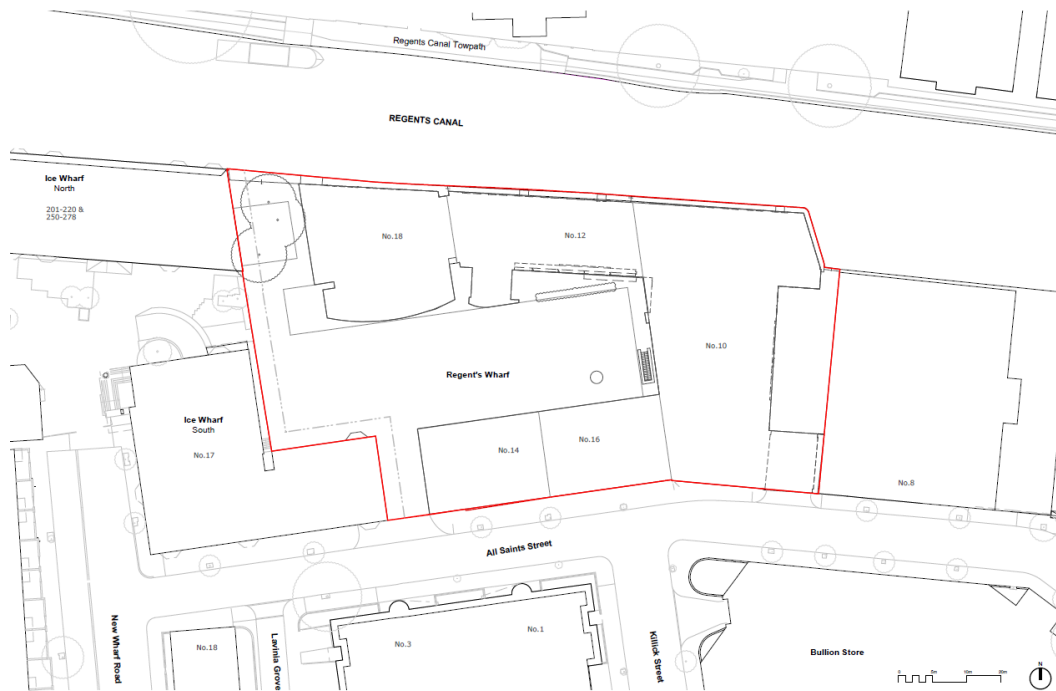
1. subject to the conditions set out in Appendix 1; and
2. conditional upon the prior completion of a Deed of Planning Obligation made under section 106 of the Town and Country Planning Act 1990 securing the heads of terms as set out in Appendix 1;

2. SITE PLANS (site outlined in red)

Site location plan



Detailed site location plan



3. PHOTOS OF SITE/STREET

Aerial photograph of site



Photograph looking east down All Saints Street (No. 8 All Saints Street and Vaultex cash repository building in foreground)



Photograph looking west along Regents Canal



4. SUMMARY

- 4.1 The proposal is intended to provide a sustainable campus of workspace for the creative industries that encourages inter-sector collaboration and catalyses business growth. The site is located in an Employment Growth Area where the intensification, renewal and modernisation of existing business floorspace is encouraged and the maximum amount of business floorspace reasonably possible on the site, whilst complying with other relevant planning considerations, is sought. A mix of complementary uses, including active frontages where appropriate, is also sought. The intensification of the business use, including office floorspace suitable for small to medium sized enterprises and with a complementary mix of uses is therefore strongly supported in policy terms.
- 4.2 5.38% of the overall office floor space will be designated as affordable workspace, in excess of the Council's policy requirement of 5%. The workspace will be located in good quality accommodation on the first, second and third floors in a south facing part of the building and will share the main entrance with the remainder of the office accommodation. The affordable workspace will be provided to an Islington approved affordable workspace provider at a peppercorn rent for a period of 15 years. The provision of affordable workspace in excess of the Council's policy requirements represents a significant benefit of the scheme.
- 4.3 The applicant has removed the sixth floor of the block during the application process which is considered to have resulted in a significant improvement in terms of bulk and massing of the building when viewed from the canal and has resulted in some improvements to the daylight amenity of occupants of Ice Wharf. The proposal represents an increase in the height, scale and massing of built form on the application site. However, the CGIs which accompany the application are considered to demonstrate that the proposed development would not appear excessive. The proposal involves the replacement of existing buildings which are considered to be of limited architectural merit with new buildings which are considered to represent a high standard of design and which will enhance the character and appearance of the area.
- 4.4 The proposal has resulted in a substantial volume of objections, with strong objections from residents of the adjacent Ice Wharf development notably in relation to loss of light, loss of privacy, visual impact from excessive height, scale and massing, and noise and disturbance from servicing.
- 4.5 The elevations of Ice Wharf which face onto the application site are either very close to the site boundary or immediately adjoin it. It is therefore the case that dwellings within Ice Wharf rely on the application site for daylight amenity. New development should not cause undue harm to the residential amenities of occupants of neighbouring dwellings. However, an assessment of harm within the planning balance should include an acknowledgement that to achieve a BRE Compliant development would significantly limit the development potential of the site.
- 4.6 It is considered that objections regarding loss of privacy can be satisfactorily addressed through a condition requiring details of a scheme of obscure glazing to the western elevation of Building A. It is considered that concerns regarding noise

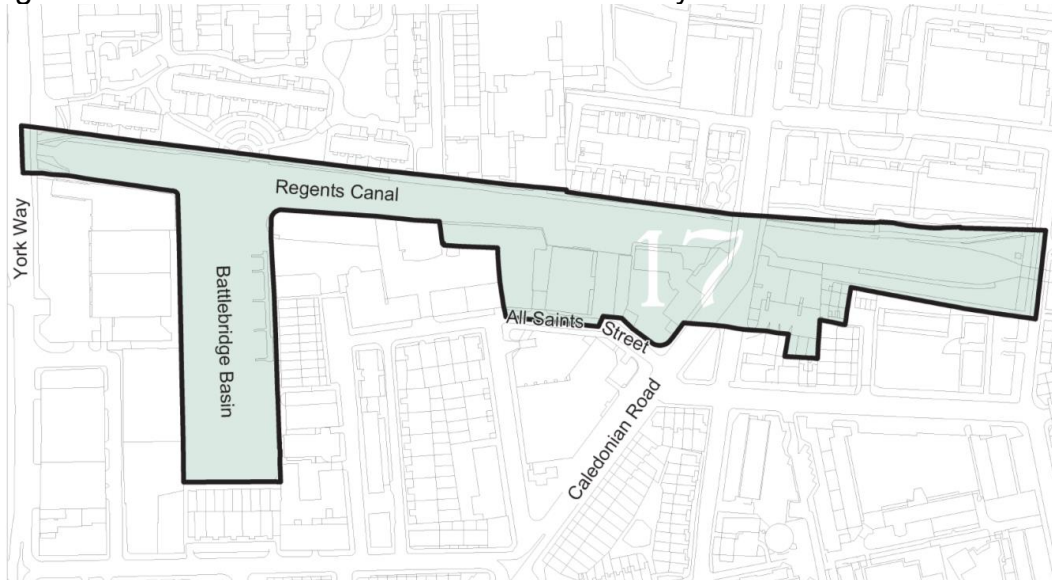
and disturbance from delivery and servicing activity can be addressed through a Delivery and Servicing Plan which includes appropriate measures to minimise noise and disturbance to occupants of Ice Wharf, in particular during night time hours.

- 4.7 It is considered that, having regard to the urban context of the site, the increased visual impact and loss of outlook from dwellings within Ice Wharf as a result of the increased height, scale and massing of the proposed development would not be unduly harmful so as to warrant refusal of planning permission.
- 4.8 The proposal is considered to result in harm to the residential amenities of occupants of Ice Wharf and 1-3 All Saints Street by reason of losses of daylight, which are significant in some cases. The proposal would result in the delivery of high quality new and refurbished floorspace on the site which would facilitate a significant increase in the employment density with corresponding economic benefits. The proposal would deliver 5.38% of the overall office floorspace as affordable workspace at a peppercorn rent for a period of 15 years, in excess of the Council's policy requirements. The proposed development is considered to represent a high standard of design. It is considered that, on balance, and having regard to relationship of the site with adjacent development, that the significant benefits of the proposal outweigh the harm to neighbouring properties. It is recommended that planning permission be granted.

5. SITE AND SURROUNDINGS

- 5.1 The 0.35ha site is located on All Saints Street and is bound by the Regent's Canal to the north. The site presently comprises a complex of 4-6 storey buildings which provide approximately 8,916m² (GIA) of office floor space with an ancillary canteen area.
- 5.2 Nos. 10-12 Regent's Wharf is located to the east of the site and comprises four warehouse and wharf buildings which date from the 1890s and which were interconnected and converted for office (Class B1a) use in the late 1980s. The wharf buildings were originally constructed blind (without window openings) but the remodelling has improved the heritage value of these buildings which are locally listed and lie within the Regent's Canal West Conservation Area, the boundary of which is indicated below.

Regent's Canal West Conservation Area boundary



5.3 The courtyard elevations to Nos. 10-12 feature some remaining warehouse elevations with contemporary glass and metal infills at the junctions between the original buildings. Metal louvres have been retrospectively applied to the south facing elevation (No. 12) whilst a Virginia creeper has grown over and into the west elevation (No. 10). The buildings have been extended at roof level to accommodate a plant room (clad in dark brown metalwork) and various pieces of plant have been retrospectively installed. The historic fabric of the buildings is generally obscured and is poorly presented on the courtyard elevations.

Courtyard elevations



- 5.4 Nos. 14, 16 and 18 are late 1980s designed speculative office buildings with frontages onto the central courtyard car park and an inactive frontage onto All Saints Street. Buildings 14 and 16 are connected in appearance externally but function as two independent buildings and were not designed to be interconnected. The buildings were part of a wider master-plan for the area, the final phase of which was intended on the land now occupied by Ice Wharf, the adjacent residential development. The application advises that, at the time of the development, the surrounding area was not considered to be particularly desirable and the buildings were designed to house small scale businesses. The layout of the development with the entrance doors located off the gated central courtyard reflected the expectation of security at the time. The buildings were conservative in their design due to the speculative nature of the development and the likely market of occupiers, and therefore flexibility and future adaptability were not important design drivers.
- 5.5 The application notes that ceiling heights internally are poor by modern standards as they have been deliberately matched to the adjacent buildings whilst the buildings are inefficiently laid out and do not perform well thermally. It is also noted that the buildings are of little architectural merit and are inconsistent with the prevailing wharf typology of the surrounding context.
- 5.6 Ice Wharf is located immediately to the west of the site and comprises three large residential buildings, two of which (Ice Wharf North and Ice Wharf South) share a boundary with the application site. There is a mixed tenure Peabody housing block on the southern side of All Saints Street bound by Killick Street and Lavinia Grove.
- 5.7 New Wharf Road is located to the south west of the site and primarily comprises commercial workspace with some residential properties as well as the Canal Museum which backs onto Battlebridge Basin. Further to the west and south west there are several large scale commercial properties including King's Place and a Premier Inn hotel (under construction).
- 5.8 The Regent's Canal tow path is located on the northern side of the canal beyond which are a number of residential properties on Tiber Gardens and Treaty Street along with Copenhagen Street Primary School.
- 5.9 There are 2 four storey purpose built office buildings to the east whilst to the south east is a cash repository which comprises a single storey structure above ground level with a walled, high security service yard and some external, surface level car parking.
- 5.10 The wider surrounding area has increasingly become a prime commercial and institutional location, in particular as a result of the 'King's Cross Central' regeneration programme.
- 5.11 The site has a PTAL rating of 6b (the highest rating), primarily due to its proximity to Kings Cross Saint Pancras railway and underground station.
- 5.12 The site is designated within an Employment Growth Area (General).
- 5.13 The Regent's canal is a Site of Metropolitan Importance for Nature Conservation.

5.14 The Primrose Hill and Dartmouth Park Hill viewing corridors / strategic views lie either side of the site but do not intersect any part of the site.

6. PROPOSAL (IN DETAIL)

6.1 It is proposed to refurbish and extend Nos. 10-12 Regent's Wharf, including a part one/part two storey roof extension, to provide additional Use Class B1 business floorspace with ancillary flexible Use Class A1/A3 (retail/restaurant) and flexible Use Class A1/B1/D1 (retail/business/non-residential institutions) floorspace at ground floor level. It is also proposed to demolish 14, 16 and 18 Regent's Wharf and erect a part 5, part 6 and part 7 storey building with a rooftop plant enclosure to provide Use Class B1 office floorspace and flexible Use Class A1/A3/B1/D1/D2 (retail/restaurant & café/business/non-residential institutions/assembly & leisure) floorspace at ground floor. The existing and proposed floorspace and uses is detailed below.

Land Use Summary

Land Use	Existing m ² (GIA)	Proposed m ² (GIA)
B1 office (including multiple use areas)	8916	12,823
A1/A3 Retail / Restaurant	0	985

6.2 The proposed development would feature a publically accessible central courtyard to provide access to the office floorspace via a ground floor reception and a central circulation core with three lifts and a staircase. A canal-side restaurant/café would also be accessed via the central courtyard.

Ground floor layout



- 6.3 The scheme includes the extension of the existing basement to allow for additional secure cycle parking and changing facilities, plant and equipment, and refuse storage.
- 6.4 The proposed buildings are identified as Buildings A, B and C as detailed below.

Building references



Building A

- 6.5 Building A would be a part 5, part 6, part 7 storey building on the western part of the site, fronting on to both All Saints Street and Regent's Canal and would provide Grade A office floorspace suitable for larger scale occupiers from around 50 people (one half of a floorplate) to around 750 people (the full building). Flexible floor space would be provided at ground floor level to provide an active frontage on to All Saints Street with access from the street and from the internal courtyard.
- 6.6 The design of the Building A is influenced by the industrial and warehouse typology of the surrounding area. The All Saints Street Elevation features brick piers, metal transoms, metal ventilation panels and crittal-type windows frames. The canal-side elevation features brickwork, tall openings to reference the verticality of the retained heritage buildings, balconies and dark grey frames and metal work to reference the ironwork of the heritage buildings. A colonnade at ground floor level is intended to provide a sense of opening away from the canal to allow breathing space between the building and the canal.

Building A – All Saints Street elevation



Building A – canal-side elevation



Buildings B and C

- 6.7 Nos. 10 and 12 Regent's Wharf will be retained and refurbished internally and externally along with a set-back fifth floor extension with plant enclosure above. The pitched roof to No. 10 would be extended to provide improved office accommodation at fourth floor level and the existing dormer windows will be replaced with larger scale contemporary dormer windows. The top floor to No. 12 would be increased in height by approximately 1.5m to provide a double height space and windows. The increase in height would allow the floor levels to tie through between existing buildings and new building to the west. The detailing and brickwork will match the existing elevation.

Building B (No. 10 Regent's Wharf) – canal-side elevation



Building B (No. 12 Regent's Wharf) – canal-side elevation



View west along Regent's canal



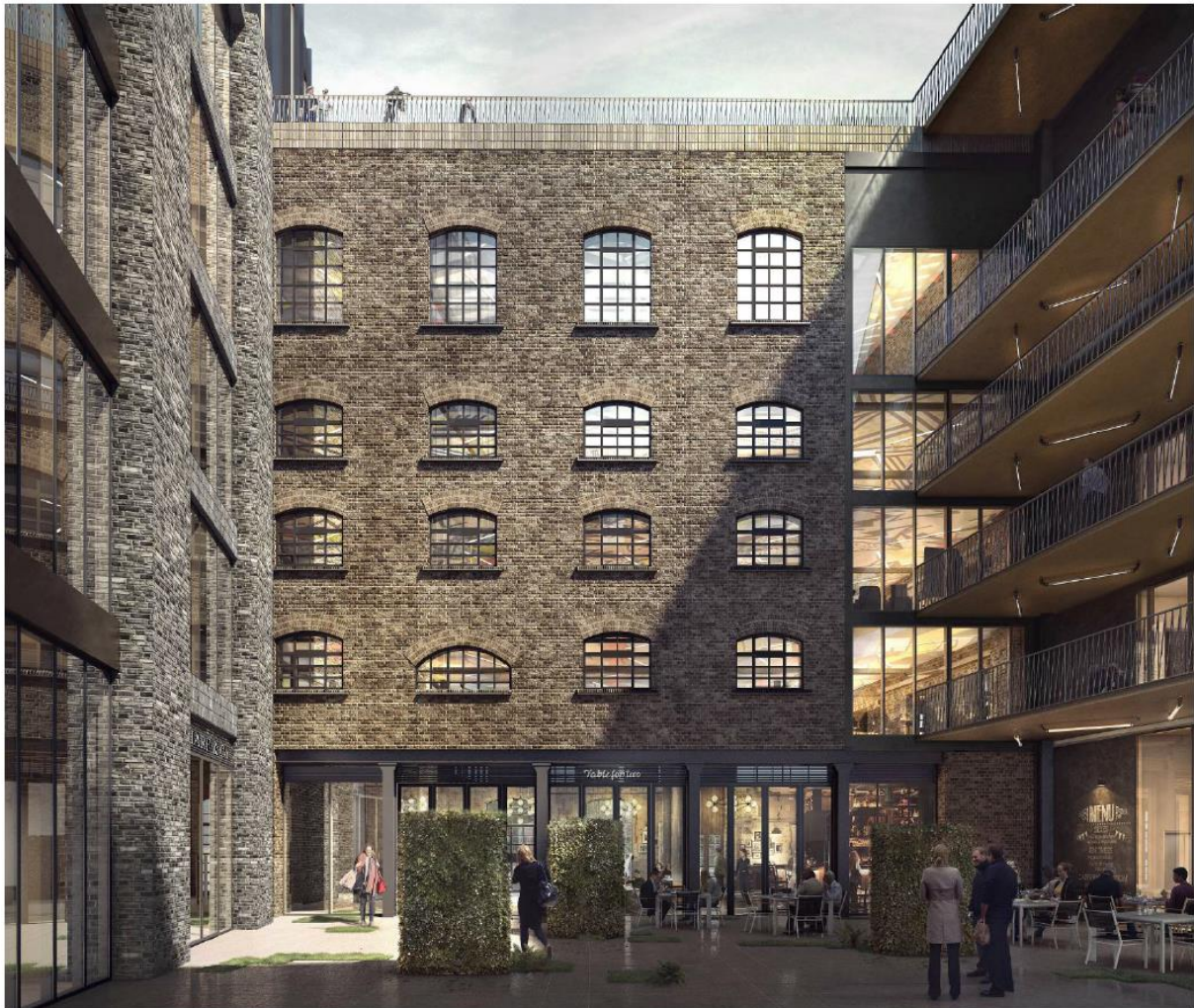
- 6.8 Private amenity space for the office occupiers will be provided with terraces at fifth floor level. There will be a secondary access to the office accommodation from the landscaped area to the east. The proposed canal-side restaurant/café at ground floor level would replace the existing office canteen. Flexible (Class A1/B1/D1) floor space would be provided at ground floor fronting on to All Saints Street and would

include a gallery / exhibition space. The buildings will be connected across the central courtyard by balconies encouraging inter-business interaction and sharing of external amenity space.

Courtyard elevations

- 6.9 It is proposed to remove the modern additions from the courtyard elevations and refurbish them to make the historic fabric of the buildings more visible. Glazed breaks are proposed where the new building connects with the existing building to allow the historic fabric to run into the new buildings and remain visible. Replicas of historic windows that were removed in the 1980s refurbishment will be installed. The heritage buildings will be connected with balconies to integrate the lettable spaces to encourage interaction between the occupants and promote business collaboration. The balconies also mitigate the need for independent circulation and fire escape cores from buildings B and C thereby improving the internal efficiency of the buildings.

Courtyard elevations





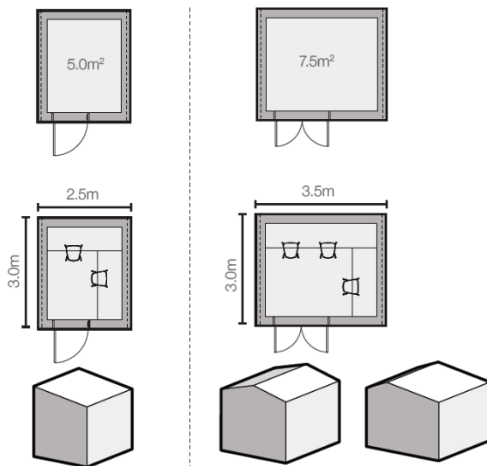
Use of Buildings B and C

6.10 The buildings would provide flexible office workspace which can be adapted to the requirements of multiple occupiers and would include the following:

- Medium sized units aimed at SMEs and grow-on businesses which can be adapted to accommodate businesses of 10-20 people to larger businesses of 50+ people
- Small scale units for new businesses
- Co-working space to provide flexible / variable working environments for individuals and fledgling businesses with desk sharing to facilitate increased employment density, reduced rental rates and increased flexibility
- Flexible, low rent, short lease, micro-business pods aimed at fledgling businesses (typically 1-4 people).

6.11 The micro-pods will be flexible and the application provides an outline design (size, mass, volume and location) along with indicative locations for 13 pods. However, it is intended that the numbers and locations of these will be flexible and adaptable to suit the requirements of fledgling businesses. It is anticipated that there will be a number of 'plug-in points' where pods can be placed and connect into the electricity and data supply of the campus. It is recommended that the final design details of the micro-pods be the subject of a condition should planning permission be granted.

Indicative 1-2 and 3-4 person micro-business pods



- 6.12 All tenants will have access to shared facilities including meeting rooms, kitchen areas and ancillary networking spaces. This arrangement is expected to be attractive to entrepreneurial businesses models as well as those in part-time employment, self-employment or those looking to formalise casual working practices. The sharing of these facilities would ensure that they are not re-provided individually thereby increasing employment density.
- 6.13 The SME space and co-working space will be natural ventilated and will incorporate operable windows which will reduce energy use and mitigate increases to service charges.
- 6.14 The proposed variety of workspace is intended to create a city centre 'campus' for creative industries of all sizes. The workspace will be targeted at industries ranging from digital technology and product designers to knowledge based enterprises and medical and scientific 'pioneers'. The variety of workspace along with the complementary ground floor uses is intended to 'encourage collaboration, promote innovation and welcome interdisciplinary working'. The proposals seek to provide a 'creative ecology' where large and small businesses support and nurture each other and collaboratively share the campus.
- 6.15 The application notes that the fledgling businesses which would occupy the micro-pods would typically occupy spare bedrooms or coffee shops and the proposal would create opportunities for social interaction, collaboration and diversity and would encourage growth and ambition. The occupiers within the campus would be connected to the wider community through the publicly accessible ancillary uses.

Affordable workspace

- 6.16 5.38% of the overall office floor space will be designated as affordable workspace, in excess of the Council's policy requirement of 5%. The workspace will be located on the first, second and third floors in a south facing part of the building and will share the main entrance with the remainder of the office accommodation. The affordable workspace will be provided to an Islington approved affordable workspace provider at a peppercorn rent for a period of 15 years, which is in excess of the Council's policy requirement of 10 years.

