



## PLANNING COMMITTEE REPORT ADDENDUM

Development Management Service  
Planning and Development Division  
Environment and Regeneration Department  
PO Box 333  
Town Hall  
LONDON N1 2UD

<b>PLANNING COMMITTEE</b>	<b>AGENDA ITEM NO:</b>
<b>Date:</b> 21 July 2020	<b>B1</b>

Application number	P2019/3481/FUL
Site Address	Regents Wharf, 10, 12, 14, 16 and 18 All Saints Street, Islington, London N1 9RL
Proposal	Redevelopment of the site at 10 - 18 All Saints Street including the refurbishment and extension of 10-12 All Saints Street (including part roof extension and installation of rooftop plant and enclosure) to provide additional Class B1 business floor space with ancillary flexible Class A1/A3 (retail/restaurant) and flexible Class A1/B1/D1 (retail/office/non-residential institutions); demolition of 14, 16 and 18 All Saints Street and erection of a part 5 (ground plus 4) and part 6 (ground plus 5) storey building with basement and rooftop plant and enclosures providing Class B1 office floor space and flexible Class A1/A3/B1/D1/D2 (retail/restaurant & cafe/business/non-residential institutions/assembly & leisure) floor space at ground floor; and associated hard and soft landscaping.

### 1. RECOMMENDATION

1.1. The Committee is asked to resolve to GRANT planning permission:

- subject to the conditions set out in **Appendix 1**; and
- 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. DEFERRAL REASONS

2.1. Planning application P2019/3481/FUL was presented at the Planning Committee meeting on 23 June 2020. The draft minutes from 23 June 2020 Planning Committee are

attached as part of this Agenda. The Planning Committee Report and associated addendum report for the 23 June meeting are appended to this report.

2.2. The item was deferred in order for the Applicant to address the following matters:

- There was a general concern about scale and massing and in particular that the visual impact of plant proposed on the roof should be further mitigated.
- There was a concern about the visual "balance" between the locally listed building 10a, and new elements of the development at 14 All Saints Street. The dark colouration of material on the central element of the new building on All Saints Street was considered to relate poorly to building 10a.
- Members sought a better explanation as to why a hybrid energy solution involving the canal wouldn't be workable.
- Members were concerned that noise and disturbance from the operation of plant and some of the commercial uses (café's restaurants etc) would adversely impact on the amenity of nearby residents.
- Light pollution plan associated with the proposal would adversely impact on bio-diversity and residential amenity.

### 3. FURTHER CONSULTATION RESPONSES

#### Public Responses

3.1. To date, a total of 2 further representations have been received on the application all of which raise objection to the revised proposals.

3.2. The points raised within the representations are summarised below:

- The proposals to use canal freight would remove 1,111 lorries from the Islington streets. Promotion of canal freight is a key consideration for the viable future of canals as it not only contributes to the traffic and environmental problems that we are facing, but also gives the canals an economic importance which secures their future.

[Planning officer comment: The benefits of the use of the canal are noted.]

- Objection is raised to the street facade of the new 'Thorley House' block that is faced which would be dark-coloured anodised aluminium and immediately adjoins the heritage offices cum 'packing house', Building 10a, which is within the Conservation Area. It will be an ill-fitting partner to the heritage building and a domineering element in the street. Furthermore the large lettering applied to the 'entablature' of this bay will compete with the historically-based signage over the 'Packing House'.
- [Planning officer comment: The Applicant has revised the colour of the 'Totem' to a lighter grey colour. Additionally lift overruns have been removed and overall height have been reduced, and this is considered to improve the relationship of the proposal with the conservation area and locally listed buildings. See paragraphs 3.9 -3.13 and 4.1.1 to 4.1.10].

#### Internal and External Responses

3.3. **Energy Officer:**

- The Canals and River Trust advised the Applicant that the investigation carried out into the use of canal water for heat pumps by the Canal and River Trust (CRT)

concluded that there is not sufficient flow in the canal for the rejection of heat without adversely affecting the canal ecology. The CRT have not therefore consented to the use of the canal for this purpose.

- The Canals and River Trust advised the Applicant that they cannot guarantee the canal will always be filled with Water, in that maintenance/repair works, dredging etc have to take place from time to time, and this can involve draining stretches of canal. Therefore the canal can't be relied upon at all times as part of an energy strategy.
- There is no policy requirement to use the canal and the proposed solution of air source heat pumps is in full compliance with Development Plan policy.