Demolition of existing buildings

6.17 The existing buildings at 14-18 Regent's Wharf are of late 1980s / early 1990s construction and their demolition raises some concern from a sustainability point of view. The applicant has provided a justification for their demolition as follows:

- The existing structures were not intended to carry additional building load beyond their internal loading and the existing foundations are unsuitable to take the additional loading likely to be applied to the building;
- The existing buildings are each supported by individual plant facilities rather than a shared or centralised system - there is little opportunity to combine these into a central system without their removal and as a result the buildings are inefficient in their energy use;
- The existing buildings were generally constructed without insulation and in order to meet modern requirements and expectations a comprehensive refurbishment would be required – this would involve retrospective internal insulation (at the cost of net lettable area), replacement of all windows and the introduction of roof level insulation (at the cost of headroom in buildings 14 and 16);
- The buildings are constructed in concrete frame with a central supporting structure comprising a core made up of escape stair, lift and WCs – removal of part or all of the core to improve the efficiency of the floor plates would compromise the structural integrity of the concrete frame and undermine the purpose of a refurbishment / modernisation of the buildings;
- The scheme aims to improve the efficiency and density of available workspace which relies on interaction between floor plates of the various buildings - the existing buildings were not constructed with integrated or complimentary floor levels and retaining their structural levels would restrict the ability to connect the floorspace internally thereby hindering inclusivity and access across the floor plates.
- The present day desirable and safe environment around the Kings Cross area is very different to when the buildings were constructed - it is anticipated that there will be a wider demographic of potential occupiers who are more concerned with the flexibility, adaptability and environmental performance of the accommodation.

Revisions to scheme

6.18 Discussions were held between the applicant and Officers following the public consultation and the Design Review Panel meeting held on 8th February 2017, in particular with a view to addressing outstanding concerns relating to the height, scale and massing of the proposed development. Revised plans were subsequently submitted in June 2017 detailing the removal of a significant part of the sixth floor in order to reduce the massing of Building A when viewed from the canal. Some additional floorspace was provided at fifth floor level resulting in a slight increase in the massing on the All Saints Street elevation. The dormer windows to Building B were also reduced in scale and a corner of the building on the western elevation was 'cut-away' to improve the relationship with Ice Wharf.

6.19 The revisions resulted in some improvements to the daylight amenities of some dwellings within Ice Wharf. However, Officers remained concerned regarding the extent of the daylight impacts on a number of units within Ice Wharf, in particular

Flats 313, 323, 333 and 343. Further discussions were held between the applicant and Officers and the scheme was subsequently revised a second time. The remainder of the sixth floor was removed and some further additional floorspace was provided at fifth floor level. The corner on the western elevation was reinstated on the first three floors but a larger 'cut-away' was provided above.

6.20 The revisions are illustrated below.

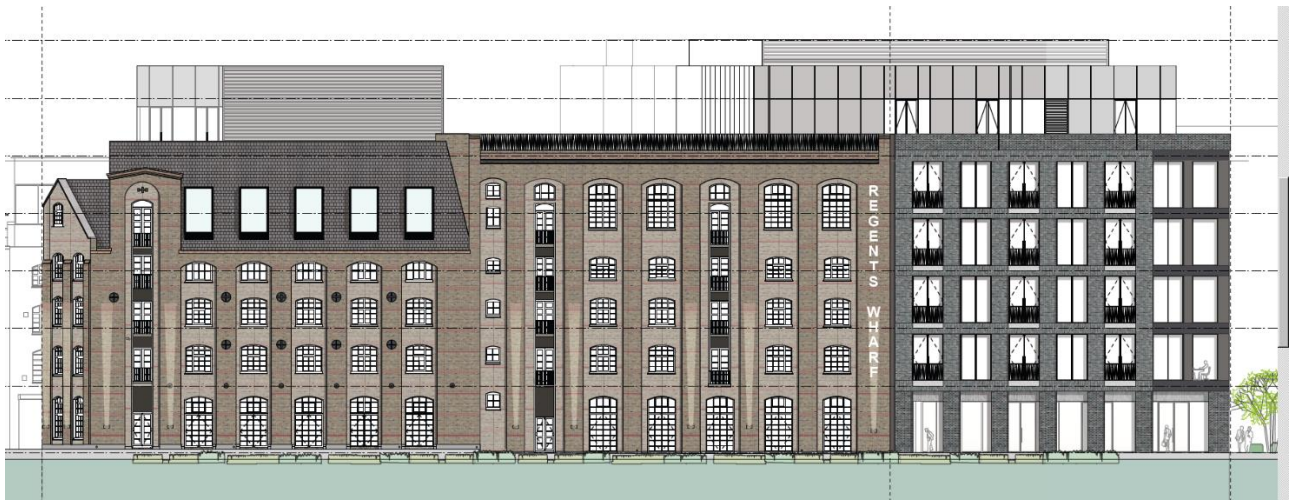
Initial proposal - canal-side elevation



June 2017 revision - canal-side elevation



October 2017 revision – canal-side elevation



Initial proposal – All Saints Street elevation



June 2017 revision – All Saints Street elevation



October 2017 revision – All Saints Street elevation



6.21 The revisions to the sixth floor plans are indicated below.

Initial proposal – Sixth Floor Plan



June 2017 Revision – Sixth Floor Plan



6.22 The sixth floor was subsequently completely removed under the October 2017 revision. The revisions to the fifth floor plans are indicated below.

Initial proposal – Fifth Floor Plan



June 2017 Revision - Fifth Floor Plan



October 2017 revision – Fifth Floor Plan



- 6.23 The 'cut away' corner adjacent to Ice Wharf is indicated below. The corner was removed under the June 2017 revision following discussions with Officers which had been informed by suggestions from neighbouring residents. The revision was intended to provide an improved relationship with Ice Wharf. This floorspace reinstated at the ground, first and second floor level under the October 2017 revision and a larger 'cut-away' was provided at third floor level, as indicated below.

Initial proposal



Typical ground to fourth floor excerpt – June 2017 revision



Third Floor Plan - October 2017 Revision (Office floorspace reinstated below)



7. RELEVANT HISTORY

- 7.1 The planning history at the site is not relevant to this application and comprises a range of applications for minor works, including the replacement of air conditioning units and exhaust flues.

Pre-application Advice

- 7.2 Pre-application discussions took place with Officers which commenced in April 2016 and included five formal meetings.

8. CONSULTATION

Public Consultation

- 8.1 Letters were sent to occupants of 483 adjoining and nearby properties on 22 December 2016 and further letters were sent on 9 June 2017 and 31 October 2017 following receipt of the revised proposals. A site notice and a press advert were displayed on 22 December 2016 and 15 June 2017. The public consultation of the application therefore expired on 21 November 2017. However, it is the Council's practice to continue to consider representations made up until the date of a decision.
- 8.2 At the time of the writing of this report a large number of objections had been received from the public with regard to the application which are summarised below.

Objections

- Excessive height, scale and massing; Overdevelopment; Over-dominant appearance; Overbearing visual impact (including from dwellings within Ice Wharf) from excessive height, scale and massing; Rooftop block (fifth floor and above) to Building A is excessive and will appear overwhelming from Ice Wharf properties; Upper floors should be set back / removed; Rooftop Block to Building A should be reduced in height and set back further from Ice Wharf;

Building A should be stepped back from Ice Wharf at a 45 degree angle; Infilling of courtyard should be substantially reduced in height; Height and bulk of development is unsympathetic to surrounding area; Roof level plant rooms will be very visible from Thornhill Bridge and York Way Bridge; Roof extension to eastern end of No. 10 Regents Wharf overpowers historic gable end of the building; Removal of 4th floor mezzanine in Building B and lowering of rooftop plant to this level would improve the scheme; Canyon effect from increasingly high canal-side development; King's Place development does not provide justification for scale of development; National Council for Voluntary Organisations (NVCO) at No. 8 Regent's Wharf were advised that they couldn't increase height of their building in 2012.

- Harm to character and appearance of Conservation Area; Dormer windows to Building B are inappropriate and out of keeping with the host building; Destruction of industrial heritage; Proposal is contrary to Regents Canal West Conservation Area Design Guidelines; Dormer windows to Building B are an original feature, contrary to the assertion within the application document, and should be retained; Extensions to Building B harm architectural integrity of the existing buildings; rooftop plant will be visible from surrounding area.
- CGIs of proposed development are misleading.
- Significant loss of daylight and sunlight at neighbouring properties including 1-3 All Saints Street, Ice Wharf, Thornhill Bridge Wharf, Copenhagen School and dwellings on Treaty Street; Overshadowing; Loss of daylight and sunlight to large number of neighbouring dwellings is well in excess of BRE recommendations; Height should be reduced to address daylight/sunlight impact; 5th and 6th floors should be moved away from Ice Wharf; Loss of light to Ice Wharf courtyard; Lawn and plants in courtyard will be deprived of light; Enclosure of courtyard; Loss of light to canal; Loss of light at canal moorings and this should be assessed; Daylight and Sunlight Report is inadequate; Conclusions of Daylight and Sunlight Report are unreasonable; Assertion that if NSL test is passed then poor VSC levels are acceptable is incorrect and not in line with BRE Guidelines; Selective interpretation of BRE Guidelines; Overshadowing study should be undertaken; Inaccurate survey information relating to 67-77 Treaty Street.
- Overlooking and loss of privacy at dwellings within Ice Wharf and Treaty Street; Windows directly overlook Ice Wharf South living rooms with 6m separation; Increased proportions of glazing will result in increased overlooking; Proportions of glazing should be reduced with introduction of opaque panels; Loss of privacy from increased employment density.
- Loss of outlook, including from Ice Wharf properties; outlook will be harmed by dark coloured bricks.
- Loss of views of the canal from Ice Wharf properties
- Increased noise, disturbance and vibration affecting residential properties from increased employment density, deliveries, servicing, retail / restaurant uses, external amenity areas and electricity sub-station; Noise disturbance affecting Copenhagen Primary School; Existing outdoor uses cause significant noise and disturbance in summer months; Restaurant and amenity areas should not be used late at night; External amenity areas should not be accessed by the public; Double doors from restaurant onto external canal-side area should be for fire escape only; External plant noise and noise from

restaurant unit(s) should be controlled by condition; Hours of use of unit(s) should be restricted through a condition.

- Noise, disruption and pollution from demolition and construction activity including vehicular activity; Noise, vibration and pollution at NVCO (No. 8 Regent's Wharf), including from works affecting shared structures; Noise monitoring equipment should be installed; Formal scheme of noise monitoring with triggers for cessation of works should be put in place / secured by condition; Loss of revenue for NVCO from hiring out meeting rooms and conference facilities during demolition and construction; Inadequate information on noise within Construction Management Plan.
- Increased traffic; Deliveries and servicing via access adjacent to Ice Wharf South is likely to result in increased noise and disturbance, particularly early morning or late night servicing; Deliveries and servicing should take place at eastern end of the building away from residential uses; Significant amount of servicing will take place overnight and this is unacceptable; Refuse vehicle manoeuvres could be dangerous; Hours of servicing should be restricted; Obstruction of vehicular access to Ice Wharf by vehicles servicing the development; Road infrastructure is inadequate to cope with increased demands; Loss of on-street car parking from removal of parking bays; Increased demand for on-street car parking; Detrimental impact on highway and pedestrian safety.
- Increased light pollution to dwellings within Ice Wharf; Elevations facing Ice Wharf should be amended to reduce the proportion of glazing; Automatic blinds system should be provided to reduce light pollution; Uplighters should not be used within external areas; External lighting should be controlled .
- Additional restaurant is not needed; Current buildings are adequate for business needs; Significant unlet office space within Kings Cross area.
- Impact and scale of development not made clear during developer's pre-application consultation
- Trees to be coppiced and replanted provide screening and privacy between Ice Wharf and Regent's Wharf and they should be retained in situ if at all possible; Council's arboriculturalist should consider evidence justifying removal of trees.
- Disruption to wildlife / harmful ecological impact
- Overshadowing of canal would result in harm to public amenity and harm health of pedestrians using canal towpath; Overshadowing will harm ducks and wildlife; Loss of light to reed beds within canal between site and Ice Wharf Marina; Any impact from overshadowing of canal (e.g. solar power generation on canal boats) should be mitigated; Overshadowing of external amenity area at Ice Wharf.
- Wind tunnel effect on canal
- Canal should be used for deliveries of materials and removal of construction waste; Applicant's justification for not using canal due to lack of navigable width and depth is incorrect; Detailed feasibility study and financial appraisal addressing use of barges for construction and demolition should be provided; Development should be futureproofed in order that refuse and recycling can be collected by boat

- Inadequate information regarding protection of river traffic during development; Appropriate measures should be put in place to protect canal and canal traffic during demolition and construction.

Representations in support

- Improvement to historic buildings.
- Overall design quality is high.

Second consultation

8.3 Discussions were held between the applicant and Officers following the above consultation response with a view to addressing some outstanding concerns raised by officers, local residents and the Council's Design Review Panel, in particular relating to the height, scale and massing of the proposed development. The applicant submitted revised plans to the Council on 9 June 2017 indicating a reduction and reconfiguration of the Building A floorspace at sixth floor level, with a corresponding reduction in the height, scale and massing of the building when viewed from the canal-side and a slight increase on the All Saints Street elevation. The dormer windows to Building B were also reduced in scale. As noted above a second consultation was undertaken on 9th June 2017. The representations received reiterated a points detailed within the above summary and the additional issues raised can be summarised as follows:

- Revised scheme has changed little and does not address earlier heritage and design concerns; Height remains excessive; Dormer windows are still out of character with the Conservation Area
- Revised scheme does not address loss of light to neighbouring properties; Suggestion that loss of light is due to the design of Ice Wharf is disingenuous; Height of building adjacent to Ice Wharf remains excessive and should be reduced; Use of ADF test with balconies removed is not in line with BRE Guidelines.
- Projecting windows or other features should be avoided on western elevation which are 6m and 10m away from Ice Wharf South and North respectively.
- Visual impact from dark coloured bricks; Loss of light from use of dark coloured bricks.
- Loss of light will affect ability to move around (disabled resident) and increase electricity bill due to lighting.
- Inaccurate daylight/sunlight survey information for 67-77 Treaty Street has not been addressed in revised report; 56-63 Treaty Street have been mis-labeled.
- Loss of open space between the buildings.
- Proposals to use roads rather than waterways for removal of demolition waste have not changed.
- Swept path diagram for refuse vehicles demonstrates tight manoeuvres which will be noisy; Large vehicle servicing should take place from lay-by on All Saints Street; Need for second gate is queried and will lead to increased noise and disturbance; Gates should be fitted with rubber to limit noise; Second gate should be relocated; Second gate should not be connected to Ice Wharf South without permission; Second gate may have spikes which will be unsightly; Restaurant servicing should not take place from western entrance.
- Light pollution concerns have not been addressed.

- Noise and disturbance concerns have not been addressed.
- Waste plan has not been presented.
- Reduction in property values.
- Separation distances between Ice Wharf dwellings and proposed offices will be less than 18 metres required in Islington's Development Management Policies Document.
- Mature trees should be secured by condition to mitigate overlooking
Comment in support
- Revised scheme is an improvement.
- Institute of Physics will be working with the Council to create the Islington Borough Science Corridor and are pleased to learn of the aspirations for the Regent's Wharf development

Third Consultation

8.4 Further discussions were held between the applicant and Officers following submission of the revised proposals as Officers remained concerned that the proposed development would have an unacceptable impact on the daylight amenities of some occupants of Ice Wharf, in particular the occupants of flats 313, 323, 333 and 343. The applicant subsequently revised the proposed development to indicate the removal of the 6th floor office accommodation and some additional office floorspace at fifth floor level. Revised plans were submitted on 27 October 2017 and a third consultation was undertaken on 31st October 2017. The representations received reiterated a points detailed within the above summaries and the additional issues raised can be summarised as follows:

- Revised scheme has changed little and still does not address earlier heritage and design concerns; Corner near to Ice Wharf South and Ice Wharf North that was cut away in June revision has been reinstated; amendments are a backwards step; precedent for further, taller buildings.
- Revised scheme does not address loss of light, loss of outlook and overbearing visual impact at neighbouring properties; protruding bay type windows to ground floor on western elevation of Building A should be flush against the wall.
- Loss of privacy; Overlooking of Ice Wharf has not been addressed despite concerns previously raised.
- Light Pollution Assessment: demonstrates unacceptable impact upon dwellings within Ice Wharf; makes unrealistically low assumptions about light levels from proposed development; demonstrates light spillage onto and across the canal which will disturb wildlife and be intrusive within dwellings on the north bank; clearly demonstrates increased light pollution on the canal which conflicts with recommendation of ecology report.
- Light pollution, noise and disturbance from deliveries and servicing and details of gates should be addressed though conditions; use of external amenity areas should be controlled by condition.
- Light pollution assessment indicates unacceptable levels of light pollution; Developer does not undertake to implement any recommendations of Light Pollution Assessment.
- Start-up businesses will involve long hours of working; Hours of use of offices should be restricted by condition

- Office floorspace has increased by 833m² from first proposal.
- Demand for new office floorspace has plummeted post Brexit.
- Numerous catering businesses have failed in the area.
- Wind tunnelling impacts have not been assessed.
- Increased height of buildings will affect mobile phone and television signals.
- Increased numbers of people on the site will place increased pressure on mobile phone infrastructure.
- Lighter coloured bricks should be secured by condition.
- Community has endured enough construction activity in recent years.
- Loss of spring and autumn sunlight on north bank of the canal.
- Scheme has not been revised to address objections from amenity societies.

Herrington Consulting Ltd Review

8.5 The residents of Ice Wharf instructed Herrington Consulting Ltd to provide an independent review of the Daylight and Sunlight Report prepared by GIA Chartered Surveyors which accompanied the application. The review considers the appropriateness of the methodologies employed in the assessment of the impact of the proposed development and the way in which best practice guidance has been interpreted. It does not include additional analysis of the numerical outputs from GIA's model or a technical audit of the computational model used to derive these.

8.6 The report assesses the results of the GIA study and criticises the analysis. The commentary is not detailed here as a detailed analysis of the results is provided later within this report. The conclusions of the review are summarised as follows:

- A reduced VSC target value has been adopted based on the argument that the occupants of the impacted buildings should expect no more daylight than a typical window in the more densely developed areas of the City - this approach is disputed.
- Even when the reduced target value is used, 44 windows have VSC values that fall below this reduced target.
- Alternative assessment methods have been used to quantify the retained daylight within each room and to demonstrate that neighbouring rooms would retain adequate daylight with the development in place - without full details of the internal layout and dimensions of each room (which is the case for at least some of the rooms) this methodology should not be used.
- Poor daylighting in some rooms under existing conditions is blamed on the architectural design of the building - the BRE Guidelines are clear that, when this assumption is made, the impact of the development both with and without these architectural features should be tested to confirm that this is the case - this analysis has not been undertaken.
- The No Sky Line contour plots have been omitted from the report, which make interpretation of the results difficult.
- In view of the above it is evident that the proposed development will have a significant impact on the daylight currently enjoyed by the occupants of the neighbouring buildings.
- The GIA report quotes the BRE Guidelines in its support of a 'flexible' approach to the interpretation of the numerical analysis but there is a limit to

this flexibility and the report repeatedly moves way beyond what would be considered as the acceptable boundaries for a technical assessment.

- The report concludes that, with the development in place, all rooms would be left with adequate daylight and any breach of compliance due to the architectural design of the affected building - whilst exploring the potential for the design of the building itself to exacerbate the impact of the development could be accepted as looking at the results in a flexible way, justifying a situation whereby a room is left with no daylight whatsoever cannot.
- The GIA assessment does not robustly demonstrate that neighbouring buildings would retain reasonable levels of daylight, particularly given that the report shows the lounge/kitchen/dining room, (i.e. the main living space within Flat 313) (model reference number R9/101) would be left with no daylight whatsoever.

8.7 The updated documents submitted on 9th June 2017 included a revised Daylight and Sunlight Report prepared by GIA and a further review was submitted by Herrington Consulting Ltd which considered the updates and revisions within the applicant's report. The conclusions to the updated review are summarised as follows:

- GIA suggest that a retained VSC value in the when the proposed development is in place and conclude that a VSC in the 'mid-teens' would be acceptable but, for the Ice Wharf building alone, there are 19 windows with a VSC value less than 10% - when assessed against GIA's own target these 19 windows would be deemed to have unacceptable levels of daylight with the proposed development in place.
- The report goes on to justify these low values by applying the No Sky Line (NSL) test and on the basis of passing this test alone, concludes that a very poor VSC value is acceptable - this is not in accordance with the BRE Guidelines which state that both tests should be passed.
- Just under a third of the windows tested for Ice Wharf South have reductions greater than 20% whilst 6 windows that experience reductions in excess of 60% - these results also demonstrate that the changes made to the massing of the current scheme represent only a marginal improvement.
- 4 rooms are shown to have very significant daylight impacts and, in an attempt to justify these, Average Daylight Factor (ADF) tests are undertaken with the balconies above the windows removed - the BRE Guidelines are very clear that balconies can be removed as part of the VSC test (as it is a qualitative test not a quantitative one), however there is no justification for carrying out an ADF test with balconies removed.
- The ADF value for Room R9/101 (with balconies included) is 0.1% against a BRE Guidelines recommendation of 2% - the daylight will be equivalent to standing 0.5m away from a single candle in a darkened room – this is not an acceptable level of natural daylight no matter how flexibly the Guidelines are interpreted.

8.8 The revised documents submitted on 27 October 2017 included a revised Daylight and Sunlight Report prepared by GIA and a further review was submitted by Herrington Consulting Ltd which considered the updates and revisions within the applicant's report. The review reiterates comments previously made and the conclusions to the updated review are summarised as follows:

- There have been some small improvements to the daylight received by the most critically affected windows / rooms within Ice Wharf South.
- Serious concerns remain in relation to the retained levels of daylight within Ice Wharf South and previous concerns are reiterated.
- 27 windows will have a VSC value below 15% and 15 of these will have a VSC value below 10% - these fail against GIA's suggested criteria.
- There are numerous instances where the 'flexible' interpretation of guidance has been pushed way beyond what is reasonable.
- Justification for daylight impacts is flawed.
- The ADF value for Room R9/101 (with balconies included) is 0.3% against a BRE Guidelines recommendation of 2% - the daylight will be 15 lux which is equivalent to one three hundredths of the light from a standard overcast sky.
- Balconies are a permanent feature of Ice Wharf and should be treated as such.

Applicant's Consultation

8.9 The applicant carried out a consultation exercise with local residents in June, July and November 2016. Public exhibitions were held on 30 June 2016, 4 July 2016 and on 7 and 8 November 2016. Approximately 3,165 newsletters were delivered ahead of each exhibition. The consultation is detailed within a Statement of Community Involvement that accompanied the planning application.

External Consultees

8.10 Metropolitan Police (Crime Prevention) – no objections raised.

8.11 Thames Water – no objections raised.

8.12 London Fire and Emergency Planning Authority – no objections raised.

8.13 Transport for London – TfL have previously requested a financial contribution for cycle hire expansion in the area and note that the applicant believes it would be most beneficial to provide an extension to the nearby docking station on Killick Street, which is borough highway.

8.14 Historic England (Greater London Archaeological Advisory Service) – No objections subject to conditions securing a programme of archaeological investigation.

8.15 Greater London Industrial Archaeology Society – raise objections which are summarised as follows:

- The former Thorley's Cattle Food Mill buildings (No. 10 Regent's Wharf) are distinctive and relatively unaltered industrial buildings which are the star feature of the Regent's Canal West Conservation Area which retains a special character and composure from the way that 19th- and early-20th-century industrial buildings have been retained and the way in which the recent buildings are relatively sympathetic in scale, massing and the colours of their materials. The locally listed buildings illustrate some of the industrial past of

the Regent's Canal and the component elements, forms and scale of an 1890s milling complex.

- Additional and enlarged windows were introduced in the office conversion but comfortably fitted in to the original facades whilst the defining forms of the eaves, roofs and dormers were retained unaltered.
- The applicant's Heritage Statement tries to cast doubt on the original presence of dormers their current appearance is unaltered (the dormers were centred over the grain silos for lighting and ventilation).
- The original canal-side buildings were smartly designed in the functional tradition - it is very likely that the flat roof of Building 12 was and is original, in the fireproof, filler-joist construction of the 1900s.
- The late 20th-century changes to the heritage buildings were modest compared with the current proposals - the Heritage Statement's assertion that the previous alterations have greatly reduced legibility of the form, former use and identity of the buildings is not accepted.
- The proposed scheme is detrimental to the historic buildings as follows:
 - It introduces large modern dormers to the canal-side elevation of No. 10, set forward in a tall roof that are completely alien to the historic character.
 - It destroys its distinctive original dormers and the roof structure.
 - In the canal facade of No. 12, the traditional blind giant arcade is altered grotesquely, with raised-up and out of proportion upper windows (and small and clumsy extra windows) in the new double-height top storey - these fight against the building's character and mislead as to its original scale.
 - The original (c.1900) roof structure to No. 12 is lost.
- The townscape of the Conservation Area as seen from the Canal will be harmed by:
 - Loss of authenticity in the appearance and fabric of key historic buildings.
 - The increase in height of Buildings 12 and 18 make these already dominant facades extra dominant.
 - The large dormers on Building 10c dominate in size, position and style.
 - Roof level structures would be higher than existing plant rooms and would be visible from the towpath above the raised roof.
 - These raised walls and features behind will destroy the character of a previous age that this short section of canal still uniquely possesses.
- Sixth floor of Building A will remain prominent in views from the canal.
- Harm to character of All Saints Street by reason of height, design and materials of new buildings which will overpower No. 10.
- Greater public access is not needed to the waterside as the canal towpath is nearby.
- Fifth floor extension to No. 10 will have a crushing effect on the host building and the replacement of the existing mis-coloured parapet is little compensation.
- Balconies on the courtyard elevation, along with increased building heights and reduced courtyard size, will make the yard feel unpleasantly cramped.
- Proposal is contrary to Regent's Canal West Conservation Area Guidelines regarding building heights and scale

- Revisions to scheme do not address concerns.

8.16 Islington Society and Islington Archaeology and History Society – object to the proposal on grounds of overdevelopment and excessive height of the development and harm to historic character of the retained buildings contrary to the conservation area guidance. The views expressed by the Victorian Society and the Greater London Industrial Archaeology Society are supported.

8.17 Canal and River Trust – no objections raised. Comments are summarised as follows:

- It is noted that there is no consideration in the Daylight and Sunlight Assessment of potential increased overshadowing of the waterspace or the towpath. It is requested that the assessment be amended to include consideration of this, and that any impact is mitigated through, for example, ecological enhancements.
- There are reed beds floating in the canal adjacent to the site are understood to be retained and we would be supportive of future site occupiers taking on some maintenance of these, given their ability to access them from within the site
- Light spillage onto the canal is unacceptable and may affect biodiversity.
- A condition is requested to secure details of external lighting to ensure that canal-side lighting is kept to a minimum so as to avoid any adverse impact on foraging bats and other wildlife
- There should be no trees without appropriate root protection close to the canal wall, and species should be chosen appropriate to this location, so as not to cause future damage to the wall.
- The extent of any ground or groundwater contamination has not yet been established and therefore details of drainage proposals should be secured through a Construction Environmental Management Plan condition to ensure that no surface water is discharged into the canal
- Appropriate provision should be made in the enablement phase of construction for a programme of archaeological investigation of the site, which could be secured by condition
- An assessment of the feasibility of waterborne freight should be carried out and, if feasible, demolition waste and bulk materials should be removed from and delivered to the site by barge.

8.18 Commercial Boat Operators Association (CBOA) – the Commercial Boat Operators Association (CBOA) represents water freight carriage by barge on the UK's inland and estuarial waterways and is accepted by the Government as the representative industry body. The CBOA's comments are summarised as follows:

- Carriage of freight by barge can: relieve road congestion; reduce exhaust emissions and pollution; lower fuel consumption; lower noise on highways; lower risk of road accidents / fatalities; reduce highway wear and tear from HGVs.
- Each barge can carry 2 or more lorry loads.
- The Regents Canal has always been used for freight traffic, albeit more irregularly in recent years, and is fully capable of allowing deeply loaded full

size barges and other special purpose craft to navigate carrying waste from construction work and also construction materials to site.

- Full use of the Regents canal for assisting with freight to and from site should be recommended, and a report should be requested demonstrating how this can be achieved.
- Barges can also provide is additional storage area for materials awaiting use on site, where space is limited.

8.19 Victorian Society – raise objections which are summarised as follows:

Initial submission

- Proposed development would erode of the special interest of the historic Regent's Wharf group and harm the character and appearance of the conservation area
- Existing buildings make a significant and positive contribution to the character, appearance, setting and views of the conservation area and contribute considerably to an appreciation of the history and development of this important waterway.
- Nos. 10 and 12 are the oldest and most characterful of the group but Nos. 14-18, in their general scale, form and materiality, respect the historic buildings and create a sense of architectural congruence whilst the previous alterations effected to Nos. 10 and 12 were relatively modest, certainly by comparison with the present proposals.
- The block is clearly visible from the canal and the form and treatment of the roof, including its attractive dormers, appears to be original and not altered in the 1980s, as the application suggests - the loss of the roof and dormers would seriously erode the character and appearance of the building.
- Harm to No. 10 would be compounded by the insertion of large dormers that, by virtue of their scale, form and general aesthetic, would be incongruous and jarring, and would undermine the visual prominence of the easternmost bay.
- New roof to No. 10 would also dramatically and detrimentally alter the proportions of the building.
- Creation of additional windows and the enlargement of others in the canal-side façade of building 12, which would entail the loss of historic fabric and the further erosion of its robust, historic character.
- Proposed new buildings would be excessively high, would detract from the character and coherence of the historic buildings and would compete intrusively in important views along the canal.
- Proposed new buildings would not comply with Regent's Canal West Conservation Area Guidelines regarding scale of new development.
- Architectural idiom of new buildings is typically commercial and not suitably responsive to the character of the buildings on the site or the wider conservation area
- Proposal would permanently and unjustifiably erode the special interest of landmark, locally listed buildings and would harm the general coherence of the existing group of buildings - it would fail to preserve or enhance the character and appearance of the Conservation Area and would harm its significance.

Revised scheme

- The improvements represented by the amendments are acknowledged but they do not go far enough – concerns remain in relation to the loss of the roof and dormer windows on No. 10 as well the increase in its height.
- Enlargement of the top floor windows to No. 12 also remains a concern.

8.20 Greater London Authority (GLA) – the application was referable to the Greater London Authority as it falls under the categories 1B (development which comprises or includes the erection of a building or buildings in Central London and with a total

floorspace of more than 20,000m²) of the schedule to the Town and Country Planning (Mayor of London) Order 2008. The Council received the Mayor of London's Stage 1 response on 23 January 2017 which is summarised as follows:

Land Use Principles

- Scheme has significant potential to contribute to the diversity of workspace and business and is supported;
- Provision of 5% of the overall office floorspace as affordable workspace is strongly welcomed;

Urban Design

- Scheme seeks to activate the All Saints Street frontage through design and the introduction of ground floor uses and this is strongly supported;
- Courtyard concept will help turn a rather stoic office environment into a vibrant new employment hub – the proposed layout is supported and welcomed;
- Proposed height and massing is supported and presents no strategic issues;
- Proposed architectural approach is welcomed;
- Proposal will better reveal the historic form and significance of Nos. 10 & 12 Regent's Wharf whilst the new build elements are sensitively designed – the proposal would not harm the character and appearance of the Conservation Area or the locally listed buildings;

Inclusive Design

- Applicant has demonstrated that the principles of inclusive design have been incorporated throughout the scheme and this is welcomed;

Climate Change

- Proposed carbon dioxide savings exceed London Plan requirements;

Flood Risk

- Proposals comply with London Plan Policy 5.2 (Sustainable Drainage);

Urban Greening

- Proposals seek to incorporate new green infrastructure through the landscaping and green roof and this is strongly supported;

Blue Ribbon Network and biodiversity

- Regent's canal is part of London's Blue Ribbon Network (BRN) and a Site of Metropolitan Importance for Nature Conservation - the introduction of soft landscaping and improvements to the relationship with the canal are welcomed;

Transport

- Removal of 37 existing car parking spaces is supported given the high PTAL;
- Detailed design of long stay cycle parking should be secured by condition;
- £15,000 should be secured through the Section 106 legal agreement for Legible London signage to enhance wayfinding in the area;
- A Travel Plan, Delivery and Servicing Plan and Construction Logistics Plan should be secured by condition.

Internal Consultees

8.21 Access Officer – some detailed concerns are raised which can be adequately addressed through conditions.

8.22 Design and Conservation Officer – no objections raised. Comments as follows:

'The scheme has benefitted from substantial pre-application discussions and DRP reviews. Considerable amendments have been made, most recently and most substantially the reduction in the height, bulk and massing of the rooftop additions which previously had a significant impact on key views.

The scheme generally now comprises of high-quality contextual new buildings, infill and roof extensions utilising high quality, robust contextual materials.

One area remains where improvement could be made, this being the visual impact of the plant screening above the main historic building although it is accepted that the visual impact may be limited to small localised areas of public realm. Nevertheless, this visual impact should be reduced if possible.

Page 47 of the Design and Access Statement explains that the existing dormers are not historic and the top floor, above the dormers, has no outlook and suffers from a lack of light and overheating. The proposed contemporary style dormers are a striking modern addition that respect the strong industrial character of the historic building while being justified in terms of allowing the top floor to be a high quality useable floor space. Even if you were to consider the dormer windows to cause some harm this harm would be at the lower end of the scale and you should weigh any public benefits against this harm.'

- 8.23 Energy Conservation Officer – no objections raised.
- 8.24 Public Protection Division (Land Contamination) – no objections raised subject to a condition securing a land contamination investigation and any necessary remediation.
- 8.25 Public Protection Division (Noise) – no objections raised subject to a condition restricting plant noise levels.
- 8.26 Spatial Planning and Transport (Transport Officer) – no objections raised.
- 8.27 Sustainability Officer – no comments received.
- 8.28 Nature Conservation Manager – no objections raised subject to conditions to secure the recommendations detailed within the applicant's Ecology Report.

Other Consultees

- 8.29 Design Review Panel – the initial proposal (i.e. prior to the submission of revised plans indicating a reduction and reconfiguration of the sixth floor accommodation and revised dormer design) was considered by the Design Review Panel on 8 February 2017. The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by the Design Council/CABE. The Panel's observations are attached at **Appendix 3** and are detailed below:

Impact on Heritage Assets

The Panel maintained its position that the bulk and massing of the roof extension along with the proposed dormers should be reduced. At present, it is seen to be too overbearing and dominant, creating an uncomfortable relationship between old and new. Panel members suggested that rethinking the location of the plant could be a way to reduce the required floor space at this level. Some panel members advised that it was undesirable, architecturally, for a roof extension to appear to straddle two separate buildings, one historic and one new. The height and bulk of the extension to the locally listed building when viewed from the street was also considered excessive.

The Panel advised that a massing model would be useful, along with more views from the tow path on the other side of the canal.

Officer note: the revised proposals submitted on 9th June 2017 indicated a reduction in the height, scale and massing of the proposed development when viewed from the canal and these amendments considered to go a long way towards addressing the above concerns. The roof extension straddling historic and new buildings will be considerably less visible as a result of the amendments.

Courtyard and landscaping

As previously stated, the Panel considered the proposals for the courtyard to be very good, with only some fine tuning of the design suggested. In terms of the elevational treatment, the dialogue between the new and old buildings was thought to be effective. However, it was advised that the spandrels of the floor plates should not be expressed in the glazed strip that separates the two elements as they did not line up with the historic windows.

The Panel also welcomed further information from the applicant's Arboriculturist, however, questioned the decision to coppice and then root-ball the existing Alder trees, which would then be rehabilitated for the duration of the construction period. It was advised that root-balling trees in an urban environment is very difficult and unlikely to be cost effective or energy efficient. The Panel therefore recommended that buying new mature trees would be a better and more justifiable solution; these could be planted in clusters. However, panel members did emphasise that the existing Alder trees would ideally be preserved in situ because it would take a relatively long time before new trees would reach a similar height and therefore provide the same amenity.

The Panel also commented that the planting to the courtyard should be suitably robust for the area and should not clutter the, already small, environment.

Officer note: The comment regarding the spandrels of the floor plates on the glazed strip was made in response to the courtyard CGI which was presented to the panel. The applicant advises that there is an opportunity to develop the design of this detail through detailed design, but that as far as the planning application drawings are concerned there would not be any material difference. A condition is recommended to secure more detailed drawings at detailed design stage. The applicant has indicated that they are willing to revise the landscaping proposals in discussion with

Officers and an appropriate scheme of landscaping will be secured through the landscaping condition.

Sustainability and building performance

The development of this aspect of the scheme since the last review was deemed to be very encouraging by the Panel. Panel members made some comments regarding the management of the natural ventilation system and queried how this was going to work in practice. Further details were requested regarding the functionality of the full height windows and the Panel also encouraged thought to be given to an effective ventilation management strategy for future occupiers. Panel members additionally pointed out that some areas of the building were excessively glazed so would be very uncomfortable on sunny days and lead to high cooling demand. Moderation of the glazed areas or possible introduction of louvres (without limiting daylight) was suggested to remedy this and could add character to the glazing. Finally, the Panel did not think that the proposed dormer windows would be very practical as a source of natural ventilation.

Officer note: The applicant has submitted further information in relation to sustainability and building performance and the Council's Energy Conservation Officer is satisfied with the proposals.

Summary

The Panel were generally pleased with the scheme and lauded the additional work done to develop the building's performance and efficiency. However, there were other elements of the proposals where the Panel felt that there was room for further improvement. They remained concerned in particular about the detailing and bulk of the proposed rooftop extension, including the dormers. The Panel felt that this aspect of the design had not moved on as much as the improved sustainability, which was obviously the result of careful thought, and recommended that the same level of development for these issues would greatly benefit the scheme. Furthermore, the viability of the proposed tree relocation was questioned by the Panel and alternatives were strongly advised. In light of these observations, panel members therefore considered that the quality, of what is generally a very good scheme, could be further improved.

8.30 It is considered that the concerns raised by the Panel have been substantially addressed by the revisions to the scheme since it was presented in February.

9. RELEVANT POLICIES

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

National Guidance

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

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

Development Plan

- 9.4 The Development Plan is comprised of the London Plan 2016, Islington Core Strategy (2011) and Development Management Policies (2013). The policies of the Development Plan are considered relevant to this application and are listed at Appendix 2 to this report.

Designations

- 9.5 The site has the following designations under the London Plan 2016, Islington Core Strategy 2011 and Development Management Policies 2013:
- Employment Growth Area (General)
 - Kings Cross and Pentonville Road Key Area

Supplementary Planning Guidance (SPG) / Document (SPD)

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

10. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

- 10.1 EIA screening is not required by this development, as the site is less than 0.5 hectare.

11. ASSESSMENT

- 11.1 The main issues arising from this proposal relate to:

- Land use
- Design
- Accessibility
- Landscaping, trees and biodiversity
- Neighbouring amenity
- Sustainability, energy efficiency and renewable energy
- Highways and Transportation
- Planning obligations/mitigations.

Land-use

Office use

11.2 Policy 4.1 of the London Plan is concerned with Developing London's Economy and states, inter alia, that:

'The Mayor will work with partners to:

- a1) promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London, ensuring the availability of sufficient and suitable workspaces in terms of type, size and cost, supporting infrastructure and suitable environments for larger employers and small and medium sized enterprises, including the voluntary and community sectors
- d) support and promote the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity
- e) sustain the continuing regeneration of inner London and redress its persistent concentrations of deprivation.

11.3 Policy 4.2 of the London Plan is concerned with Offices and states, inter alia, that 'the Mayor will and boroughs and other stakeholders should:

- a) support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes including small and medium sized enterprises.
- c) encourage renewal and modernisation of the existing office stock in viable locations to improve its quality and flexibility
- d) seek increases in the current stock where there is authoritative, strategic and local evidence of sustained demand for office-based activities in the context of policies 2.7, 2.9, 2.13 and 2.15–2.17'

11.4 Policy 4.10 of the London Plan is concerned with new and emerging economic sectors and states, inter alia, that 'The Mayor will, and boroughs and other relevant agencies and stakeholders should:

- a) support innovation and research, including strong promotion of London as a research location and encourage the application of the products of research in the capital's economic development
- c) work with developers, businesses and, where appropriate, higher education institutions and other relevant research and innovation agencies to ensure availability of a range of workspaces, including start-up space, co-working space and 'grow-on' space
- e) promote clusters of research and innovation as focal points for research and collaboration between businesses, HEIs, other relevant research and innovation agencies and industry
- f) support the evolution of London's science, technology, media and telecommunications (TMT) sector, promote clusters such as Tech City and Med City ensuring the availability of suitable workspaces including television and film studio capacity.

11.5 Policy CS6 of the Core Strategy is concerned with King's Cross and states, inter alia, that:

- A. Business floor space in the King's Cross area will be protected from change of use. The King's Cross area will be expected to accommodate estimated growth in jobs of approximately 3,200 from B-use floorspace...Small/Medium Enterprises (SMEs), which have historically contributed significantly to the area, will be supported and accommodation for small enterprises will be particularly encouraged.
- F. Much of King's Cross has significant character value, and the area contains a number of heritage assets, including the Regent's Canal. The area's historic character will be protected and enhanced, with high quality design encouraged to respect the local context of King's Cross and its surroundings.

11.6 Policy DM5.1 (New Business Floorspace) of the Council's Development Management Policies Document states, inter alia, that:

- 'A. Within Town Centres and Employment Growth Areas the council will encourage the intensification, renewal and modernisation of existing business floorspace, including in particular, the reuse of otherwise surplus large office spaces for smaller units. Within these locations proposals for the redevelopment or Change of Use of existing business floorspace are required to incorporate:
 - i) the maximum amount of business floorspace reasonably possible on the site, whilst complying with other relevant planning considerations, and
 - ii) a mix of complementary uses, including active frontages where appropriate.
- F. New business floorspace must be designed to:
 - i) allow for future flexibility for a range of uses, including future subdivision and / or amalgamation for a range of business accommodation, particularly for small businesses...'

11.7 Policy CS13 of Islington's Core Strategy sets out how the Council will provide and enhance employment space throughout the Borough. New business space will be required to be flexible to meet future business needs and will be required to provide a range of unit types and sizes, including those suitable for SMEs. Development should provide jobs and training opportunities, including a proportion of small, micro and/or affordable workspace or affordable retail space.

11.8 Paragraph 3.4.3 of the Core Strategy notes that employment in Islington is expected to increase by around 35,000 to 45,000 jobs between 2012 and 2027. Furthermore, it notes that the Islington Employment Study 2008 projected that just over 50% of these jobs will be provided within B-use floorspace.

11.9 The Islington Employment Land Study (2016) notes at paragraph 7.8.1 that:

‘For the period 2014-2036, employment as a whole in Islington is projected to increase by 50,500. Continued high levels of growth are projected for the future. Islington is forecast to have high levels of employment growth in the types of professional and technical services sectors that generate demand for office space. The London Office Policy Review 2012 had a guideline figure of 433,000 sq m over the period 2011-2036, and our revised forecasts come out with broadly the same figure. Once we have adjusted for the current low vacancy rate our forecasts in total give a planning target of 400,000 sq m of office floorspace for the period 2014-2036 to meet forecast demand and allowance of an 8% vacancy factor.’

11.10 Against the backdrop of an identified requirement to deliver new office floorspace Islington Council’s Annual Monitoring Reports (AMR) have identified consistent net losses in office floorspace over recent years as follows:

Reporting Period	Net loss Class B1(a) floorspace (m ²)
1 April 2011 – 31 March 2012	4,630
1 April 2012 – 31 March 2013	7,923
1 April 2013 – 31 March 2014	7,705
1 April 2014 – 31 March 2015	15,635

11.11 The site currently provides comprises 8,916m² (GIA) inefficiently arranged Class B1 floorspace (this figure includes the ancillary canteen area). The proposal would result in the delivery of 12,823m² (GIA) new and refurbished office floorspace including high quality floorspace suitable for occupation by larger tenants and flexible workspace which can adapt to the requirements of multiple occupiers, including co-working and SME space. The office floorspace will contribute towards meeting an identified need with corresponding economic and employment benefits. Significant weight can therefore be attached to the benefits of the delivery of the 12,823m² new and refurbished office floorspace.

Affordable workspace

11.12 Policy DM5.4 is concerned with the size and affordability of workspace and states, inter alia, that:

A. Within Employment Growth Areas and Town Centres, major development proposals for employment floorspace must incorporate an appropriate amount of affordable workspace and/or workspace suitable for occupation by micro and small enterprises.

C. Where workspace is to be provided for small or micro enterprises, but is not within physically separate units, the applicant will be required to demonstrate that the floorspace will meet the needs of small or micro enterprises through its design, management and/or potential lease terms.

D. Where affordable workspace is to be provided, evidence should be submitted demonstrating agreement to lease the workspace at a peppercorn rate for at least 10 years to a council-approved Workspace Provider.

11.13 The scheme would provide 5.38% of the overall office floor space as affordable workspace, in excess of the Council's policy requirement of 5%. The workspace will be located on the first, second and third floors in a south facing part of the building and will share the main entrance with the remainder of the office accommodation. The affordable workspace will be provided to an Islington approved affordable workspace provider at a peppercorn rent for a period of 15 years, in excess of the Council's policy requirement of 10 years. The provision of affordable workspace in excess of the Council's policy requirements would represent a significant benefit of the proposed development.

Flexible Uses

11.14 The proposed development would provide 985 sqm (GIA) flexible use floorspace suitable for retail use at ground floor level.

11.15 Retail and restaurant uses are defined as 'main town centre uses', within the NPPF. Paragraph 24 states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing town centre and are not in accordance with an up-to-date Local Plan.

11.16 Policy CS14 (Retail and services) and Policy DM4.4 (Promoting Islington's Town Centres) seek to maintain and enhance the retail and service function of the borough's town centres through focussing major new retail and proposals in designated town centres. Policy DM4.4 states at Part B that:

'The council will seek to maintain and enhance the retail and service function of Islington's four Town Centres

A. Applications for more than 80m² of floorspace for uses within the A Use Classes, D2 Use Class and for Sui Generis main Town Centre uses should be located within designated Town Centres. Where suitable locations within Town Centres are not available, Local Shopping Areas or edge-of-centre sites should be chosen. Where this is not possible, out-of-centre sites may be acceptable where:

- i) Alternative sites within Town Centres, Local Shopping Areas and edge-of-centre locations have been thoroughly investigated;
- ii) the development would not individually, or cumulatively with other development, have a detrimental impact on the vitality and viability of Town Centres and Local Shopping Areas within Islington or in adjacent boroughs, or prejudice the prospect for further investment needed to safeguard their vitality and viability; and
- iii) the development would be accessible to all by a sustainable choice of means of transport, and would not prejudice the overall aim of reducing the need to travel.'

11.17 The nearest Town Centre to the site is approximately 500m to the east along Upper Street whilst the nearest Local Shopping Centre is on Caledonian Road, approximately 100m to the east and south.

11.18 The proposal has not satisfied the requirements of the NPPF and Policy DM4.4 and the applicant has provided a statement in support of the proposed flexible uses as follows:

- Proposal will provide an increased quantum of employment floor space with a corresponding increase in employees on the site - there is currently very limited retail or restaurant provision within the immediate locality for these employees.
- Retail units will also provide a valuable amenity for local residents
- The scale of the proposed retail / restaurant floor space is considered to be appropriate in the context of the scale of the site and for this location.
- Case law has established that, when applying the sequential test and reviewing potential sequentially preferable sites that the proposal as a whole should be considered – the proposal seeks to provide a campus office environment, and there is no alternative site in the vicinity that could deliver the proposed development in its current form.
- A key benefit of the existing site location is its location on the Regent’s Canal, which provides an attractive setting for the proposed restaurant which would not be available at an alternative location.
- Quantum of flexible floorspace is considered to be minor development, well below the default 2,500m² NPPF threshold, whilst the units represent only a small proportion of the total floorspace provided by the development.

11.19 The applicant also notes that the provision of retail and restaurant floor space meets an identified need as set out within the Islington and London Plan evidence base. The most up to date London wide retail need study prepared by Experian (Consumer Expenditure and Comparison Goods Floorspace Need in London Summary Report (October 2013)) has identified that there is significant capacity for comparison floor space arising within Islington, totalling approximately 67,150m² by 2036. The retail study identifies capacity arising in the both town centres and non-central areas to support future retail floor space growth. It is further noted that the Islington Retail Study Update (2008) also identifies retail capacity within Islington’s non-central areas.

11.20 It can be accepted that the proposed retail floorspace will complement the proposed office use, particularly given the number of employees who will be accommodated on the site and the lack of restaurant provision in the immediate locality. The applicant’s argument set out above can be accepted and is therefore considered that the proposed floor space will not have a detrimental impact upon the vitality and viability of the existing Local Shopping Areas in proximity to the site, both of which are well established.

11.21 Policy DM4.3 (Location and Concentration of Uses) states that proposals for cafés, restaurants and other similar uses will be resisted where they: i) Would result in negative cumulative impacts due to an unacceptable concentration of such uses in one area; or ii) Would cause unacceptable disturbance or detrimentally affect the amenity, character and function of an area.

11.22 The application notes that the proposed restaurant replaces an existing canteen and the principle of an area where food is purchased and eaten in this location is therefore already established. The site is an out of centre location and the proposed restaurant would not result in an overconcentration of uses in one area. The opening hours of the restaurant would be controlled via a condition to ensure that there are no adverse impacts upon residential amenity. The restaurant would support the function of the area and of the development itself and is considered acceptable.

Design & Appearance

11.23 Paragraph 63 of the NPPF states that ‘in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design generally in the area.’

11.24 London Plan Policy 7.4 is concerned with Local Character and states, inter alia, that:

‘Buildings, streets and open spaces should provide a high quality design response that:

- a) has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass
- b) contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area
- c) is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings
- d) allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area is informed by the surrounding historic environment.’

11.25 London Plan Policy 7.6 is concerned with architecture and states, inter alia, that:

‘Buildings and structures should:

- a) be of the highest architectural quality
- b) be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c) comprise details and materials that complement, not necessarily replicate, the local architectural character
- d) not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e) incorporate best practice in resource management and climate change mitigation and adaptation
- f) provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g) be adaptable to different activities and land uses, particularly at ground level
- h) meet the principles of inclusive design
- i) optimise the potential of sites.’

11.26 Policy DM2.1 (Design) requires all forms of development to be of a high quality, to incorporate inclusive design principles and make a positive contribution to the local character and distinctiveness of an area, based upon an understanding and evaluation of its defining characteristics. Development which fails to take the opportunities available for improving the character and quality of an area and the way that it functions will not be supported.

- 11.27 Section 72(1) of the Planning (Listed Buildings and Conservation Areas Act (1990) states: ‘In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area”.
- 11.28 London Plan policy 7.8 is concerned with heritage assets and states, inter alia, that ‘development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.’
- 11.29 Policy 7.30 of the London Plan is concerned with London’s Canals and other rivers and waterspaces and states, inter alia, that:
- ‘A. Development proposals along London’s canal network and other rivers and waterspace (such as reservoirs, lakes and ponds) should respect their local character and contribute to their accessibility and active water related uses, in particular transport uses, where these are possible.
 - B. Development within or alongside London’s docks should protect and promote the vitality, attractiveness and historical interest of London’s remaining dock areas by:
 - a) preventing their partial or complete in-filling (see paragraph 7.103)
 - b) promoting their use for mooring visiting cruise ships and other vessels
 - c) encouraging the sensitive use of natural landscaping and materials in and around dock areas
 - d) promoting their use for water recreation
 - e) promoting their use for transport.’
- 11.30 Policy CS9 of the Core Strategy is concerned with ‘Protecting and Enhancing Islington’s Built and Historic Environment’ and states, inter alia, that:
- ‘High quality architecture and urban design are key to enhancing and protecting Islington’s built environment, making it safer and more inclusive.
- B. The historic significance of Islington’s unique heritage assets and historic environment will be conserved and enhanced whether designated or not. These assets in Islington include individual buildings and monuments, parks and gardens, conservation areas, views, public spaces and archaeology.’
- 11.31 Policy DM2.3 of the Council’s Development Management Policies document is concerned with Heritage and states, inter alia, that:
- A. Conserving and enhancing the historic environment
Islington’s historic environment is an irreplaceable resource and the council will ensure that the borough’s heritage assets are conserved and enhanced in a manner appropriate to their significance. Development that makes a positive

contribution to Islington's local character and distinctiveness will be encouraged.

B. Conservation Areas

i)...new developments within Islington's conservation areas and their settings are required to be of high quality contextual design so that they conserve or enhance a conservation area's significance. Harm to the significance of a conservation area will not be permitted unless there is a clear and convincing justification. Substantial harm to the significance of a conservation area will be strongly resisted

11.32 The Regent's Canal West Conservation Area Design Guidelines (January 2002) state at paragraphs 17.7 – 17.8 and 17.13-17.16 that:

'17.7 All new buildings must be on a scale appropriate to their location and any adjacent buildings of conservation value. Building heights recently approved (and now largely implemented) should be regarded as a maximum for any future redevelopment in the conservation area. New buildings should present an appropriate frontage to the canal or basin and reflect the character of canal buildings.

17.8 Buildings of greater scale, height or bulk than those existing will be out of keeping with the character of the conservation area. Canal and basin warehouse facades have a particular architectural character which can easily be diminished or spoilt by inappropriate new development.

17.13 With refurbishment proposals which involve alterations or extensions, the original design and period of the building must be respected, including scale, proportion, architectural style, fenestration and materials.

17.14 The canal warehouse buildings have a distinctive architectural character which is easily destroyed in converting them for modern uses. Considerable care is therefore needed to ensure this is done without serious loss of their original character. Some materials are alien to the area and unlikely to be acceptable.

17.15 All plant rooms and lift over-runs, radio and satellite equipment, air conditioning units and other plant should be located so as to be invisible from the canal towpath, basin edges and in long views from the canal bridges.

17.16 Long views are particularly susceptible to being spoilt in canal areas, particularly from the bridges along the towpath or across the Basin. Projecting plant rooms form no part of the original character of canal buildings and can significantly spoil the roof lines of canalside buildings.'

11.33 It is noted that the heritage value of No. 10 Regent's Wharf was significantly enhanced following the previous renovation, as can be appreciated from the image below.

No. 10 Regents Wharf prior to renovation



- 11.34 It is proposed to demolish the existing modern buildings on the site. These buildings are considered to be of little architectural and/or historic merit and their demolition is considered acceptable.
- 11.35 The proposals involve the removal of louvres and modern additions from the courtyard elevations and refurbishment them to make the historic fabric of the buildings more visible. Glazed breaks are proposed where the new building connects with the existing building to allow the historic fabric to run into the new buildings and remain visible. Replicas of historic windows that were removed in the 1980s refurbishment will be installed. It is also noted that the courtyard will become publicly accessible as a result of the proposed development. It is therefore considered that the he proposed works to the courtyard elevations along with public access will reveal their significance and significantly enhance the contribution the courtyard elevations make to the character and appearance of the conservation area.
- 11.36 Representation have been received from parties including the Victorian Society and the Greater London Industrial Archaeology Society (GLIAS) raising concerns in relation to the loss of the existing dormer windows to No. 10. The Design and Access Statement suggests that the dormer windows are not a historic feature of the building, whereas GLIAS suggest that they are an original feature of the building installed to provide light into the grain silos when the building was a cattle feed warehouse. GLIAS have submitted photographs taken in 1975 which indicate the dormers in place. However, there is no evidence to conclusively establish whether the dormer windows are original features or not.

- 11.37 The Design and Access Statement advises that the dormer windows currently provide little benefit and the top loft floor space is uncomfortable, suffering from poor daylighting and overheating. The location, scale and proportions of the proposed dormer windows has been the subject of extensive discussions between the design team and the Council's Design and Conservation Officer. The Council's Design and Conservation Officer advises that the dormers are a striking modern addition that respect the strong industrial character of the historic building while being justified in terms of allowing the top floor to be a high quality useable floor space.
- 11.38 The proposals refurbish and enhance the locally listed buildings which will allow greater legibility of their historic form and in doing so will reveal their significance. The new extensions to the locally listed buildings within the conservation area better reveal the form and relationship between the retained historic buildings, reinstating identity. The new building elements outside of the conservation area offer improved architectural forms and character to what currently exists, enhancing the contribution of the site to the setting of the conservation area.
- 11.39 The top storey of office accommodation and plant enclosure is set back to minimise the impact of the additional massing in views along All Saints Street and Regent's Canal.
- 11.40 The Heritage and Townscape Assessment concludes that there is a negligible level of harm which is offset by the improved architecture and the benefit of securing the optimum viable use of a heritage asset in support of its long term conservation.
- 11.41 The provision of a publicly accessible central courtyard and public restaurant will increase the permeability of the site. The proposed landscaping will enhance the appearance of the site.
- 11.42 The proposed new building will replace an existing building of limited architectural merit which makes a negligible contribution to the character and appearance of the area. It is considered that the replacement building represents a high standard of architectural design which will enhance the appearance of the area.

Accessibility

- 11.43 London Plan Policy 7.2 states that development should achieve the highest standards of accessible and inclusive design, ensuring that developments can be used safely, easily and with dignity by all regardless of disability, age gender ethnicity or economic circumstances.
- 11.44 The Council's Access Officer has raised some detailed concerns which can be adequately dealt with through conditions and an update will be provided at the committee meeting

Landscaping, Trees and Biodiversity

- 11.45 Islington Development Management Policy DM6.5 maintains that new developments must protect, contribute to and enhance the landscape, biodiversity value and growing conditions of a development site and surrounding area, including protecting

connectivity between habitats. Developments are required to maximise the provision of soft landscaping, including trees, shrubs and other vegetation, and maximise biodiversity benefits, including through the incorporation of wildlife habitats that complement surrounding habitat and support the council's Biodiversity Action Plan.

11.46 Policy 7.28 of the London Plan is concerned with Restoration of the Blue Ribbon Network and states, inter alia, that:

A. Development proposals should restore and enhance the Blue Ribbon Network by:

- b) increasing habitat value. Development which reduces biodiversity should be refused
- c) preventing development and structures into the water space unless it serves a water related purpose
- f) protecting the open character of the Blue Ribbon Network.

11.47 The application is accompanied by an Ecology Report which makes a number of recommendation which are summarised as follows:

- Any lighting associated with the new development should not exceed current levels on the canal side of the building
- The development should avoid dust deposition into the canal during demolition and contamination of the water in the canal
- The trees, small hedgerow and ivy will be retained, or if this is not possible, replacement features included in the development
- Steps should be taken to minimise possible establishment of breeding black redstart during construction phase - rubble should be cleared as soon as possible or covered over; nest boxes erected away from the site construction during construction phase. If these measures are not possible, then black redstart surveys should be undertaken by a qualified ecologist.
- The design of the new buildings should include measures to enhance the site for black redstarts including a brown roof, use of native plants and provision of black redstart boxes.
- A landscape and ecology management plan should be produced to include management of vegetated areas and maintenance of bird boxes.
- Bird and bat boxes should be provided within the new development.
- Plants on the roof garden should be selected for their potential benefit to wildlife.

11.48 The Council's Nature Conservation Manager has reviewed the Ecology Report and recommends that the above recommendations be secured by condition.

11.49 The proposed development includes a landscaping scheme and further details will be secured by condition to ensure a scheme which enhances biodiversity and the setting of the proposed development.

Neighbouring Amenity

- 11.50 The Development Plan contains policies which seek to appropriately safeguard the amenities of residential occupiers when considering new development. London Plan policy 7.6 identifies that buildings should not cause unacceptable harm to the amenity of in particular, residential buildings in respect of matters including privacy and overshadowing. Policy DM2.1 of the Development Management Policies Document 2013 identifies that satisfactory consideration shall be given to noise and the impact of disturbance, vibration, as well as overshadowing, overlooking, privacy, direct sunlight and daylight receipt, over-dominance, sense of enclosure and outlook.
- 11.51 Daylight and Sunlight: In general, for assessing 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.
- 11.52 Daylight: the BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:

The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or

The area of the working plane in a room which can receive direct skylight is not reduced to less than 0.8 times its former value. (No Sky Line / Daylight Distribution).

- 11.53 Average Daylight Factor (ADF) is another daylight measurement which requires 1% for a bedroom, 1.5% for a living room and 2% for a family kitchen. In cases where one room serves more than one purpose, the minimum ADF should be that for the room type with the higher value. It should be noted that this test is normally applicable to proposed residential units, but in some cases is used as supplementary information (rather than key assessment criteria) to provide a clearer picture regarding impacts upon existing properties.
- 11.54 Daylight is also measured by the no sky-line or daylight distribution contour which shows the extent of light penetration into a room at working plane level, 850mm above floor level. If a substantial part of the room falls behind the no sky-line contour, the distribution of light within the room may be considered to be poor.
- 11.55 Sunlight: the BRE Guidelines confirm that windows which do not enjoy an orientation within 90 degrees of due south do not warrant assessment. For those windows that do warrant assessment, it is considered that there would be no real noticeable loss of sunlight where:

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

March – being winter; and less than 0.8 of its former hours during either period.

- 11.56 Where these guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guidelines provides numerical guidelines, the document though emphasizes that advice given here 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. In special circumstances the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.
- 11.57 The application site is located within an accessible location, where the potential of sites and density should, according to policy, be maximised where possible. Urban design considerations are also important when applying the guidance quoted above.
- 11.58 It is widely acknowledged that daylight and sunlight are fundamental to the provision of a good quality living environment and for this reason people expect good natural lighting in their homes. Daylight makes an interior look more attractive and interesting as well as to provide light to work or read by. Inappropriate or insensitive development can reduce a neighbour's daylight and sunlight and thereby adversely affect their amenity to an unacceptable level.
- 11.59 The Daylight and Sunlight Report notes that the BRE Guidelines are predicated upon a suburban development model and the 'ideal' baseline target values they set out are based upon a suburban situation i.e. the level of light that would be expected in a situation with two storey dwellings facing one another across a reasonable width road.
- 11.60 Paragraph 1.3.45-46 of the Mayor of London's Housing SPD states that:

'Policy 7.6Bd requires new development to avoid causing 'unacceptable harm' to the amenity of surrounding land and buildings, particularly in relation to privacy and overshadowing and where tall buildings are proposed. An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.

The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate standards which depart from those presently

experienced but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.’

11.61 Daylight and Sunlight Losses for Affected Properties Analysis: Residential dwellings within the following properties have been considered for the purposes of daylight and / or sunlight impacts as a result of the proposed development:

- 34-52, 53-66, 67-77 & 78 Treaty Street
- Copenhagen Primary School
- 28, 30 & 31 Thornhill Bridge Wharf
- 1-3 All Saints Street
- 18-19 New Wharf Road
- Ice Wharf South
- 101-105 Ice Wharf
- 201-278 Ice Wharf

11.62 The following properties were assessed and it was established that they will achieve full BRE compliance in terms of the VSC and APSH. The daylight and sunlight impact is therefore considered acceptable and no further assessment is required:

- 34-52, 53-66 & 78 Treaty Street
- Copenhagen Primary School
- 28, 30 & 31 Thornhill Bridge Wharf
- 18-19 New Wharf Road
- 101-105 Ice Wharf.

67-77 Treaty Street

11.63 The Report advises that the assessment has been based upon reasonable assumptions as to the internal configurations. All windows will achieve full compliance with the BRE recommendations in relation to the VSC and NSL assessments. One ground floor rooms which is served by a window located underneath a balcony will experience a noticeable loss of sunlight and this is detailed below.

Room / Window	Room Use	Annual APSH			Winter APSH		
		Existing	Proposed	% loss	Existing	Proposed	% loss
Gnd floor R2 / W2	LKD	14	11	21.43	4	1	75


11.64 Room 2 is also served by Window 3 and overall the room will receive 62% APSH (against a 25% target) and 4% Winter APSH (1% short of the 5% target). In view of the architectural form of the building this can be considered reasonable.


Ice Wharf South

11.65 The assessment has been based upon floor plans for the property. 55 of the 91 windows relevant for assessment show full compliance with the VSC recommendations stated within the BRE Guidelines.

11.66 The windows which do not achieve BRE for **either** the VSC or the NSL form of assessment are detailed within the table below.

Daylight losses in excess of BRE recommendations (indicated in **bold**)

 Achieves compliance with BRE Guidelines for one method of assessment – no real noticeable loss of daylight

 Does not achieve compliance with BRE Guidelines for either VSC or NSL – noticeable loss of daylight

Room / Window	Room use	Vertical Sky Component			No Sky Line (Daylight Distribution)			
		Existing (%)	Proposed (%)	Factor of former value (target: 0.8)	Whole room m ²	Previous m ²	Proposed m ²	Factor of former value (target: 0.8)
Ice Wharf South								
1 st Floor R1 / W2	LKD	13.1	9.6	0.73	36.62	34.80	34.77	0.99
1 st Floor R2 / W3	LKD	11.9	4.9	0.41	36.27	26.84	23.97	0.89
1 st Floor R2 / W4	LKD	15.1	7.4	0.49				
1 st Floor R3 / W5	Bedroom	21.9	16.5	0.75	8.37	7.90	7.76	0.98
1 st Floor R4 / W6	Bedroom	20.9	16.4	0.78	9.54	9.24	8.77	0.95
1 st Floor R7 / W10	Bedroom	2.9	2.5	0.86	9.92	2.71	1.91	0.71
1 st Floor R8 / W11	Bedroom	13.4	8.7	0.65	8.91	8.01	5.51	0.69
1 st Floor R9 / W12	LKD	10.1	4.2	0.42	39.60	29.64	8.76	0.30
1 st Floor R10 / W13	Bedroom	20.8	13.3	0.64	7.64	7.49	5.47	0.73
1 st Floor R11 / W14	LKD	21.4	13.6	0.64	31.01	30.51	27.73	0.97
2 nd Floor R1 / W2	Unknown	17.7	11.8	0.67	36.62	34.76	34.74	0.99
2 nd Floor R2 / W3	LKD	16.3	6.5	0.40	36.27	28.65	24.13	0.84
2 nd Floor R2 / W4	LKD	17.4	9.0	0.52				
2 nd Floor R3 / W5	Bedroom	25.0	19.2	0.77	8.37	8.10	7.91	0.98
2 nd Floor R7 / W10	Bedroom	3.2	2.9	0.91	9.92	2.95	2.19	0.74
2 nd Floor R8 / W11	Bedroom	14.8	10.1	0.68	8.91	8.16	5.97	0.73
2 nd Floor R9 / W12	LKD	12.3	6.4	0.52	39.60	30.59	9.61	0.31
2 nd Floor R10 / W13	Bedroom	23.8	16.1	0.68	7.64	7.57	6.02	0.80

2 nd Floor R11 / W14	LKD	24.5	16.3	0.67	31.01	30.63	27.88	0.91
3 rd Floor R1 / W2	LKD	25.3	14.4	0.57	36.62	34.76	34.75	0.99
3 rd Floor R2 / W3	LKD	23.9	9.0	0.38	36.27	32.85	24.55	0.75
3 rd Floor R2 / W4	LKD	21.0	12.0	0.57				
3 rd Floor R3 / W5	Bedroom	28.5	22.5	0.79	8.37	8.17	8.0	0.98
3 rd Floor R8 / W11	Bedroom	16.3	11.8	0.72	8.91	8.14	7.49	0.92
3 rd Floor R9 / W12	LKD	14.4	8.6	0.60	39.61	31.98	12.99	0.41
3 rd Floor R10 / W13	Bedroom	27.2	19.4	0.71	7.64	7.48	7.20	0.96
3 rd Floor R11 / W14	LKD	28.0	19.6	0.70	31.01	30.91	28.97	0.94
4 th Floor R1 / W2	LKD	34.4	17.3	0.50	36.62	36.41	34.75	0.95
4 th Floor R2 / W3	LKD	33.4	12.1	0.36	36.27	34.95	25.11	0.72
4 th Floor R2 / W4	LKD	24.5	15.6	0.64				
4 th Floor R8 / W11	Bedroom	18.0	13.9	0.77	8.92	8.31	8.31	1.0
4 th Floor R9 / W12	LKD	16.5	11.0	0.67	39.61	33.18	16.76	0.51
4 th Floor R10 / W13	Bedroom	30.8	23.4	0.76	7.64	7.56	7.56	1.0
4 th Floor R11 / W15	LKD	31.7	23.4	0.74	30.99	30.98	29.52	0.95
5 th Floor R1 / W2	LKD	38.5	21.9	0.57	36.62	36.61	34.78	0.95
5 th Floor R2 / W3	LKD	38.0	17.0	0.45	36.31	35.55	26.43	0.74
5 th Floor R9 / W12	LKD	27.7	22.9	0.83	39.60	34.80	23.91	0.69
6 th Floor R2 / W5	LKD	36.9	25.1	0.68	49.87	49.51	49.51	1.0
6 th Floor R2 / W6	LKD	36.7	22.7	0.62				

11.67 25 of the 36 windows which do not comply with the BRE Guidelines for VSC achieve compliance with the Guidelines for daylight distribution, and therefore these rooms should not experience a noticeable loss of daylight. 11 windows will not achieve compliance in relation to either the VSC or NSL form of assessment.

11.68 Room 2 on the 3rd, 4th and 5th floor (Flats 334 and 344 and 354) are lounge/kitchen/diners each served by 2 windows which will experience a significant reduction in daylight under the VSC assessment. However, the rooms will experience a reduction in daylight distribution of 25%, 28% and 26% respectively (against a 20% target) and will retain 67.7%, 69.2% and 72.8% daylight distribution, which may be considered reasonable in an urban context.

- 11.69 Room 8 (Window 11) on the 1st and 2nd floor (Flats 313 and 323) are bedrooms which will experience VSC reductions of 35% and 32% and NSL reductions of 32% and 27% respectively. It can be noted that the windows are located in a tight corner of the property adjacent to a flank elevation and these architectural features restrict daylighting receipt to the rooms. It is further noted that the adjacent bedroom windows (Window 10) face immediately onto a flank wall and achieve BRE compliance by reason of the exceptionally low existing levels of daylight (the VSC for the first floor window is 2.9%) and further VSC and NSL reductions below 20%.
- 11.70 Room 10 (Window 13) on the first floor (Flat 321) is a bedroom which will experience a 36% reduction in VSC and a 27% reduction in daylight distribution, in excess of the BRE recommendations.
- 11.71 The applicant's surveyors have also measured the ADF impact on neighbouring dwellings to further inform the assessment of the impact of the proposed development. As noted above, this test is normally applicable to proposed residential units, but can be used as supplementary information (rather than key assessment criteria) to provide a clearer picture regarding impacts upon existing properties. The ADF results for Rooms 8 and 13 above are as follows:

Average Daylight Factor

Room	Room use	Total ADF (Existing)	Total ADF (Proposed) Target 1%	ADF Reduction (%)
First Floor R8	Bedroom	1.4	1.1	21.4
First Floor R10	Bedroom	2.4	1.8	25.0
Second Floor R8	Bedroom	1.6	1.2	25.0

- 11.72 It is noted that the rooms would comply with the BRE recommendations in relation to the ADF assessment.
- 11.73 The most significant losses of daylight occur within Room 9 which is a lounge/kitchen/diner on the first to fourth floors (Flats 313, 323, 333, 343), with the greater losses occurring within the lower floor units. The existing VSC for these windows ranges from 10.1% (1st floor) to 16.5% (4th floor). The windows currently face onto an open courtyard and the proposed development therefore results in a significant reduction in VSC. The worst affected unit will be Flat 313 which will experience a VSC reduction of 58% and an NSL reduction of 70%.
- 11.74 Revisions to the height and massing of the proposed development are detailed within Section 6 of this report above. The June 2017 revision was sought by Officers to address outstanding design concerns and to seek improvements to daylight impacts on dwellings within Ice Wharf. The October 2017 revision was sought to achieve further improvements to the daylight impacts on dwellings within Ice Wharf. The improvements in relation to the VSC assessment on Window 12 (1st to 4th floors) as a result of the revisions are detailed within the table below.

VSC Results for initial and revised proposals (Room 9 – 1st to 4th Floors)

Room window /	Room use	Vertical Sky Component - Factor of former value (target: 0.8)		
		Dec. 2016 proposal	June 2016 proposal	Current proposal
1 st Floor R9 / W12	LKD	0.25	0.34	0.42
2 nd Floor R9 / W12	LKD	0.34	0.44	0.52
3 rd Floor R9 / W12	LKD	0.43	0.52	0.60
4 th Floor R9 / W12	LKD	0.50	0.59	0.67

11.75 The above demonstrates that, whilst these windows will experience a significant reduction in VSC as a result of the proposed development, the impact has been reduced as a result of the revisions to the scheme.

11.76 The ADF results for Room 9 (1st to 4th Floors) are as follows:

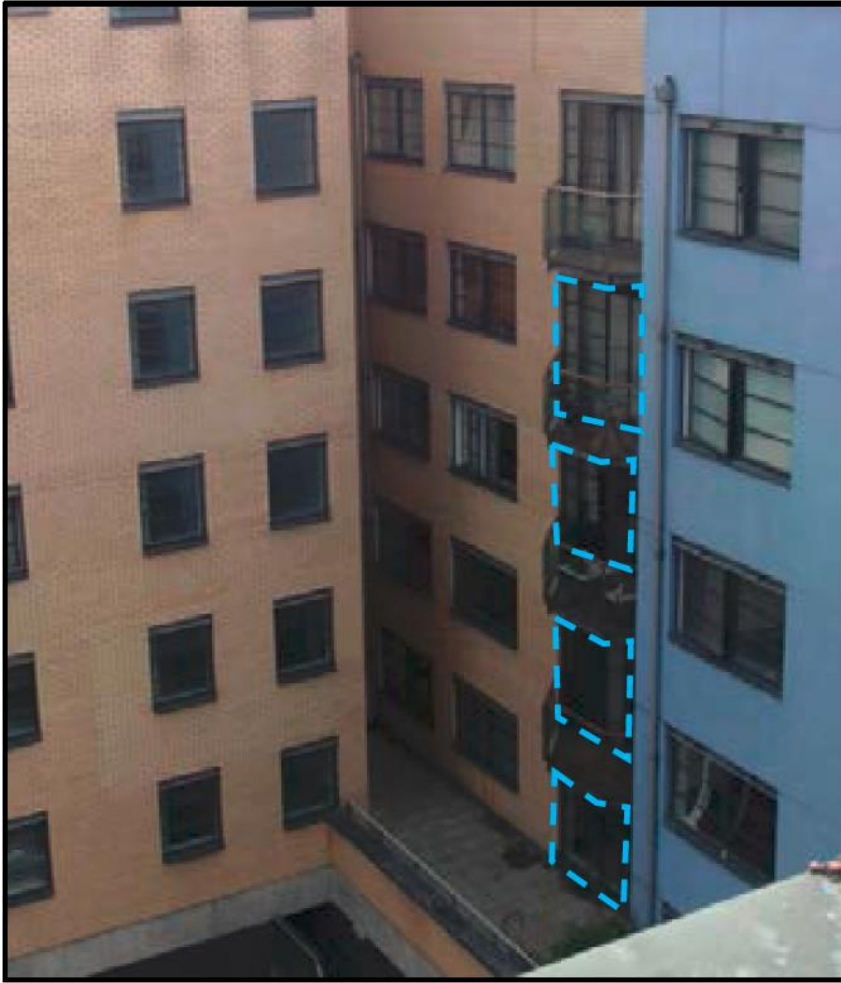
Average Daylight Factor

Room	Room use	Total ADF (Existing)	Total ADF (Proposed) Target 2%	ADF Reduction (%)
First Floor R9	LKD	0.7	0.3	57.1
Second Floor R9	LKD	0.7	0.4	42.9
Third Floor R9	LKD	0.8	0.5	37.5
Fourth Floor R9	LKD	0.9	0.7	22.22

11.77 It is noted that the existing and proposed ADF is significantly below the 2% recommended within the BRE Guidelines.

11.78 The four windows are located below balconies as indicated in the photograph below.

Room 9 (1st to 4th floor)



11.79 The BRE Guidelines state at Paragraph 2.2.11:

‘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 sunlight...’

11.80 Paragraph 2.2.12 goes on to state:

‘A larger relative reduction in VSC may also be unavoidable if the existing window has projecting wings on one or both sides of it, or is recessed into the building so that it is obstructed on both sides as well as above.’

11.81 Paragraph 2.2.11 also states that:

‘One way to demonstrate this would be to carry out an additional calculation of the VSC and area receiving direct sunlight, for both the existing and proposed situations, without balconies in place.’

11.82 The applicant’s surveyors have therefore carried out an assessment of the impact of the proposed development in a scenario with the balconies removed.

VSC and NSL - with balconies

Room / Window	Room use	Vertical Sky Component			No Sky Line (Daylight Distribution)			
		Existing (%)	Proposed (%)	Factor of former value (target: 0.8)	Whole room m ²	Previous m ²	Proposed m ²	Factor of former value (target: 0.8)
Ice Wharf South								
1 st Floor R9 / W12	LKD	10.1	4.2	0.42	39.60	29.64	8.76	0.30
2 nd Floor R9 / W12	LKD	12.3	6.4	0.52	39.60	30.59	9.61	0.31
3 rd Floor R9 / W12	LKD	14.4	8.6	0.60	39.61	31.98	12.99	0.41
4 th Floor R9 / W12	LKD	16.5	11.0	0.67	39.61	33.18	16.76	0.51

VSC and NSL - without balconies

Room / Window	Room use	Vertical Sky Component			No Sky Line (Daylight Distribution)			
		Existing (%)	Proposed (%)	Factor of former value (target: 0.8)	Whole room m ²	Previous m ²	Proposed m ²	Factor of former value (target: 0.8)
Ice Wharf South								
1 st Floor R9 / W12	LKD	15.8	9.8	0.62	39.60	30.01	10.27	0.34
2 nd Floor R9 / W12	LKD	17.8	11.8	0.66	39.60	30.85	10.45	0.34
3 rd Floor R9 / W12	LKD	20.4	14.5	0.71	39.61	32.25	13.65	0.42
4 th Floor R9 / W12	LKD	23.4	17.9	0.76	39.61	33.64	17.49	0.52

11.83 Whilst it is noted that the removal of the balconies would not result in a BRE compliant scheme it can be acknowledged from the above results that the architectural form of Ice Wharf South restricts the receipt of daylight within the above flats.

11.84 The ADF results with the balconies removed are as follows:

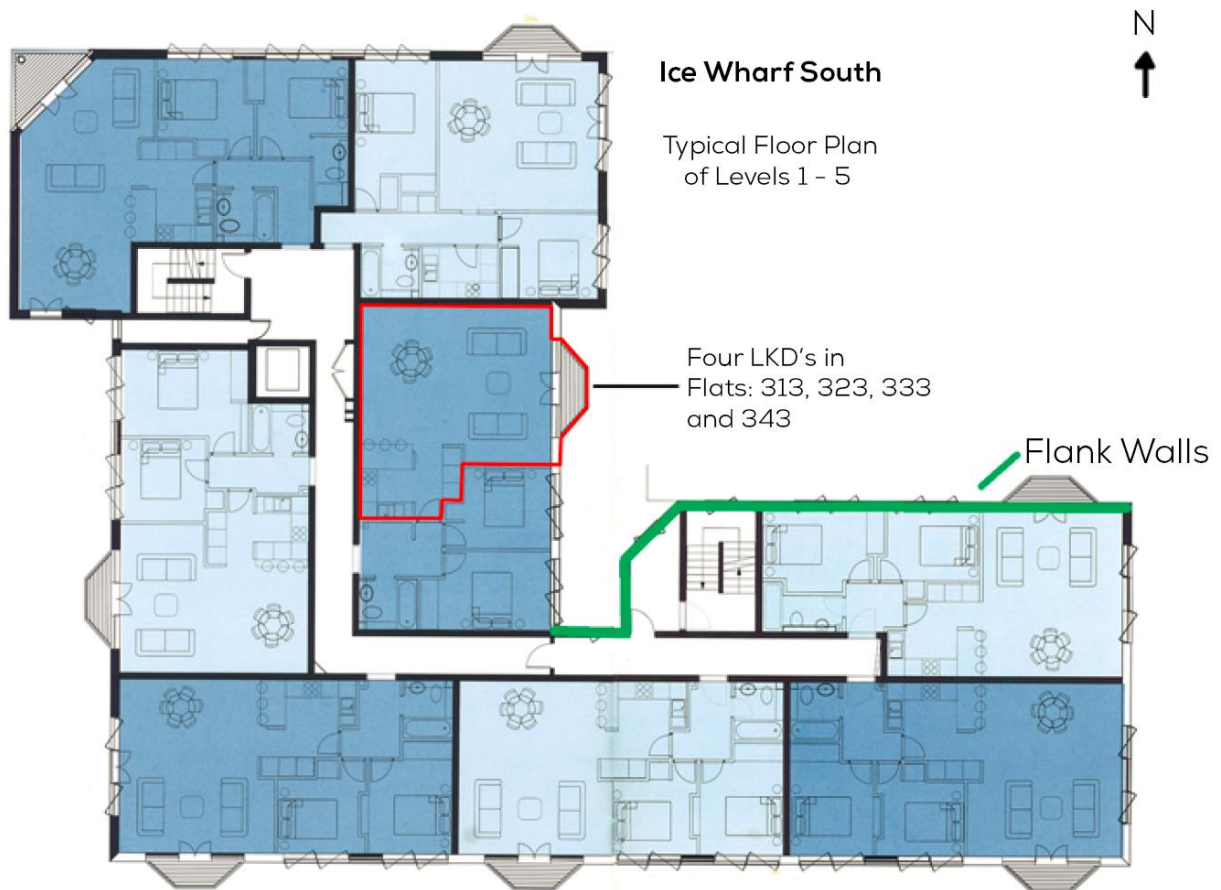
Average Daylight Factor – Balconies removed

Room	Room use	Total ADF (Existing)	Total ADF (Proposed)	ADF Reduction (%)
First Floor R9	LKD	1.1	0.9	18.2
Second Floor R9	LKD	1.1	0.9	18.2
Third Floor R9	LKD	1.2	1.0	16.7
Fourth Floor R9	LKD	1.3	1.1	15.4

11.85 The reduction in ADF with the balconies removed would be a relatively low 0.2%, which can be considered to further demonstrate the limitations imposed by the design of the building.

11.86 The Daylight and Sunlight Report also notes that flank walls and internal configuration presently self-limits the availability of daylight to these rooms, as indicated in the floor plan below.

Typical floor plan 1st to 5th floor



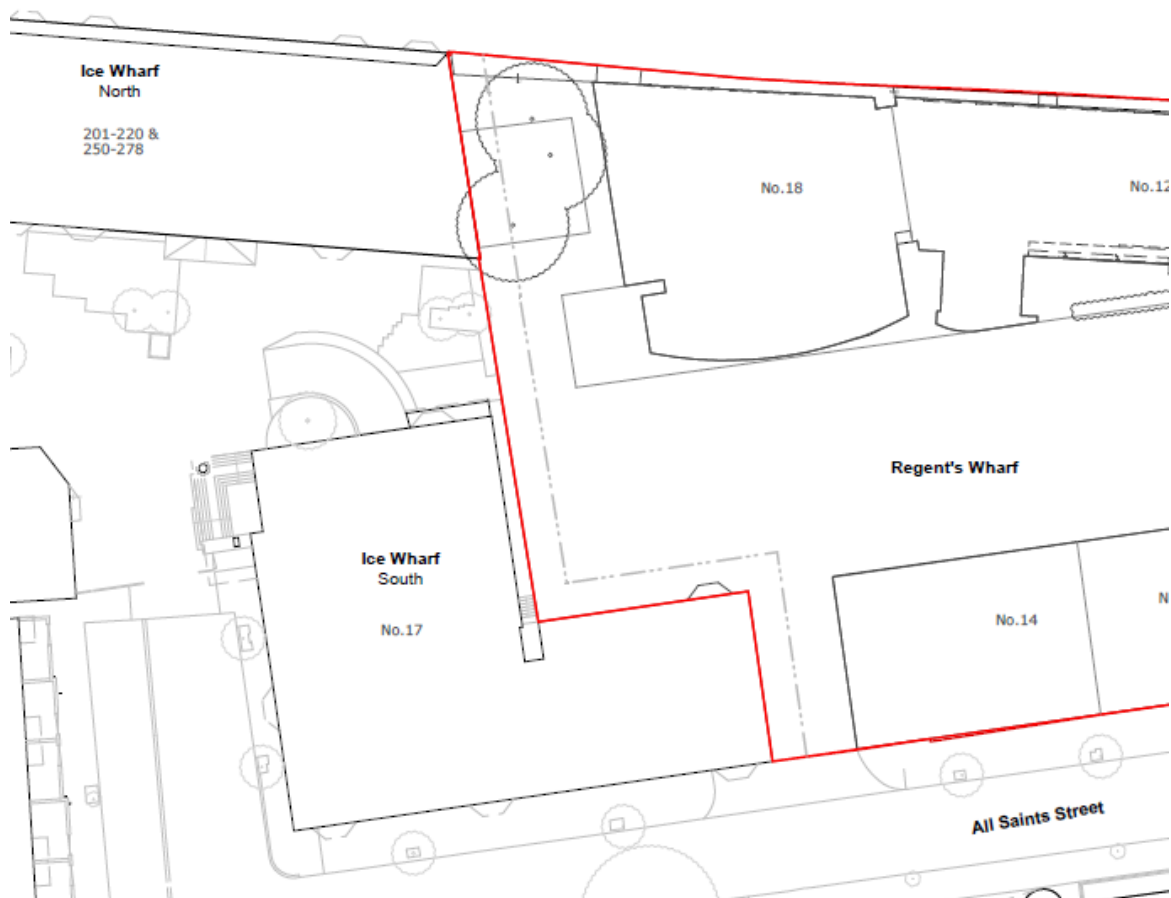
11.87 Paragraph 2.3.1 of Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (the BRE Guidelines) states that:

'From a daylighting standpoint it is possible to reduce the quality of adjoining development land by building too close to the boundary. A well designed

building will stand a reasonable distance back from the boundaries so as to enable future nearby developments to enjoy a similar access to daylight. By doing so it will also keep its own natural light when the adjoining land is developed’.

- 11.88 As will be noted from the site plan below, Ice Wharf North and South are built either on or very close to the boundary and the above guidance would suggest that this layout represents poor design in terms of daylighting. It is therefore the case that an appropriate balance should be struck between maintaining a reasonable level of daylight at to dwellings within Ice Wharf and requiring the applicant to compensate for this poor design by accommodating a generous daylight buffer on the application site.

Site plan extract indicating boundary



- 11.89 All of the windows and rooms assessed for sunlight in Ice Wharf South achieve full compliance with the BRE Guidelines.

- 11.90 In summary, there will be a significant loss of daylight to the main living areas of Flats 313, 323, 333 and 343 and this can be partly attributed to the disadvantageous siting and architectural form of Ice Wharf South. Notable improvements in terms of the daylight impact which have been achieved through the two revisions to the proposed development. However, the proposed development will result in harm to the daylight amenities of these dwellings as well as harm to other dwellings within

Ice Wharf and this harm is weighed in the overall planning balance at the conclusion to this report.

201-278 Ice Wharf

11.91 64 of the 65 windows assessed for VSC within 201-278 Ice Wharf will achieve full compliance with the BRE Guidelines. One bedroom window will experience a 25% reduction in VSC but will retain 19.6% VSC, which can be considered reasonable in a built up urban context. The room will experience a 2% reduction in daylight distribution and therefore, overall, should not experience a noticeable loss of daylight.

Room / Window	Room use	Vertical Sky Component			No Sky Line (Daylight Distribution)			
		Existing (%)	Proposed (%)	Factor of former value (target: 0.8)	Whole room m ²	Previous m ²	Proposed m ²	Factor of former value (target: 0.8)
201-278 Ice Wharf								
4 th Floor R8 / W9	Bedroom	26.2	19.6	0.75	16.05	15.92	15.68	0.98

11.92 44 rooms are relevant for Annual Probable Sunlight Hours assessment and 39 of these rooms demonstrate full compliance with the BRE Guidelines. The remaining five rooms demonstrate retained levels of APSH between 28 and 37 (against a target of 25%) but fall short of the 5% target for winter APSH due to the existing low levels of winter sunlight.

201-278 Ice Wharf – Annual Probable Sunlight Hours


Room / Window	Room Use	Annual APSH			Winter APSH		
		Existing	Proposed	% loss	Existing	Proposed	% loss
Gnd floor R7 / W5	Bedroom	35	28	20	2	0	100
Gnd Floor R8 / W6	Bedroom	35	28	20	2	0	100
Gnd floor R8 / W7	Bedroom	35	28	20	2	0	100
1 st floor R6 / W6	Unknown	39	34	12.82	4	3	25
1 st floor R7 / W7	Bedroom	43	37	13.95	3	2	33.33
1 st floor R8 / W8	Bedroom	40	35	12.5	2	1	50


11.93 In view of the built up urban context of the site and the relatively minor alterations against the recommendations within the BRE Guidelines it may be considered that the loss of sunlight to dwellings within 201-278 Ice Wharf is considered acceptable.

1-3 All Saints Street

- 11.94 1-3 All Saints Street is located on the opposite side of All Saints Street to the south. The applicant's surveyors have made a visit to the building and have been able to understand some of the internal uses which has informed reasonable assumptions about the internal configuration and use of the rooms.

Daylight losses in excess of BRE recommendations (indicated in **bold**)

 Achieves compliance with BRE Guidelines for one method of assessment – no real noticeable loss of daylight

 Does not achieve compliance with BRE Guidelines for either VSC or NSL – noticeable loss of daylight

Room / Window	Room use	Vertical Sky Component			No Sky Line (Daylight Distribution)			
		Existing (%)	Proposed (%)	Factor of former value (target: 0.8)	Whole room m ²	Previous m ²	Proposed m ²	Factor of former value (target: 0.8)
1-3 All Saints Street								
Gnd Floor R1 / W2	Assumed Kitchen	13.3	8.9	0.67	15.73	7.79	7.19	0.92
Gnd Floor R2 / W3	Assumed Bedroom	12.5	8.2	0.66	18.08	2.98	1.88	0.63
Gnd Floor R4 / W5	Assumed Kitchen	13.3	9.9	0.74	14.09	8.76	5.15	0.59
Gnd Floor R5 / W6	Assumed Bedroom	13.9	10.8	0.78	14.30	8.22	5.14	0.63
Gnd Floor R7 / W8	Assumed Bedroom	11.8	9.9	0.84	17.7	4.79	3.0	0.63
1 st Floor R1 / W2	Assumed Kitchen	17.0	11.0	0.65	15.73	8.43	7.49	0.89
1 st Floor R2 / W3	Assumed Bedroom	16.3	10.4	0.64	18.08	4.40	2.42	0.55
1 st Floor R5 / W6	Assumed Kitchen	16.7	12.2	0.73	14.09	9.11	5.78	0.63
1 st Floor R6 / W7	Assumed Bedroom	17.2	13.1	0.76	14.30	9.18	5.72	0.62
1 st Floor R9 / W10	Assumed Bedroom	14.5	12.2	0.98	17.70	5.46	3.58	0.66
2 nd Floor R1 / W2	Assumed Kitchen	21.5	13.4	0.62	15.73	11.06	8.63	0.78
2 nd Floor R2 / W3	Assumed Bedroom	20.7	12.9	0.62	18.08	6.42	3.22	0.50
2 nd Floor R5 / W6	Assumed Kitchen	20.8	14.8	0.71	14.09	9.79	6.69	0.68
2 nd Floor R6 / W7	Assumed Bedroom	21.0	15.8	0.75	14.30	11.41	6.90	0.60
2 nd Floor R9 / W10	Assumed Bedroom	17.6	14.8	0.84	17.70	6.64	4.36	0.66

3 rd Floor R1 / W2	Assumed Kitchen	26.5	16.3	0.62	15.73	13.54	9.76	0.72
3 rd Floor R2 / W3	Assumed Bedroom	26.1	16.1	0.62	18.08	8.81	3.73	0.62
3 rd Floor R5 / W6	Assumed Kitchen	25.7	17.9	0.70	14.09	10.72	7.53	0.70
3 rd Floor R6 / W7	Assumed Bedroom	25.5	18.9	0.74	14.30	12.37	7.59	0.61
3 rd Floor R9 / W10	Assumed Bedroom	21.6	18.4	0.85	17.70	7.51	5.00	0.67

- 11.95 14 of the 31 windows assessed will not comply with the BRE Guidelines in relation to the VSC and NSL method of assessment. Based on the assumed layouts the affected rooms are bedrooms and kitchens which are generally considered less sensitive than living rooms. Four rooms will experience a 38% reduction in VSC. It may be considered that the retained levels of VSC for the rooms to the upper floors are not unusual in a built up urban environment whilst the existing VSC levels in the ground floor units are low. A kitchen and two bedrooms will experience a reduction in NSL between 40% and 50%.
- 11.96 It is considered that there will be a harmful loss of daylight to dwellings within 1-3 All Saints Street and this harm is weighed in the overall planning balance at the conclusion to this report.

Overshadowing

- 11.97 The application is accompanied by an Overshadowing Assessment to demonstrate the impact of the proposed development on the Regent's Canal and neighbouring properties. The Assessment was submitted with the June 2017 revision of the application and the height of the proposed development was further reduced and the proposed scenario may now be improved from that indicated in the Assessment. Hourly shadows were mapped for the 21st March (Spring Equinox), 21st June (Summer Solstice) and 21st December (Winter Solstice). On 21st June, the sun is at its highest and the shadows cast are shortest, therefore this date represents a best-case scenario in terms of overshadowing. On 21st December, the sun is at its lowest point causing long shadows to be cast and represents the worst case scenario in terms of overshadowing.

Transient Overshadowing

- 11.98 21st March (Spring Equinox) The shadows cast by the proposed development onto the canal would be unchanged from the existing scenario. The increased massing of the proposed buildings would result in shadows extending slightly further on the northern shore of the canal. Marginal additional shadows are cast by the proposed development onto Ice Wharf gardens before 9 am and the report notes that the gardens are unlikely to be utilised at this time whilst the majority of their area is overshadowed by the existing urban grain.
- 11.99 Slightly longer shadows are cast on the amenity area to the south of Copenhagen Primary School from 1 pm to 4 pm. These will affect just the southern part of the amenity area whilst the report notes that this portion of the amenity space is likely to be overshadowed by the trees to the south. The Transient Overshadowing assessments demonstrate that all the playground area will receive more than two hours of sunlight, with the southern portion of the playground receiving sunlight from

8 am to 11 am and the northern portion at different times between 9 am and 3 pm. The southern façade and gardens of 67-77 Treaty Street will be overshadowed by the massing of the proposed development from 10 am to 12 pm whilst in the later hours they are overshadowed in the existing scenario.

- 11.100 21st June (Summer solstice) The proposed development will start casting shadows on the canal at 10 am, however due to the height of the sun in the sky the shadows will be short and the difference between the existing and proposed scenarios will be hardly noticeable. Before 8 am, the proposed development will cast marginal additional shadows onto Battlebridge Basin. Between 8 am and 10 am, the proposed development will cast a slightly increased shadow on Ice Wharf gardens and this will have moved away by 11am. The shadows will not reach the northern shore of the canal and 67-77 Treaty Street will not be affected.
- 11.101 21st December (Winter solstice) The shadows cast by the Proposed Development on 21st December do not reach Battlebridge Basin or Ice Wharf Gardens. As the sun produces long shadows on this date the area to the north of the site is in permanent shadow in the existing scenario and there will be no additional shadow cast by the proposed development.

Sun Hours on the Ground

- 11.102 Sun Hours on Ground and Sun Exposure Assessments have been undertaken in order to assess the extent of additional overshadowing on the two gardens of 67-77 Treaty Street. The results show that 95.1% of the western garden currently receives at least two hours of direct sunlight and this would be reduced to 60.9% following the proposed development. The Sun Exposure Assessment demonstrates that the number of hours when sunlight will reach the majority of the garden will be reduced from more than six to around three. The BRE's recommendation of 50% of the area receiving two or more hours of direct sunlight would continue to be exceeded. The entire eastern garden receives two or more hours of direct sunlight on 21st March and this would be reduced to 94.9% of the garden following the proposed development.
- 11.103 The report concludes that, overall therefore, when compared to the existing scenario, the proposed development will cast additional shadows for a limited amount of time throughout the year and occupants will still be able to enjoy sunlight levels in excess of BRE recommendations.

Light Pollution

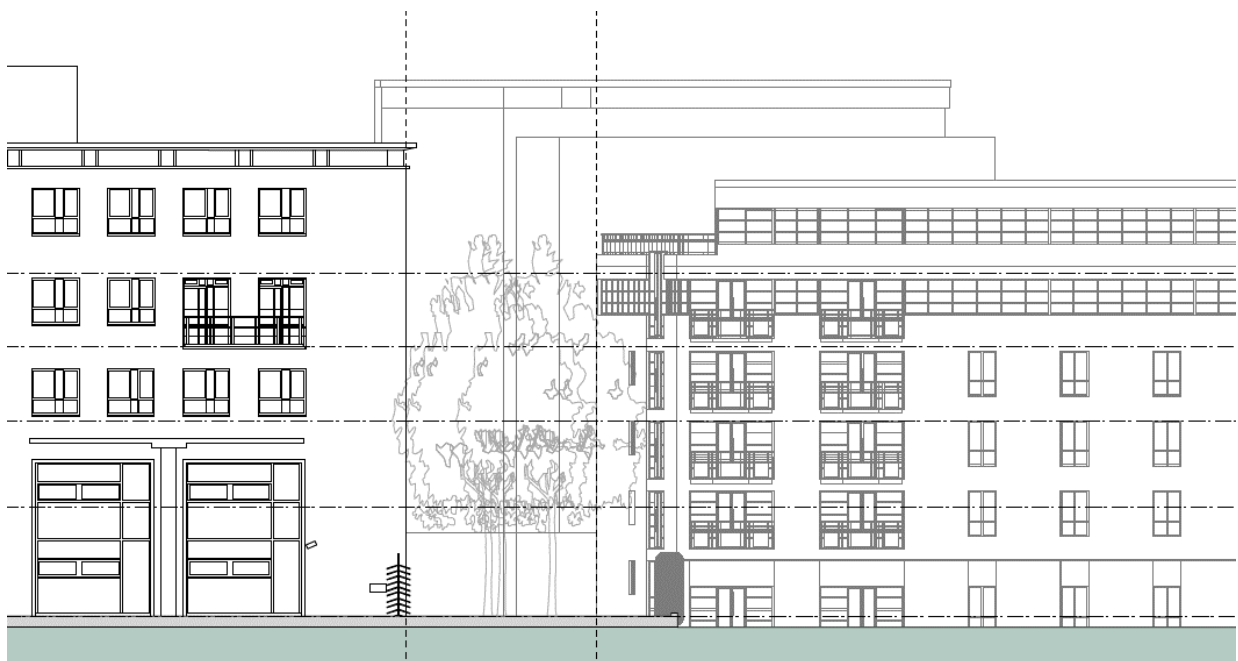
- 11.104 The application is accompanied by a Light Pollution Assessment based upon a 3D computer model which assesses light intrusion assessment at: Ice Wharf; 1-3 All Saints Street; 18-19A Lavina Grove; 53-66 Treaty Street; 67-77 Treaty Street; Copenhagen Primary School; and the Regent's Canal.
- 11.105 The results are considered against relevant policies, legislation and guidance including the Guidance Notes for the Reduction of Obtrusive Light (2011) prepared by the Institution of Lighting Professionals (ILP). The ILP Guidelines provide guidance for varying environmental zones and the application site is identified as being located within Environmental Zone 4 (high district brightness areas: town/city centres with high levels of night time activities).

- 11.106 The Assessment demonstrates that pre-curfew the artificial lighting spillage from the proposed development will be below the ILP threshold for Environmental Zone 4 on all tested receptors. Should the proposed office spaces be occupied after 11 pm there will be light intrusion greater than the maximum recommendation which will affect two windows on the east façade of Ice Wharf South. These windows will receive approximately 15 lux, which exceeds the maximum recommendation of 5 lux. Five windows on the north façade of 1-3 All Saints Street will be affected by artificial light spillage and will receive between 7.5 and 10 lux. Part of the Regent's Canal immediately to the north of the site will receive up to 15 lux of light intrusion whereas the illuminance levels on the northern shore of the canal and on the pathway will be in line with the post-curfew recommendation.
- 11.107 The Assessment proposes mitigation measures should the proposed offices be occupied after 11 pm. These could include: roller blinds fitted in the proposed office spaces; lighting strategies that reduce the output of luminaires closer to the façades; light fittings controlled through the use of sensors which switch on and off the light according to office occupancy or on a timer; and external fins located in specific areas where the levels of light trespass are higher.
- 11.108 Outlook / Sense of Enclosure: The impact of a development on outlook can be considered a material planning consideration if there is an undue sense of enclosure for neighbouring residential properties. There are no established guidelines for what is acceptable or unacceptable in this regard, with any assessment subjective as opposed to empirical with key factors in this assessment being the local context and arrangement of buildings and uses.
- 11.109 A significant number of objections raise concerns in relation to loss of outlook and visual impact upon dwellings within Ice Wharf, in particular as a result of the increased height of the proposed development. A number of concerns have been specifically raised in relation to the impact upon dwellings within 201-278 Ice Wharf. The existing relationship is indicated in the photograph and elevation below.

Photograph - 18 All Saints Street and 201-278 Ice Wharf



Elevation -18 All Saints Street and 201-278 Ice Wharf

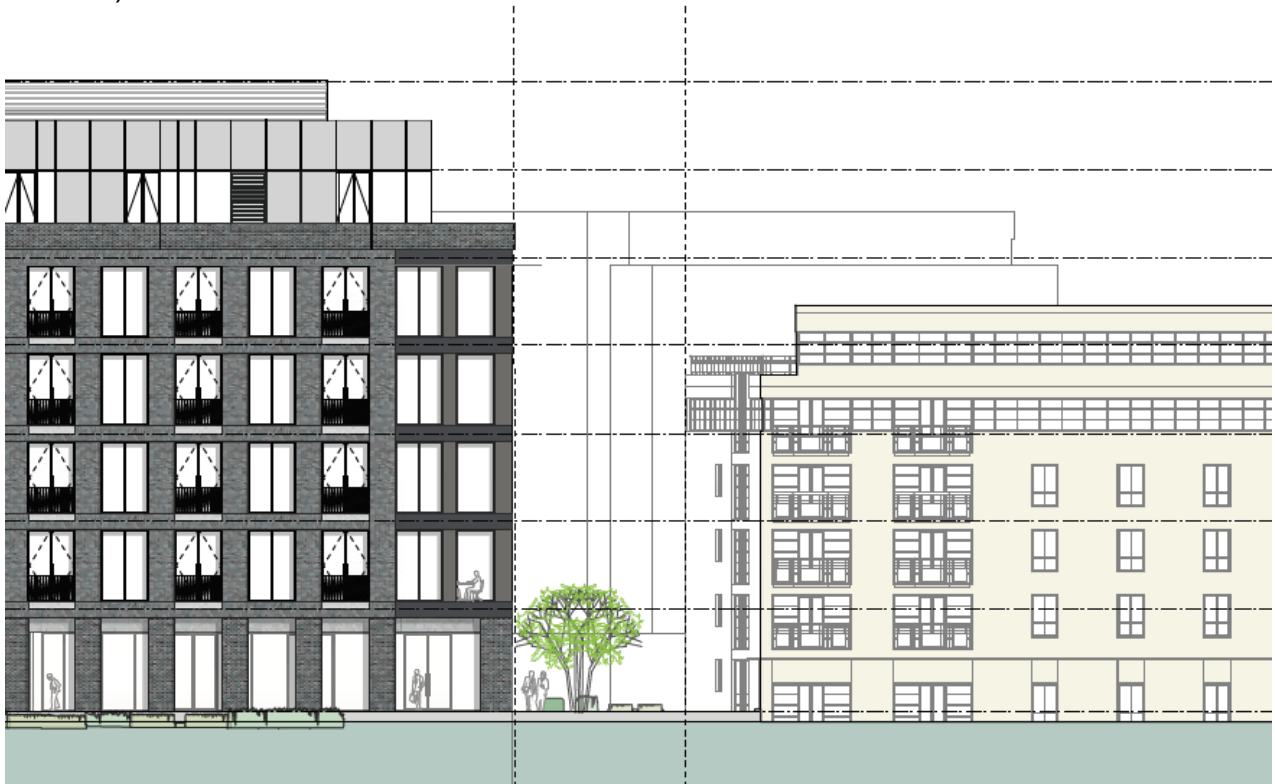


11.110 The proposed elevation is indicated below. The June and October 2017 revisions are indicated as some residents have raised concerns that the October 2017 revision indicated an increase in the height of the block.

Elevation – proposed Building A and 201-278 All Saints Street (June 2017 revision)



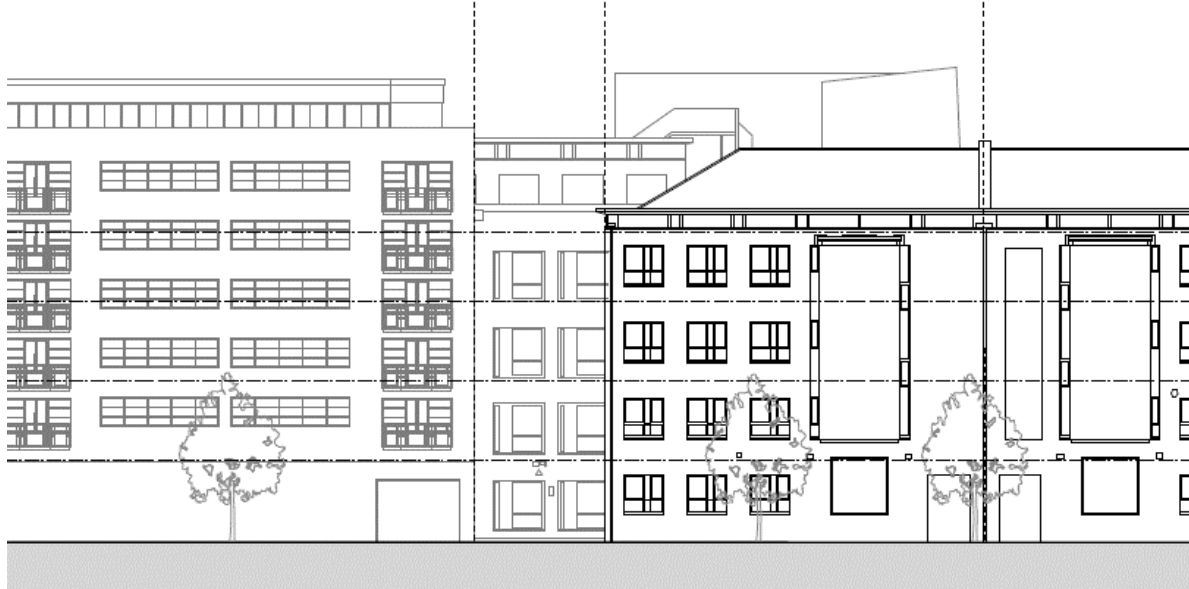
Elevation – proposed Building A and 201-278 All Saints Street (October 2017 revision)



- 11.111 The flank wall of the Building A will not be sited any closer to 201-278 Ice Wharf than the existing 18 All Saints Street. However, the building will be higher and will therefore result in a greater visual impact and some loss of outlook, in particular affecting flats on the upper floors with east facing windows. The fifth floor and rooftop plant area is set back and the rooftop PV panel area is set further back.
- 11.112 It is noted that the height of the rooftop plant area has increased following the October revision. Accordingly, a condition is recommended to secure revised details of rooftop plant in this location with a view to reducing the height and massing of the enclosure adjacent to 201-278 Ice Wharf. The applicant has been advised that Officers would look favourably upon a discount to the carbon offset financial contribution if it were satisfactorily demonstrated that any reconfiguration of plant involving the removal of rooftop PV panels would facilitate an improved relationship with 201-278 Ice Wharf.
- 11.113 It should be noted that the height and massing of Building A was significantly reduced following the June 2017 revision which involved the removal of part of the sixth floor adjacent to 201-278 Ice Wharf.
- 11.114 Having regard to the urban context of the site it is considered that the impact upon the residential amenities of the occupants of 201-278 Ice Wharf as a result of increased visual impact and loss of outlook would not be unduly harmful so as to warrant refusal of planning permission. Any harm should be considered as part of the planning balance which is assessed at the conclusion to this report.

11.115 The proposed development will also result in an increase in height adjacent to Ice Wharf South which includes units with east facing living room windows with an approximately 6m separation to the proposed existing building and the proposed development, as indicated below.

Existing All Saints Street elevation



Proposed All Saints Street elevation



11.116 It should again be noted that this relationship has been significantly improved following the October 2017 revision which involved the removal of the sixth floor. The fifth floor accommodation and rooftop plant area will again be set back and the rooftop PV panel area is set further back.

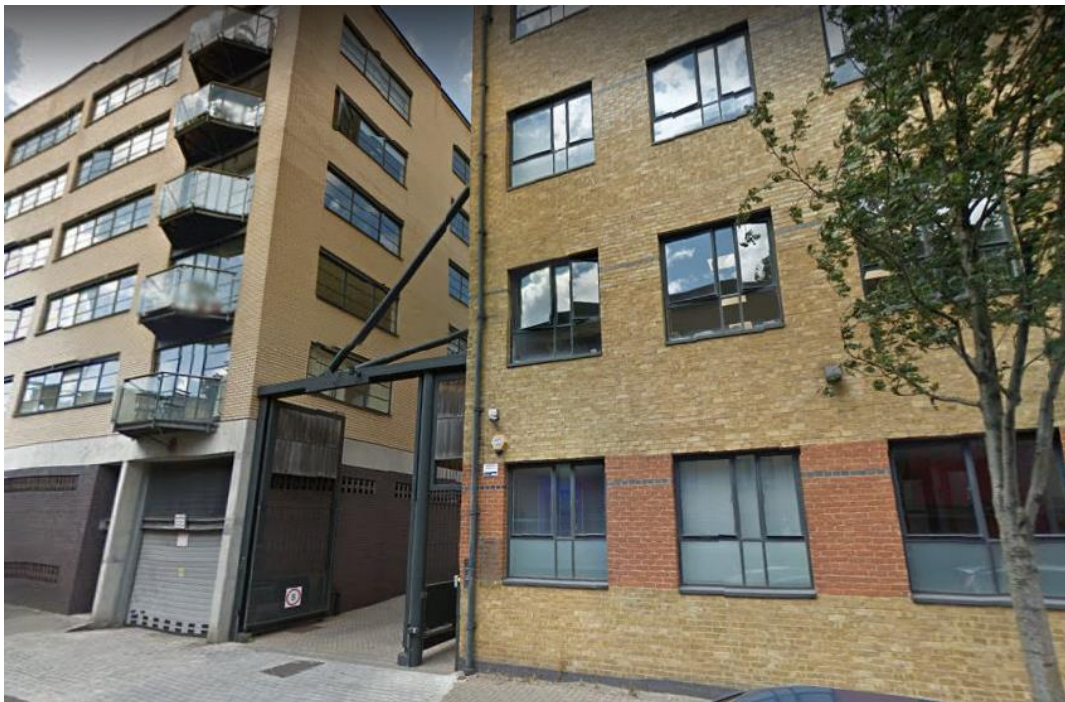
11.117 It is again considered that, having regard to the urban context of the site, the impact upon the residential amenities of the occupants of Ice Wharf South as a result of

increased visual impact and loss of outlook would not be unduly harmful so as to warrant refusal of planning permission. Any harm should again be considered as part of the planning balance which is assessed at the conclusion to this report.

11.118 Overlooking / Privacy: Development Management Policy 2.1 identifies that ‘to protect privacy for residential developments and existing residential properties, there should be a minimum distance of 18 metres between windows of habitable rooms. This does not apply across the public highway, overlooking across a public highway does not constitute an unacceptable loss of privacy’. In the application of this policy, consideration has to be given also to the nature of views between 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 harm. Habitable rooms provide the living accommodation of the dwelling. Habitable rooms are defined as any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, service rooms, corridors, laundries, hallways, or similar spaces are excluded from this definition. However, service/utility/store rooms larger than 8sqm within single dwellings will normally be considered as habitable rooms.

11.119 Ice Wharf South features windows to living areas which face immediately onto the proposed block, with an approximately 6m separation, as indicated below.

Ice Wharf South east facing windows



11.120 There are also windows within 201-278 Ice Wharf which would face onto the proposed development. In particular, there is significant proportion of glazing to units at fourth and fifth floor level.

201-278 Ice Wharf – east facing windows



11.121 The proposed block features windows facing onto the two nearest Ice Wharf blocks as indicated below.

Proposed Building A – western elevation



11.122 There are proposed windows facing immediately onto the nearest Ice Wharf South windows and these should be obscure glazed in order to ensure that there will be no unduly harmful overlooking.

11.123 The northern end of the western elevation has been designed to avoid some direct overlooking of dwellings within 201-278 Ice Wharf. However, some obscure glazing will be required in order to ensure adequate privacy for occupants of 201-278 Ice

Wharf, in particular occupants of dwellings on the fourth and fifth floors. Accordingly, a condition securing details of obscure glazing to the western elevation of Building A is recommended.

- 11.124 Construction Impacts: 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 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 towards the monitoring of the site to ensure its neighbourliness. This payment is considered to be 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. The submission of a method statement for the construction phase and a construction logistics plan would also be required.
- 11.125 To further address any concerns over noise and disturbance resulting from the construction of the development, a planning condition would be required to secure details to address the environmental impacts (including (but not limited to) noise, air quality including dust, smoke and odour, vibration and TV reception).

Noise

- 11.126 The application is accompanied by a Noise Impact Assessment which proposes suitable noise level limits for plant installed as part of the proposed development.
- 11.127 The Council's Environmental Health (Pollution) Officer has raised no objections to the proposal subject to a condition restricting plant noise levels.
- 11.128 Objections have been received from neighbouring residents raising concerns that the restaurant use will result in increased noise and disturbance. A condition restricting the hours of opening of the restaurant in order to protect the residential amenities of occupants of neighbouring dwellings is recommended. A Delivery and Servicing Plan would be secured by condition to ensure that servicing arrangements are acceptable in terms of noise.

Sustainability, Energy Efficiency and Renewable Energy

- 11.129 London Plan Policy 5.1 stipulates a London-wide reduction of carbon emissions of 60 per cent (below 1990 levels) by 2025. Policy 5.2 of the plan requires all development proposals to contribute towards climate change mitigation by minimising carbon dioxide emissions through the use of less energy (be lean), energy efficient design (be clean) and the incorporation of renewable energy (be green). London Plan Policy 5.5 sets strategic targets for new developments to connect to localised and decentralised energy systems while Policy 5.6 requires developments to evaluate the feasibility of Combined Heat and Power (CHP) systems.
- 11.130 Core Strategy Policy CS10 requires it to be demonstrated that new development has been designed to minimise onsite carbon dioxide emissions by maximising energy efficiency, supplying energy efficiently and using onsite renewable energy generation. Developments should achieve a total (regulated and unregulated) CO2

emissions reduction of at least 27% relative to total emissions from a building which complies with Building Regulations 2013 (39% where connection to a Decentralised Heating Network is possible). Typically, all remaining CO2 emissions should be offset through a financial contribution towards measures which reduce CO2 emissions from the existing building stock.

- 11.131 The Core Strategy also requires developments to address a number of other sustainability criteria such as climate change adaptation, sustainable transport, sustainable construction and the enhancement of biodiversity. Development Management Policy DM7.1 requires development proposals to integrate best practice sustainable design standards and states that the council will support the development of renewable energy technologies, subject to meeting wider policy requirements. Details are provided within Islington's Environmental Design SPD, which is underpinned by the Mayor's Sustainable Design and Construction Statement SPG. Major developments are also required to comply with Islington's Code of Practice for Construction Sites and to achieve relevant water efficiency targets as set out in the BREEAM standards.

BE LEAN

Energy efficiency standards

- 11.132 The Council's Environmental Design SPD states 'The highest possible standards of thermal insulation and air tightness and energy efficient lighting should be specified'. 'U values' are a measure of heat loss from a building and a low value indicates good insulation. The proposed U-values for the development are: external walls = 0.20w/m²k, roof = 0.14w/m²k, exposed floors = 0.17 w/m²k and glazing = 1.3w/m²k. These U-values are generally close to the values suggested in the Council's SPD. The air permeability would be 3m³/m²/hr.

- 11.133 Low energy and LED lighting with occupancy and daylight sensor control systems are proposed and these measures are supported.

- 11.134 The proposed energy efficiency measures slightly exceed the required targets.

BE CLEAN

District heating

- 11.135 Policy DM7.3B requires that proposals for major developments within 500m of an existing or planned District Energy Network (DEN) should be accompanied by a feasibility assessment of connection to that network, to determine whether connection is reasonably possible.

- 11.136 The site is within 500m of the King's Cross energy network. However, the applicant has demonstrated that the actual route to reach the network would run to 640m as it would need to avoid the Regent's Canal. It would also need to cross York Way and the mainline north of King's Cross Station. In view of the distance and complexity of this route and the expected heat loads on the site it is accepted that it is not presently feasible to connect to the King's Cross network.

SHARED HEAT NETWORK

Combined Heat and Power

11.137 Policy DM7.3(D) requires that ‘Where connection to an existing or future DEN is not possible, major developments should develop and/or connect to a Shared Heating Network (SHN) linking neighbouring developments and/or existing buildings, unless it can be demonstrated that this is not reasonably possible.’ It is not proposed to connect to a shared heat network and the Council’s Energy Advisor does not believe that there is currently significant potential for a shared network in the immediate area.

BE GREEN

Renewable energy technologies

11.138 The Energy Strategy indicates that photovoltaic arrays covering an area of 275m² would be provided on roof and which would produce an output of 58.03kWp and would deliver a saving of 17.73tCO₂ per year. The renewable energy proposals are supported. Further details of renewable energy technologies will be secured by condition should planning permission be granted.

11.139 The proposed development is expected to achieve a BREEAM rating of ‘Excellent’ and this is supported.

11.140 Carbon Emissions: Policy CS10A states that the 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.

11.141 Paragraph 2.0.7 of the Council’s Environmental Design states that the Council’s ‘CO₂ reduction targets apply to all major developments, including refurbishments. It is accepted that some schemes, particularly refurbishment schemes, may struggle to reach the relevant target. In such instances the onus will be on the applicant to demonstrate that CO₂ emissions have been minimised as far as reasonably possible.’

11.142 Paragraphs 2.0.8 – 2.0.10 detail the Council’s energy hierarchy which should be followed in meeting the Council’s CO₂ emissions reduction target. The final stage of the hierarchy requires developers to:

‘...offset all remaining CO₂ emissions (Policy CS10) through a financial contribution, secured via a Section 106 agreement, towards measures which reduce CO₂ emissions from the existing building stock (e.g. through solid wall insulation of social housing). For all major developments the financial contribution shall be calculated based on an established price per tonne of CO₂ for Islington. The price per annual tonne of carbon is currently set at £920, based on analysis of the costs and carbon savings of retrofit measures suitable for properties in Islington.

11.143 The applicant proposes a reduction on regulated emissions of 37.4% compared to a 2013 baseline target, which exceeds the London Plan target of 35%. The development is predicted to achieve a reduction in total emissions of 31.0% compared to a 2013 Building Regulations Baseline, which exceeds the Islington requirement of 27%. The scheme proposes significant improvements in unregulated energy through achieving good practice benchmarks for installed equipment against

typical practice represented in the baseline. The Council's Energy Conservation Officer advises that this is welcomed. As office areas would be fitted out by tenants the applicant should, wherever possible, secure these improvements through a Green Lease or other means, and this can be addressed through a condition. In order to mitigate against the remaining carbon emissions generated by the development a financial contribution of £457,838 would be required.

- 11.144 Overheating and Cooling: Policy DM7.5A requires developments to demonstrate that the proposed design has maximised passive design measures to control heat gain and deliver passive cooling, in order to avoid increased vulnerability against rising temperatures whilst minimising energy intensive cooling. Part B of the policy supports this approach, stating that the use of mechanical cooling shall not be supported unless evidence is provided to demonstrate that passive design measures cannot deliver sufficient heat control. Part C of the policy requires applicants to demonstrate that overheating has been effectively addressed by meeting standards in the latest CIBSE (Chartered Institute of Building Service Engineers) guidance.
- 11.145 The applicant has provided evidence to demonstrate how the lower levels of the cooling hierarchy have been maximised and it is accepted that active cooling would be required within the development.
- 11.146 Sustainable Urban Drainage System (SUDS): Policy DM6.6 is concerned with flood prevention and requires that schemes must be designed to reduce surface water run-off to a 'greenfield rate', where feasible.
- 11.147 The proposed development will incorporate SUDS for the collection of rainwater and waste water. The rainwater system will discharge of 50% of overall rainwater to the canal and the remainder will be discharged to the local authority system. Green roof and landscaped areas will be provided to retain water and therefore provide further attenuation. A successful application has been made to the Canal and Rivers Trust (CRT) to discharge rainwater to the canal and a license will be obtained from the Environment Agency. A condition is recommended to secure details of Sustainable Urban Drainage System measures including the proposed green roofs.
- 11.148 Thames Water raise no objections to the proposal in relation to foul or surface water drainage.
- 11.149 Green Performance Plan: This would be secured through the Section 106 legal agreement.
- 11.150 Site Waste Management Plan: The application is accompanied by a Site Waste Management Plan (SWMP) which details proposals for waste reduction, waste monitoring and recycling of demolition, construction and operational waste. The SWMP has been reviewed by the Council's Environmental Health (Pollution) Officer and is considered acceptable.
- 11.151 Contaminated Land: The application is accompanied by a Preliminary Risk Assessment which identifies the possibility of ground contamination on the predominantly associated with the presence of made ground from previous phases of development as well as potential offsite sources of contamination (associated with

fill material from Regent's Canal construction). The Council's Environmental Health (Pollution) Officer has raised no objections to the proposal subject to a condition securing a land contamination remediation verification report.

Archaeology

- 11.152 The site does not lie within a designated Archaeological Priority Area. However, the application is accompanied by a Historic Environment Assessment which concludes that the impact of the proposed scheme would be on archaeological remains of no more than low significance, and in view of this no further archaeological work is recommended.
- 11.153 Historic England (Greater London Archaeological Advisory Service (GLAAS)) have commented that the site lies within an area of 19th century industrial archaeological interest associated with the Regents Canal, and specifically with the nearby Horsfall (now Battlebridge) Basin which opened in 1822. The applicant's archaeological desk-based assessment notes high potential for remains of 19th/early 20th century buried structural remains associated with documented uses of the site as a timber yard, cement works and cattle feed mill as well as limekilns and residential properties. Although not covered in the assessment, the extant warehouses also form part of this canal industry heritage the historical interest of which is recognised in the Regents Canal West Conservation Area. The application involves the demolition and conversion of historic buildings and excavation for a new basement all of which would harm the industrial archaeology (buried and standing).
- 11.154 Historic England (GLAAS) advise that they do not accept the recommendations of the applicant's assessment there should be no further work and instead recommend further investigation of above and below ground remains. It is therefore recommended that a programme of archaeological and historic building investigation is secured by condition. The Canal and Rivers Trust have also recommended the same condition.

Highways and Transportation

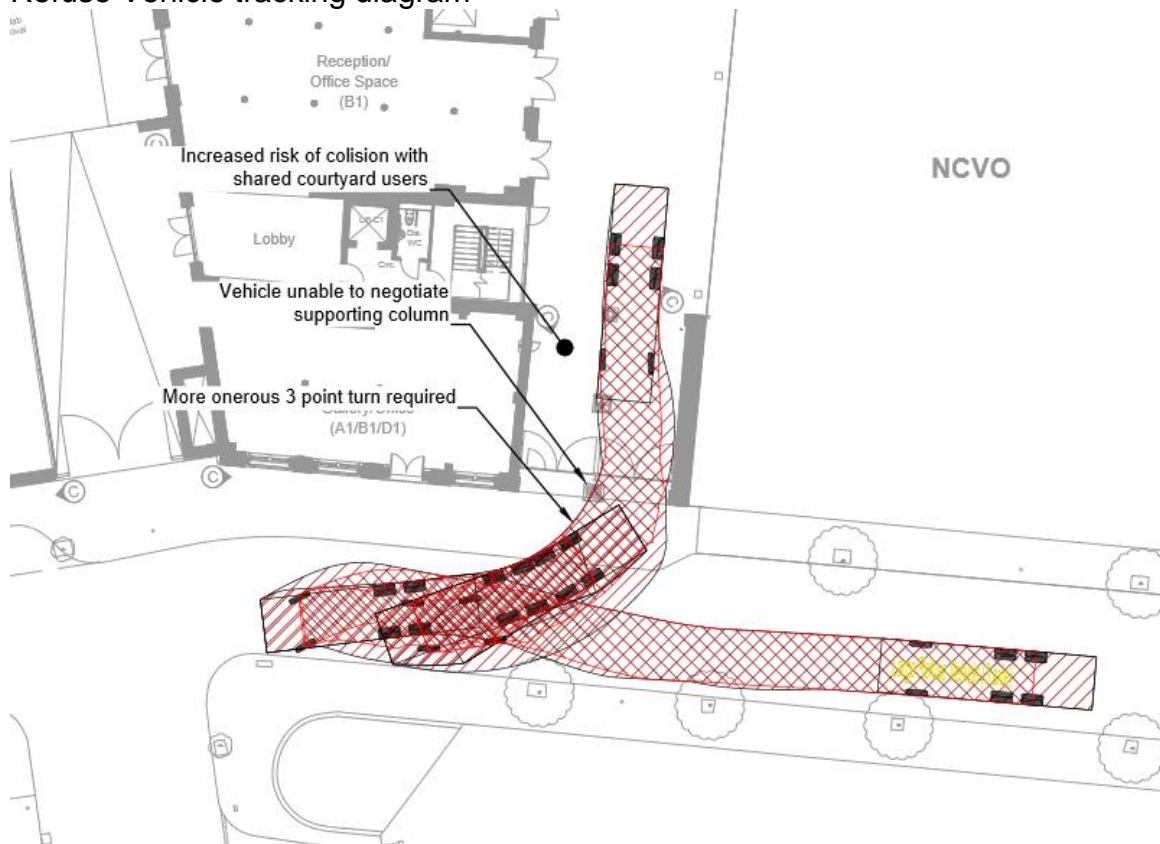
- 11.155 The site has a PTAL rating of 6b (the highest rating), primarily due to its proximity to Kings Cross Saint Pancras railway and underground station.
- 11.156 The application is accompanied by a Transport Assessment (TA) prepared by Odyssey Markides which concludes that the proposed redevelopment and introduction of new uses at the site will lead to negligible impact on the local highway network, with a reduction in the number of vehicle trips to the site due to the reduction in onsite parking.
- 11.157 Cycle access and parking: Development Management Policy DM8.4 (Walking and cycling), Part D requires the provision of secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible cycle parking. Appendix 6 of the Development Management Policies document requires cycle parking to be provided at a rate of 1 space per 60m² (GIA) for Class A uses and 1 space per 80m² (GIA) for office uses, which equates to a requirement for 161 cycle parking spaces. The initial proposal was designed to meet London Plan cycle parking standards which give rise

to a requirement for 178 long stay cycle parking spaces and 34 short stay visitor spaces along with 12 showers and associated changing areas. The revised proposal indicated a reduction in the proposed office floorspace and therefore a reduction in the proposed cycle parking requirements of 6 long stay and 1 short stay space. However, the proposed cycle parking remains unchanged and therefore now exceeds both Islington and London Plan requirements.

- 11.158 TfL have advised that the proposed long stay cycle parking should be provided in accordance with London Cycle Design Standards (LCDS 2014) and it is recommended that this is secured through a condition.
- 11.159 Discussions have taken place between the applicant, TfL and the Council in relation to the potential extension of the existing Killick Street Cycle Hire Docking Station or the provision of an alternative facility within 300m walking distance of the application site. It is noted that the extension of the Killick Street docking station (which is located on Islington highway) or the installation of a new docking station would require planning permission and the agreement of the relevant highways authority. The Council's Highways Officer has indicated that any agreement to the loss of on-street parking to accommodate additional docking facilities would be subject to consideration of parking surveys. TfL have requested that a financial contribution of £200,000 be secured through the Section 106 agreement towards a docking station which could be released in the event that no suitable site is identified.
- 11.160 Servicing, deliveries and refuse collection: the proposed development provides a servicing bay on-site, to the west of Building A. This bay will be used for refuse collection and larger delivery vehicles servicing the office accommodation. Refuse will be stored within the basement and brought up to ground floor for collection by the management team.
- 11.161 It is also proposed to provide an on-street recessed loading bay and blue badge bay along the frontage of the development on All Saints Street. This would be achieved by removing the existing 20m stretch of residents permit holder bay and re-providing it two 11m sections. One section would be at the far western extent of All Saints Street along existing single yellow line and a second section would be provided on New Wharf Road. It is anticipated that smaller delivery vehicles and taxi drop-offs will use the on-street loading bay. The arrangement has been agreed in principle with the Council's Highway officers.
- 11.162 Deliveries for the restaurant will be undertaken either within the layby or on-street, adjacent to the eastern courtyard, where there is currently a section of single yellow line with loading permitted Mon-Fri 08:30-18:30 and Sat 08:30-13:30.
- 11.163 The application is accompanied by a Delivery and Servicing Plan detailing the proposed servicing arrangements. A condition is recommended to secure a revised Delivery and Servicing Plan in order to secure satisfactory servicing arrangements and in particular to ensure that on-site servicing takes place at times which do not result in undue harm to the residential amenities of Ice Wharf by reason of increased noise and disturbance.

- 11.164 The applicant has responded that the current location of the refuse collection bay and crossover is most suited to the far western frontage of the development in terms of highways impact. This location is an established vehicle crossover and operatives / passers-by are familiar with this conflict point and the undertaking of refuse collection from this area as this is the present solution for the existing buildings at Regent's Wharf, alongside all deliveries and the use of the car parking bays.
- 11.165 The applicant advises that alternative locations for the refuse collection bay have been considered as part of the design process. It was considered that the relocation of the crossover and refuse loading bay in the main courtyard would create a crossroads arrangement with All Saints Street and Killick Street which would result in potential highway safety concerns. Furthermore, waste collection from the main courtyard which is also the most used by pedestrians would create an unacceptable conflict point.
- 11.166 The applicant advises that relocation of the refuse collection bay in the eastern courtyard would result in a very difficult manoeuvre for the refuse collector due to the existing building columns of the heritage building above. Even if these original heritage columns could be removed / negotiated the refuse vehicle would have to carry out a three or four point manoeuvre which would increase the time and disturbance involved in the collection process. The applicant has submitted a vehicle tracking diagram to demonstrate this.

Refuse Vehicle tracking diagram



- 11.167 Vehicle parking: Core Strategy Policy CS10 (Sustainable development), Part H, requires car free development. The proposed development involves the removal of

37 car parking spaces and will be car free on site. TfL advise that this is welcomed. A new layby is proposed on All Saints Street which will include one disabled parking space.

- 11.168 The applicant has agreed to make a contribution of £18,000 towards the provision of accessible transport initiatives, to be secured through a Section 106 agreement.
- 11.169 Construction Management Plan: The application is accompanied by a draft Construction Management and Site Waste Management Plan which provides the strategy in terms of managing traffic movements during demolition and construction. It is recommended that a full Construction Management Plan and Construction Logistic Plan be secured by condition should planning permission be granted.
- 11.170 Travel Plan: The application is accompanied by a draft Framework Travel Plan which details proposals to promote sustainable travel amongst future occupiers of the building. It is recommended that a full Travel Plan be secured through the Section 106 legal agreement, should planning permission be granted.
- 11.171 Transport for London: TfL raise no objections to the proposals subject to conditions securing a Delivery and Servicing Plan, a Travel Plan and a Construction Management Plan. TfL have also requested that £15,000 be secured towards Legible London signage in order to improve wayfinding in the area.
- 11.172 Spatial Planning and Transport: The Council's Spatial Planning and Transport Officer has advised that the proposals are generally considered acceptable in highways and transport terms, subject to appropriate conditions.

Waterbourne Freight

- 11.173 Policy 7.26 of the London Plan is concerned with increasing the Use of the Blue Ribbon Network for freight transport and states, inter alia, that development proposals close to navigable waterways should maximize water transport for bulk materials, particularly during demolition and construction phases.
- 11.174 Representations have been received from parties including the Canal and River Trust and the Commercial Boat Owners Association suggesting that the canal should be used for carriage of freight to and from the site during the demolition and construction phases of development. The applicant has indicated a willingness to investigate the feasibility of carriage of freight by barge and a condition is recommended to secure a feasibility study and, if feasible, a logistics plan involving the carriage of freight by canal barge.

Planning Obligations, Community Infrastructure Levy and local finance considerations

- 11.175 The Community Infrastructure Levy (CIL) Regulations 2010, part 11 introduced the requirement that planning obligations under section 106 must meet three statutory tests, i.e. that they (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.

11.176 The Section 106 agreement would include the following agreed Heads of Terms:

- Contribution of £457,838 towards offsetting projected residual CO2 emissions of the development;
- The repair and re-instatement of the footways and highways adjoining the development, including the removal of redundant footway crossovers. The cost is to be confirmed by LBI Highways, paid for by the applicant/developer and the work carried out by LBI Highways. Condition surveys may be required;
- Compliance with the Code of Employment and Training;
- Facilitation of 4 work placements during the construction phase of the development, lasting a minimum of 26 weeks, or a fee of £20,000 to be paid to LBI;
- Compliance with the Code of Local Procurement;
- Compliance with the Code of Construction Practice, including a monitoring fee of £13,000;
- Provision of 9 additional accessible parking bays or a contribution of £18,000 towards provision of on-street bays or other accessible transport initiatives;
- Submission of a Green Performance Plan and a post occupation Green Performance Plan;
- Submission of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development;
- Submission of a final post occupation Green Performance Plan;
- Payment of Council's fees in preparing and monitoring the S106;
- Future proofing in order that the development can be connected to a local energy network if a viable opportunity arises in the future;
- Relocation of parking bays (if required) or compensation for the Council's loss of income
- Provision of affordable workspace
- Payment towards employment and training of local residents of a commuted sum of £51,077.
- Payment of £200,000 to TfL towards extension of existing Killick Street Cycle Hire docking station or provision of an alternative facility within 300m walking distance of the site.
- Payment of £15,000 to TfL towards Legible London signage to improve wayfinding in the area.

11.177 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the Mayor of London's and Islington's Community Infrastructure Levy (CIL) will be chargeable on this application on grant of planning permission. This will be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and the Islington adopted Community Infrastructure Levy Charging Schedule 2014.

National Planning Policy Framework

11.178 The scheme is considered to accord with the aims of the NPPF and to promote sustainable growth that balances the priorities of economic, social and environmental growth. The NPPF requires local planning authorities to boost significantly the supply

of housing and require good design from new development to achieve good planning.

12. SUMMARY AND CONCLUSION

Summary

- 12.1 The proposal is intended to provide a sustainable campus of workspace for the creative industries that encourages inter-sector collaboration and catalyses business growth. The site is located in an Employment Growth Area where the intensification, renewal and modernisation of existing business floorspace is encouraged and the maximum amount of business floorspace reasonably possible on the site, whilst complying with other relevant planning considerations, is sought. A mix of complementary uses, including active frontages where appropriate, is also sought. The intensification of the business use, including office floorspace suitable for small to medium sized enterprises and with a complementary mix of uses is therefore strongly supported in policy terms.
- 12.2 5.38% of the overall office floor space will be designated as affordable workspace, in excess of the Council's policy requirement of 5%. The workspace will be located in good quality accommodation on the first, second and third floors in a south facing part of the building and will share the main entrance with the remainder of the office accommodation. The affordable workspace will be provided to an Islington approved affordable workspace provider at a peppercorn rent for a period of 15 years. The provision of affordable workspace in excess of the Council's policy requirements represents a significant benefit of the scheme.
- 12.3 The applicant has removed the sixth floor of the block during the application process which is considered to have resulted in a significant improvement in terms of bulk and massing of the building when viewed from the canal and has resulted in some improvements to the daylight amenity of occupants of Ice Wharf. The proposal represents an increase in the height, scale and massing of built form on the application site. However, the CGIs which accompany the application are considered to demonstrate that the proposed development would not appear excessive. The proposal involves the replacement of existing buildings which are considered to be of limited architectural merit with new buildings which are considered to represent a high standard of design and which will enhance the character and appearance of the area.
- 12.4 The proposal has resulted in a substantial volume of objections, with strong objections from residents of the adjacent Ice Wharf development notably in relation to loss of light, loss of privacy, visual impact from excessive height, scale and massing, and noise and disturbance from servicing.
- 12.5 The elevations of Ice Wharf which face onto the application site are either very close to the site boundary or immediately adjoin it. It is therefore the case that dwellings within Ice Wharf rely on the application site for daylight amenity. New development should not cause undue harm to the residential amenities of occupants of neighbouring dwellings. However, an assessment of harm within the planning balance should include an acknowledgement that to achieve a BRE Compliant development would significantly limit the development potential of the site.
- 12.6 It is considered that objections regarding loss of privacy can be satisfactorily addressed through a condition requiring details of a scheme of obscure glazing to

the western elevation of Building A. It is considered that concerns regarding noise and disturbance from delivery and servicing activity can be addressed through a Delivery and Servicing Plan which includes appropriate measures to minimise noise and disturbance to occupants of Ice Wharf, in particular during night time hours.

- 12.7 It is considered that, having regard to the urban context of the site, the increased visual impact and loss of outlook from dwellings within Ice Wharf as a result of the increased height, scale and massing of the proposed development would not be unduly harmful so as to warrant refusal of planning permission.
- 12.8 The proposal is considered to result in harm to the residential amenities of occupants of Ice Wharf and 1-3 All Saints Street by reason of losses of daylight, which are significant in some cases. The proposal would result in the delivery of high quality new and refurbished floorspace on the site, including space suitable for occupation by small and medium sized enterprises, which would facilitate a significant increase in the employment density with corresponding economic benefits. The proposal would deliver 5.38% of the overall office floorspace as affordable workspace at a peppercorn rent for a period of 15 years, in excess of the Council's policy requirements. The proposed development is considered to represent a high standard of design.
- 12.9 It is considered that, on balance, and having regard to relationship of the site with adjacent development, that the significant benefits of the proposal outweigh the harm to neighbouring properties. It is recommended that planning permission be granted.

Conclusion

- 12.10 The proposal is considered to comply with local, regional and national planning policy and guidance. It is recommended that planning permission be granted subject to conditions and s106 legal agreement heads of terms as set out in Appendix 1– RECOMMENDATIONS.

APPENDIX 1 – RECOMMENDATIONS

RECOMMENDATION A

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

1. Contribution of £457,838 towards offsetting projected residual CO2 emissions of the development;
2. The repair and re-instatement of the footways and highways adjoining the development, including the removal of redundant footway crossovers. The cost is to be confirmed by LBI Highways, paid for by the applicant/developer and the work carried out by LBI Highways. Condition surveys may be required;
3. Compliance with the Code of Employment and Training;
4. Facilitation of 4 work placements during the construction phase of the development, lasting a minimum of 26 weeks, or a fee of £20,000 to be paid to LBI;
5. Compliance with the Code of Local Procurement;
6. Compliance with the Code of Construction Practice, including a monitoring fee of £13,000;
7. Provision of 9 additional accessible parking bays or a contribution of £18,000 towards provision of on-street bays or other accessible transport initiatives;
8. Submission of a Green Performance Plan and a post occupation Green Performance Plan;
9. Submission of a draft full Travel Plan for Council approval prior to occupation, and of a full Travel Plan for Council approval 6 months from first occupation of the development;
10. Submission of a final post occupation Green Performance Plan;
11. Payment of Council's fees in preparing and monitoring the S106;
12. Future proofing in order that the development can be connected to a local energy network if a viable opportunity arises in the future;
13. Relocation of parking bays (if required) or compensation for the Council's loss of income
14. Provision of affordable workspace
15. Payment towards employment and training of local residents of a commuted sum of £51,077.
16. Payment of £200,000 to TfL towards extension of existing Killick Street Cycle Hire docking station or provision of an alternative facility within 300m walking distance of the site.
17. Payment of £15,000 to TfL towards Legible London signage to improve wayfinding in the area.

That, should the **Section 106** Deed of Planning Obligation not be completed within 13 weeks / 16 weeks (for EIA development) from the date when the application was made valid, the Service Director, Planning and Development / Head of Service –

Development Management or, in their absence, the Deputy Head of Service may refuse the application on the grounds that the proposed development, in the absence of a Deed of Planning Obligation is not acceptable in planning terms.

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

RECOMMENDATION B

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

List of Conditions:

1	<p>Commencement (compliance)</p> <p>CONDITION: The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.</p> <p>REASON: To comply with the provisions of Section 91(1)(a) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (Chapter 5).</p>
2	<p>Approved plans list (compliance)</p> <p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</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>
3	<p>Materials and Samples (Compliance and Details)</p> <p>Details and samples of the following facing materials shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the works commence on site. The details and samples shall include:</p> <ul style="list-style-type: none"> a) Metal panels; b) Window and doors; c) Green procurement plan for sourcing the proposed materials; d) Any other external facing materials to be used. <p>The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including through the use of low impact, sustainably-sourced, reused and recycled materials and the reuse of demolition waste.</p> <p>The development shall be carried out strictly in accordance with the details and samples so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p>

	<p>REASON: In the interest of securing sustainable development and to ensure that the resulting appearance and construction of the development is of a high standard.</p>
4	<p>Construction Environmental Management Plan (Details)</p> <p>CONDITION: A Construction Environmental Management Plan assessing the environmental impacts (including (but not limited to) noise, air quality including dust, smoke and odour, vibration and TV reception) of the development shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on site. The report shall assess impacts during the construction phase of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The 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>THE CEMP should pay reference to BS5228:2009, LBI's Code of Construction Practice, the GLA's SPG on construction dust and emissions (including the Non-Road Mobile Machinery register) and any other relevant guidance.</p> <p>REASON: In the interests of residential and local amenity, and air quality.</p>
5	<p>Construction Environmental Management Plan – Canal (Details)</p> <p>CONDITION: Prior to the commencement of the development hereby permitted, a revised Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall include details of:</p> <ol style="list-style-type: none"> 1. Proposed surface water arrangements (either via drains or surface water run-off) during the demolition/construction works, and during site occupation; 2. A feasibility study for waterborne freight during the demolition/construction phase. <p>REASON: To ensure the proposed construction works do not have any adverse impact on the safety of waterway users and the integrity of the Regent's Canal, and to ensure the development maximises water transport for bulk materials.</p>
6	<p>Demolition Construction Environmental Management Plan (Details)</p> <p>CONDITION: A Demolition Construction Environmental Management Plan assessing the environmental impacts (including (but not limited to) noise, air quality including dust, smoke and odour, vibration and TV reception) of the development shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition works commencing on site. The report shall assess impacts during the demolition phase of the development on nearby residents and other occupiers together with means of mitigating any identified impacts. The Plan should include measures to avoid dust deposition into the canal during demolition and to avoid contamination of the water in the canal</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>THE Demolition CEMP should pay reference to BS5228:2009, LBI's Code of Construction Practice, the GLA's SPG on construction dust and emissions (including the Non-Road Mobile Machinery register) and any other relevant guidance.</p> <p>REASON: In the interests of residential and local amenity, and air quality.</p>
7	<p>BREEAM (Compliance)</p> <p>CONDITION: The commercial element of the development shall achieve a BREEAM rating of no less than 'Excellent'.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
8	<p>Green/Brown Biodiversity Roofs (Details)</p> <p>CONDITION: Notwithstanding the roof plan indicated on drawing reference RWG-HBA-00-07-DR-A-PL20-0109, details of biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The biodiversity (green/brown) roof(s) shall be:</p> <ul style="list-style-type: none"> a) biodiversity based with extensive substrate base (depth 80-150mm); and b) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum). <p>The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.</p> <p>The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
9	<p>Land Contamination</p> <p>CONDITION: Prior to the commencement of development the following assessment in response to the NPPF and in accordance with CLR11 and BS10175:2011 shall be submitted to and approved in writing by the Local Planning Authority</p> <ul style="list-style-type: none"> a) A land contamination investigation. <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> <ul style="list-style-type: none"> b) A programme of any necessary remedial land contamination remediation works arising from the land contamination investigation. <p>The development shall be carried out strictly in accordance with the investigation</p>

	<p>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.</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).</p> <p>REASON: Given the history of the site the land, remediation is necessary to safeguard the health and safety of future occupants.</p>
10	<p>Fixed Plant (Compliance)</p> <p>CONDITION: The design and installation of new items of fixed plant shall be such that when operating the cumulative noise level LAeq 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 LAF90 Tbg. The measurement and/or prediction of the noise should be carried out in accordance with the methodology contained within BS 4142: 2014.</p> <p>REASON: In the interests of neighbouring residential amenity.</p>
11	<p>Standby Generators (Details)</p> <p>CONDITION: This approval is subject to the prior written approval by the Local Planning Authority of a written code for the management of noise from emergency plant and equipment, the subject of this consent. The code shall be submitted to and approved prior to the commencement of the use to which this consent relates. 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>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 to 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 BS4142:1997. <p>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</p>

	<p>use hereby permitted and permanently retained thereafter.</p> <p>REASON: In the interests of neighbouring residential amenity.</p>
12	<p>Piling Method Statement (Details)</p> <p>CONDITION: No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface 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 water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.</p>
13	<p>Energy Efficiency – CO2 Reduction (Compliance/Details)</p> <p>CONDITION: The energy efficiency measures as outlined within the approved Energy Strategy which shall together provide for no less than an tbc% on-site total CO2 reduction in comparison with total emissions from a building which complies with Building Regulations 2013 as detailed within the Sustainability Statement shall be installed and operational prior to the first occupation of the development.</p> <p>Should there be any change to the energy efficiency measures within the approved Energy Strategy, the following shall be submitted prior to the commencement of the development:</p> <p>A revised Energy Strategy, which shall provide for no less than a 18.5% onsite total CO2 reduction in comparison with total emissions from a building which complies with Building Regulations 2010. This shall include the details of any strategy needed to mitigate poor air quality (such as mechanical ventilation).</p> <p>The final agreed scheme shall be installed and in operation prior to the first occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development.</p>
14	<p>Renewable Energy (Compliance)</p> <p>CONDITION: The energy efficiency measures/features and renewable energy technology (solar PV panels), which shall provide for no less than tbc% on-site regulated CO₂ reduction as detailed within the 'Energy Strategy' shall be installed and operational prior to the first occupation of the development.</p> <p>Should, following further assessment, the approved renewable energy option be found to be no-longer suitable:</p> <p>a) a revised scheme of renewable energy provision, which shall provide for no less than tbc% onsite regulated CO₂ reduction, shall be submitted to and</p>

	<p>approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The final agreed scheme shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</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>
15	<p>Solar Photovoltaic Panels (Details)</p> <p>CONDITION: Prior to the commencement of the development hereby approved, 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; and - Design (including elevation plans). <p>The solar photovoltaic panels as approved shall be installed prior to the first occupation of the development and retained as such permanently thereafter.</p> <p>REASON: In the interest of addressing climate change and to secure sustainable development and to secure high quality design in the resultant development.</p>
16	<p>Combined Heat and Power (Details)</p> <p>CONDITION: Details of the Combined Heat and Power facility and associated infrastructure, which shall provide for no less than tbc% regulated CO₂ reduction shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include location, specification, flue arrangement and operation/management strategy.</p> <p>The Combined Heat and Power facility and infrastructure shall be carried out strictly in accordance with the details so approved, installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility and associated infrastructure are provided and so that it is designed in a manner which allows for the future connection to a district system.</p>
17	<p>Cycle Parking Provision (Details)</p> <p>CONDITION: Details of the layout, design and appearance (shown in context) of the bicycle storage areas shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite. The storage shall provide for no less than 178 long stay and 34 short stay cycle spaces and shall include automated doors to the long stay cycle parking.</p> <p>The bicycle storage areas shall be provided strictly in accordance with the details so approved, provided/erected prior to the first occupation of the development, and maintained as such thereafter.</p> <p>REASON: To ensure adequate cycle parking is available and easily accessible on site and to promote sustainable modes of transport.</p>

18	<p>Sustainable Urban Drainage System (Details)</p> <p>CONDITION: Details of surface drainage works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall be based on an assessment of the potential for disposing of surface water by means of sustainable drainage system. The submitted details shall include the scheme's peak runoff rate and storage volume and demonstrate how the scheme will achieve at least a 50% attenuation of the undeveloped site's surface water run off at peak times. The drainage system shall be installed/operational prior to the first occupation of the development.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>
19	<p>Nesting Boxes (Details)</p> <p>CONDITION: Details of bird and bat nesting boxes 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 submitted shall include the number of boxes, the exact location, specification and design of the habitats.</p> <p>The nesting boxes shall be provided strictly in accordance with the details so approved, installed prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
20	<p>Roof-top Plant and Lift Overrun</p> <p>CONDITION: Details of any roof-top structures/enclosures shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The details shall include the location, height above roof level, specifications and cladding and shall relate to:</p> <ul style="list-style-type: none"> • roof-top plant; • ancillary enclosures/structure; and • lift overrun <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of good design and also to ensure that the Authority may be satisfied that any roof-top plant, ancillary enclosure/structure and/or the lift overruns do not have a harmful impact on the surrounding streetscene.</p>
21	<p>Future Connection</p> <p>CONDITION: Details of how the boiler and associated infrastructure shall be designed to allow for the future connection to any neighbouring heating network shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The agreed scheme shall be installed prior to the first occupation of the development hereby approved. The</p>

	<p>development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the facility is provided appropriately and so that it is designed in a manner which allows for the future connection to a district system</p>
22	<p>Construction Management Plan and Construction Logistics Plan (Details)</p> <p>CONDITION: No construction works shall take place unless and until a 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.</p> <p>The development shall be carried out strictly in accordance with the approved CMP and CLP throughout the construction period.</p> <p>REASON: In the interests of residential amenity, highway safety, and the free flow of traffic on streets, and to mitigate the impacts of the development.</p>
23	<p>Refuse/Recycling Provided (Compliance)</p> <p>CONDITION: The dedicated refuse / recycling enclosures shown on drawing no. RWG-HBA-00-00-DR-A-PL20-0101 shall be provided prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
24	<p>Construction Method Statement (Details)</p> <p>CONDITION: No development (including demolition works) shall take place on site unless and until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ol style="list-style-type: none"> a. the parking of vehicles of site operatives and visitors b. loading and unloading of plant and materials c. storage of plant and materials used in constructing the development d. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate e. wheel washing facilities f. measures to control the emission of dust and dirt during construction g. a scheme for recycling/disposing of waste resulting from demolition and construction works h. measures to prevent material, equipment and persons from falling into the canal. <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 interest of pedestrian and highway safety and to ensure</p>

	satisfactory arrangements during the demolition and construction process.
25	<p>Landscaping (Details)</p> <p>CONDITION: A landscaping scheme, including details of landscaping to the roof terrace, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The landscaping scheme shall seek to maximize the urban greening potential of the development and shall include the following details:</p> <ul style="list-style-type: none"> a) a biodiversity statement detailing how the landscaping scheme maximises biodiversity; b) proposed trees: their location, species and size; c) soft plantings including shrub and herbaceous areas; d) retention where possible of trees, small hedgerow and ivy; e) use of native plants to enhance the site for black redstarts; f) a landscape and ecology management plan; g) planting on the roof garden selected for its potential benefit to wildlife; h) hard landscaping; i) measures to promote water sensitive urban design; j) any other landscaping features forming part of the scheme. <p>All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance / watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained.</p>
26	<p>Delivery and Servicing Plan (Details)</p> <p>CONDITION: A Delivery and Servicing Plan (DSP) detailing servicing arrangements including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.</p> <p>The development shall be constructed and operated strictly in accordance with the details so approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on highway safety and the free-flow of traffic.</p>
27	<p>Archaeological Investigation (Details)</p> <p>CONDITION: No demolition or development shall take place until a written scheme</p>

	<p>of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land and buildings which are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and</p> <p>A. The programme and methodology of site and historic building investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works</p> <p>B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.</p> <p>The historic building investigation should seek to establish the character, history, dating, form and development of the historic building. The investigations should integrate study of the buildings with below ground remains and historical sources to provide a history of the site which could also draw upon documentary sources to provide a social history context. It is recommended that you engage with the nearby London Canal Museum.</p> <p>REASON: The site has a high potential for post-medieval remains, which investigated under controlled conditions could contribute to an enhanced understanding of the early phases of industrial and commercial development of this canal-side site. Furthermore, the planning authority wishes to secure building recording in line with NPPF, and publication of results, in accordance with Section 12 of the NPPF.</p>
28	<p>Details of Ground floor Elevations (Details)</p>
	<p>CONDITION: Full details of the design and treatment of ground floor elevations shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing on the ground floor elevations.</p> <p>The details shall include: doors, sections, elevational and threshold treatments, all to be shown in context and to a scale of 1:50.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter. The approved design/treatments shall be provided prior to the first occupation of the part of the development to which they form part.</p> <p>REASON: To ensure that the Authority may be satisfied with the access arrangements and the street level external appearance / interface of the buildings.</p>
29	<p>Lighting (Details)</p>
	<p>CONDITION: Prior to the occupation of the development hereby permitted, full details of the proposed external lighting shall be submitted to and agreed in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details unless otherwise agreed in writing.</p> <p>REASON: In order to prevent the development having any adverse impact on the</p>

	Regent's Canal by way of light pollution.
30	Drainage into Canal (Details)
	<p>CONDITION: If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority Prior to the commencement of the development hereby permitted, and thereafter implemented in accordance with the approved details.</p> <p>REASON: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.</p>
31	Foul Drainage (Details)
	<p>CONDITION: Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.</p> <p>REASON: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.</p>
32	Protection of Canal Lining (Compliance).
	<p>CONDITION: An inventory of materials and equipment shall be maintained during the demolition and construction process and any materials or equipment which fall into the canal shall be recovered.</p> <p>REASON: In order to avoid potential damage to the puddle clay canal lining.</p>
33	Enhancement of Black Redstart Habitat (Compliance)
	<p>CONDITION: Appropriate steps should be taken to minimise possible establishment of breeding black redstart during construction phase. Demolition rubble should be cleared as soon as possible or covered over and nest boxes should be erected away from the site construction during construction phase. If these measures are not possible, then black redstart surveys should be undertaken by a qualified ecologist.</p> <p>REASON: In the interests of biodiversity and to protect the black redstart population.</p>
34	Green Leases
	Wording to be confirmed
35	Cycle Parking (Details)
	<p>CONDITION: The cycle lifts and access to basement level cycle parking within the commercial building shall accord with TfL's London Cycle Design Standards unless otherwise agreed in writing by the Local Planning Authority.</p> <p>REASON: To ensure cycle parking is easily accessible on site and to promote sustainable modes of transport.</p>
36	Hours of Operation (Compliance)
	CONDITION: The ground floor flexible commercial units hereby approved shall not

	operate outside the hours of (to be confirmed). REASON: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity.
37	Details of gates - to include rubber pads or other noise reducing measures
	Wording to be confirmed
38	Internal and external lighting – details of means of managing light pollution
	Wording to be confirmed
39	Hours of use of external amenity areas
	Wording to be confirmed
40	Details of Micro pods
	Wording to be confirmed
41	Obscure glazing to western elevation
	Wording to be confirmed

List of Informatives:

1	Planning Obligations Agreement
	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	Superstructure
	DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION' A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.
3	Thames Water (Surface Water Drainage)
	With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
4	Thames Water (Mains Water Pressure)
	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. The developer should take account of this minimum pressure in the design of the proposed development.
5	Groundwater Risk Management Permit
	A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit

	<p>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 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.</p>
6	<p>Waste Oil and Fat</p> <p>Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses .</p>
7	<p>CIL Informative</p> <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). These charges will be calculated in accordance with the London Borough of Islington CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. One of the development parties must now assume liability to pay CIL by submitting an Assumption of Liability Notice to the Council at cil@islington.gov.uk. The Council will then issue a Liability Notice setting out the amount of CIL payable on commencement of the development.</p> <p>Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed and the development will not benefit from the 60 day payment window.</p> <p>Further information and all CIL forms are available on the Planning Portal at www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil and the Islington Council website at www.islington.gov.uk/cilinfo. Guidance on the Community Infrastructure Levy can be found on the National Planning Practice Guidance website at http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/</p>

APPENDIX 2: RELEVANT POLICIES

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

1 National Guidance

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

2. Development Plan

The Development Plan is comprised of the London Plan 2016, Islington Core Strategy 2011, Development Management Policies 2013, Finsbury Local Plan 2013 and Site Allocations 2013. The following policies of the Development Plan are considered relevant to this application:

A) The London Plan 2016 - Spatial Development Strategy for Greater London

1 Context and strategy

Policy 1.1 Delivering the strategic vision and objectives for London

2 London's places

Policy 2.9 Inner London

3 London's people

Policy 3.2 Improving health and addressing health inequalities

4 London's economy

Policy 4.1 Developing London's Economy

Policy 4.2 Offices

Policy 4.12 Improving opportunities for all

5 London's response to climate change

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.6 Decentralised energy in development proposals

Policy 5.7 Renewable energy

Policy 5.9 Overheating and cooling

Policy 5.10 Urban greening

Policy 5.11 Green roofs and development site environs

Policy 5.13 Sustainable drainage

Policy 5.14 Water quality and wastewater infrastructure

Policy 5.15 Water use and supplies

Policy 5.18 Construction, excavation and demolition waste

Policy 5.21 Contaminated land

6 London's transport

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.5 Funding Crossrail and other strategically important transport infrastructure

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.12 Road network capacity

Policy 6.13 Parking

7 London's living places and spaces

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Policy 7.4 Local character

Policy 7.5 Public realm

Policy 7.6 Architecture

Policy 7.8 Heritage assets and archaeology

Policy 7.13 Safety, security and resilience to emergency

Policy 7.14 Improving air quality

Policy 7.15 Reducing noise and enhancing soundscapes

Policy 7.19 Biodiversity and access to nature

Policy 7.21 Trees and woodlands

Policy 7.26 Increasing the use of the Blue Ribbon Network for freight transport

8 Implementation, monitoring and review

Policy 8.1 Implementation

Policy 8.2 Planning obligations

Policy 8.3 Community infrastructure levy

B) Islington Core Strategy 2011

Spatial Strategy

Policy CS6 King's Cross

Policy CS8 Enhancing Islington's Character

Infrastructure and Implementation

Policy CS18 Delivery and Infrastructure

Policy CS19 Health Impact Assessments

Strategic Policies

Policy CS9 Protecting and Enhancing
Islington's Built and Historic Environment

Policy CS10 Sustainable Design

Policy CS11 Waste

Policy CS13 Employment Spaces

Policy CS19

C) Development Management Policies June 2013

Design and Heritage

DM2.1 Design

DM2.2 Inclusive Design

Employment

DM5.1 New business floorspace

Health and open space

DM6.1 Healthy development

DM6.5 Landscaping, trees and
biodiversity

DM6.6 Flood Prevention

Energy and Environmental Standards

DM7.1 Sustainable design and
construction statements

DM7.2 Energy efficiency and carbon
reduction in minor schemes

DM7.3 Decentralised energy networks

DM7.4 Sustainable design standards

DM7.5 Heating and cooling

Transport

DM8.1 Movement hierarchy

DM8.2 Managing transport impacts

DM8.3 Public transport

DM8.4 Walking and cycling

DM8.5 Vehicle parking

DM8.6 Delivery and servicing for new
developments

Infrastructure

DM9.1 Infrastructure

DM9.2 Planning obligations

DM9.3 Implementation

5. Designations

The site has the following designations under the London Plan 2016, Islington Core Strategy 2011, Development Management Policies 2013:

- Employment Growth Area (General)
- Kings Cross and Pentonville Road Key Area

6. Supplementary Planning Guidance (SPG) / Document (SPD)

The following SPGs and/or SPDs are relevant:

Islington Local Development Plan

- Environmental Design SPD
- Inclusive Design in Islington SPD
- Planning Obligations SPD

London Plan

- Accessible London: Achieving and Inclusive Environment SPG
- The Control of Dust and Emissions

- Urban Design Guide SPD
- Regenerating King's Cross Neighbourhood Framework Document
- Environmental Design SPD
- Streetbook SPD
- Basement Development SPD
- during Construction and Demolition SPG
- Sustainable Design & Construction SPG
- Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy
- Planning for Equality and Diversity in London

APPENDIX 3: DESIGN REVIEW PANEL LETTER DATED 28.02.17



ATT: Melanie Wykes
dp9 Ltd
100 Pall Mall
London
SW1Y 5NQ

Planning Service
Planning and Development
PO Box 333
222 Upper Street
London
N1 1YA

T 020 7527 2389
F 020 7527 2731
E Luciana.grave@islington.gov.uk
W www.islington.gov.uk

Our ref: DRP/117

Date: 28 February 2017

Dear Melanie Wykes,

ISLINGTON DESIGN REVIEW PANEL

**RE: Regents Wharf, 10,12,14,16 and 18 All Saints Street, Islington, London
(planning application ref. P2016/4805/FUL)**

Thank you for attending Islington's Design Review Panel meeting on 8 February 2017 for a third review of the above scheme. The proposed scheme under consideration is for the redevelopment of the site at Regent's Wharf including the refurbishment and extension of 10-12 Regent's Wharf (including part one/part two storey roof extension) to provide additional Class B1 business floorspace with ancillary flexible Class A1/A3 (retail/restaurant) and flexible Class A1/B1/D1 (retail/business/non-residential institutions) floorspace at ground floor level; demolition of 14, 16 and 18 Regent's Wharf and erection of a part 5 and part 7 storey building with rooftop plant enclosure providing Class B1(a) office floorspace and flexible Class A1/A3/B1/D1/D2 (retail/restaurant & café/business/non-residential institutions/assembly & leisure) floorspace at ground floor; and associated hard and soft landscaping (officer's description).

Review Process

The Design Review Panel provides expert impartial design advice following the 10 key principles of design review established by Design Council/CABE. The scheme was reviewed by Richard Portchmouth (chair), Cristina Refolo, David Leech, Jonathan Ward, Richard Brown and Dorian Crone on 8 February 2017 including a presentation from the design team followed by a question and answer session and deliberations at the offices of the London Borough of Islington. There was no site visit as this was a third review. Richard Portchmouth made a separate site visit as he had not been involved with the previous reviews. The views expressed below are a reflection of the Panel's discussions as an independent advisory board to the Council.

Panel's observations

The Panel welcomed the return of the scheme for a third review and the provision of requested additional information, enabling them to see the scheme as a whole. Improvements to the design and sustainability of the site were commended; however, panel members suggested further areas where the proposals could be brought up to the same high standard overall. The Panel's comments are discussed in more detail below.



Impact on Heritage Assets

The Panel maintained its position that the bulk and massing of the roof extension along with the proposed dormers should be reduced. At present, it is seen to be too overbearing and dominant, creating an uncomfortable relationship between old and new. Panel members suggested that rethinking the location of the plant could be a way to reduce the required floor space at this level. Some panel members advised that it was undesirable, architecturally, for a roof extension to appear to straddle two separate buildings, one historic and one new. The height and bulk of the extension to the locally listed building when viewed from the street was also considered excessive.

The Panel advised that a massing model would be useful, along with more views from the tow path on the other side of the canal.

Courtyard and landscaping

As previously stated, the Panel considered the proposals for the courtyard to be very good, with only some fine tuning of the design suggested. In terms of the elevational treatment, the dialogue between the new and old buildings was thought to be effective. However, it was advised that the spandrels of the floor plates should not be expressed in the glazed strip that separates the two elements as they did not line up with the historic windows.

The Panel also welcomed further information from the applicant's Arboriculturist, however, questioned the decision to coppice and then root-ball the existing Alder trees, which would then be rehabilitated for the duration of the construction period. It was advised that root-balling trees in an urban environment is very difficult and unlikely to be cost effective or energy efficient. The Panel therefore recommended that buying new mature trees would be a better and more justifiable solution; these could be planted in clusters. However, panel members did emphasise that the existing Alder trees would ideally be preserved in situ because it would take a relatively long time before new trees would reach a similar height and therefore provide the same amenity.

The Panel also commented that the planting to the courtyard should be suitably robust for the area and should not clutter the, already small, environment.

Sustainability and building performance

The development of this aspect of the scheme since the last review was deemed to be very encouraging by the Panel. Panel members made some comments regarding the management of the natural ventilation system and queried how this was going to work in practice. Further details were requested regarding the functionality of the full height windows and the Panel also encouraged thought to be given to an effective ventilation management strategy for future occupiers. Panel members additionally pointed out that some areas of the building were excessively glazed so would be very uncomfortable on sunny days and lead to high cooling demand. Moderation of the glazed areas or possible introduction of louvres (without limiting daylight) was suggested to remedy this and could add character to the glazing. Finally, the Panel did not think that the proposed dormer windows would be very practical as a source of natural ventilation.

Summary

The Panel were generally pleased with the scheme and lauded the additional work done to develop the building's performance and efficiency. However, there were other elements of the proposals where the Panel felt that there was room for further improvement. They remained concerned in particular about the detailing and bulk of the proposed rooftop extension, including the dormers. The Panel felt that this aspect of the design had not moved on as much as the improved sustainability, which was obviously the result of careful thought, and recommended that the same level of development for these issues would greatly benefit the



scheme. Furthermore, the viability of the proposed tree relocation was questioned by the Panel and alternatives were strongly advised. In light of these observations, panel members therefore considered that the quality, of what is generally a very good scheme, could be further improved.

Thank you for consulting Islington's Design Review Panel. If there is any point that requires clarification please do not hesitate to contact me and I will be happy to seek further advice from the Panel.

Confidentiality

Please note that since the scheme is at planning application stage, the views expressed in this letter may become public and will be taken into account by the council in the assessment of the proposal and determination of the application.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Lucy', written in a cursive style.

Luciana Grave
Design Review Panel Coordinator
Design & Conservation Team Manager