### 3.4. Nature Conservation Officer

3.5. Set out below are the comments from the Nature and Conservation officer in relation to light spill along with conditions 29 and 30 which are recommended to address light spill:

- The potential impacts on biodiversity can be addressed through the imposition of appropriate conditions. A lighting mitigation plan outlining a curfew time for all internal and external lights on automatic turn off, external lights on a motion sensor, screening on windows to prevent light spill and any other measures as appropriate should be added.
- The applicants may perhaps be able to submit a lux contour map and/ or 3D rendered images demonstrating that the light spill will not form a barrier to commuting bats along the canal corridor.
- The development should use good design of the light source, luminaire and installation to minimise light spill and glare with appropriate luminaire design and positioning, timer's/motion sensors/automated blackout blinds etc. These matters can be secured by planning conditions (see conditions 29 and 30 below).

<b>29</b>	<p><b>External Lighting Management Plan (Details)</b></p> <p>Prior to the occupation of the development hereby permitted, a 'Lighting and Mitigation Strategy' to prevent unnecessary light pollution of the Regent's Canal, 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. The strategy shall require an earlier curfew of the suggested 23:00pm within ILP guidance due to the proximity of residential receptors to the Proposed Development</p> <p>Thereafter the development shall be operated in accordance with the approved Lighting and Mitigation Strategy details.</p> <p>Reason: In order to prevent the development having any adverse impact on the biodiversity of the Regent's Canal by way of light pollution.</p>
<b>30</b>	<p><b>Internal Lighting Management Plan (Details)</b></p> <p>CONDITION: Details of measures to adequately mitigate light pollution affecting the east façade of Ice Wharf South, Ice Wharf North, the north façade of 1-3 All Saints Street and the properties opposite the Regent's Canal shall be submitted to and approved in writing by the Local Planning Authority, prior to construction of the facades of Building A. These measures may include:</p> <ul style="list-style-type: none"> <li>• Automated black out roller blinds;</li> <li>• Lighting strategies that reduce the output of luminaires closer to the façades;</li> <li>• Light fittings controlled through the use of sensors;</li> <li>• Motion sensors to switch lights off when spaces are unoccupied (operational 24/7); and</li> <li>• Installation of external fins.</li> </ul>

	<p>The development shall be carried out strictly in accordance with the details so approved prior to the first occupation of the development hereby approved and 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 interests of good design, security and protecting neighbouring and future residential amenity and existing habitats and associated wildlife, in particular bats from undue light-spill.</p>
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3.6. **Noise Officer**

3.7. The Council's Noise officers' advice in relation to **gate and plant noise** is that no objection is raised subject to conditions restricting plant noise levels, being recommended conditions 9, 12, 17 and 43.

<b>9</b>	<b>Details of Noise Reduction Measures for Gates adjacent to Ice Wharf South</b>
	<p>CONDITION: The two gates adjacent to Ice Wharf South shall feature noise reducing measures to be submitted to and approved in writing by the Local Planning Authority and these measures shall be permanently maintained thereafter. The gates are to be kept closed when not in use.</p> <p>REASON: In the interests of the residential amenities of the occupants of neighbouring dwellings.</p>
<b>12</b>	<b>Fixed Plant Noise Ratings</b>
	<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.</p> <p>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: To ensure that the operation of fixed plant does not have an adverse impact on residential amenity.</p>
<b>17</b>	<b>Standby Generators</b>
	<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"> <li>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.</li> <li>2. The duration of the testing to be commensurate with the test requirements and not to exceed one hour.</li> <li>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.</li> </ol>

	<p>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> <p>A report to be commissioned by the applicant, using an appropriately experienced &amp; competent person, to assess the noise from the plant and machinery. The report is to be submitted to, and approved in writing by the Local Planning Authority, and any noise mitigation measures shall be installed before the commencement of the use hereby permitted and permanently retained thereafter.</p> <p>REASON: In the interests of neighbouring residential amenity.</p>
<b>43</b>	<b>Written code for the management of noise from emergency plant and equipment</b>
	<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>REASON: In the interests of the residential amenities of the occupants of neighbouring dwellings.</p>

- 3.8. The Council's Noise officers' advice in relation to **noise from the operation of commercial uses (such as café type uses)** is that no objection is raised subject to conditions:

<b>11</b>	<b>Use Class A1/A3/D1 or D2 – Restrictions on Use</b>
	<p>CONDITION: The proposed ground floor flexible commercial units fronting All Saints Street shall not operate outside the following times:</p> <p>Monday to Saturday – 08:00 to 23:00  Sunday and Public/Bank Holidays – 09:00 to 10:00pm</p> <p>REASON: To ensure that the operation of the above uses do not have a detrimental impact on residential amenity.</p>
<b>32</b>	<b>Restaurant Windows to be Shut (Canal Side)</b>
	<p>CONDITION: All windows to the Use Class A3 restaurant unit on the canal side (north) elevation shall only be opened between 7am and 10pm and shall be kept shut outside of these hours, Monday - Sunday (including bank holidays) except for use in an emergency.</p> <p>REASON: In the interests of the residential amenities of the occupants of neighbouring dwellings.</p>
<b>33</b>	<b>External Amenity Area – Hours of Use</b>
	<p>CONDITION: The ground floor external amenity area adjacent to Ice Wharf North and South shall not be used by tenants staff and their visitors outside of the hours of 8am and 9pm (including Bank Holidays).</p> <p>REASON: In the interests of the residential amenities of the occupants of neighbouring dwellings.</p>
<b>34</b>	<b>Roof-top Amenity Area Management Plan (Details)</b>
	CONDITION: Notwithstanding the hereby approved drawings, an External Amenity Area

<p>Management Plan for the use of all rooftop external amenity areas and the western courtyard space (excluding the service zone) shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the building and the external amenity area shall be used in accordance with the approved management plan thereafter.</p>
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<p>REASON: In the interests of the residential amenities of the occupants of neighbouring dwellings</p>
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### 3.9. **Design and Conservation Officer**

3.10. In summary the Council's Design and Conservation Officer provided the following advice in relation to the revisions made to address the deferral reasons:

3.11. Bulk and mass of plant enclosures and extensions

**3.11.1.** Under the proposals considered by the committee in June there was a proliferation of plant enclosures with differing heights across the scheme which were considered to be incongruous in shorter and longer views of the scheme. Under the revised proposals the enclosures have been consolidated and their height and bulk has been reduced, which has had the benefit of rationalising the roof level design.

**3.11.2.** In views from the canal side towards the locally listed silo building (views 6-8) the diminished mass of the rooftop enclosures has removed the disruptive built form behind the peak of the gable/flank parapet, and reduced the perception of the mass of the plant behind the building generally. Similarly, in view 12 (from the canal bridge on York Way), the reduced mass and stepping/terracing of the plant enclosures has had the benefit of minimising the perception of the roof level plant in this sensitive view. In views which are longer and less oblique the mass and bulk remains visible and view 13 in particular demonstrates that the plant enclosures are still a dominant form at roof height.

3.12. Amendments to materiality

**3.12.1.** The design and materiality of the roof top enclosures has been revised under the newly submitted drawings. Where previously standing seam metal panelling featuring legible joints, pressing and shadow gaps was proposed, it is now proposed to clad the roof enclosures in a simplified light grey standing seam metal material. The previous design came about in response to the Islington DRPs suggestion of using a more robust and patinated material than the then proposed polymer cladding. It is considered that the standing seam metal cladding now proposed has the benefit of being slightly more visually recessive, allowing the historic buildings to remain the features of interest in views of the development.

**3.12.2.** Under the previous iteration of the scheme, it was proposed to use dark metal cladding on the totem building and light metal cladding on the roof top enclosures which step up behind it. The contrast in materials served to highlight the totem building's narrow depth and resulted in it looking like an applied façade, rather than a meaningful architectural form. The revised drawings include a lighter metal cladding treatment to the totem building which marries it to the roof top enclosure which steps up behind it. It is considered that this results in the totem appearing more robust and less like a façade treatment. The change in approach to the totem building's materiality has been accompanied by the addition of vertical fins on the façade to create a greater sense of a vertical rhythm.

### 3.13. CONCLUSION

- 3.13.1.** The most important conservation area views are from the canal, particularly from the east towards the exposed flank of the locally listed building (views 6 – 8). It is considered that the revisions to the bulk, mass and materiality of the roof top enclosures and extensions have been beneficial to the scheme overall, and particularly in views 6-8 and 12 from the canal. The rationalised roofline and reduced mass has improved the sensitive views of the flank of the Silo Building and so the harm to the locally listed buildings and conservation area have been slightly reduced. Nevertheless, the level of harm to the conservation area remains less than substantial. Where a development proposal would lead to less than substantial harm to significance of a designated heritage asset, paragraph 196 of the NPPF requires local planning authorities weigh the harm arising against the public benefits of the proposal, including where appropriate securing its optimum viable use.

## 4. UPDATED ASSESSMENT

- 4.1. This item was deferred in order for the Applicant to address the following matters:

### **Scale and massing and visual impact of roof top plant**

- 4.1.1. Reductions to the bulk and mass of building have been made since the 23 of June, and specifically:
- Removal of lift over-runs (which had been visible above 10a, 10b and 10c), made possible by reducing the performance of the passenger lifts;
  - Reduction of air-handling unit scale by supplementing them with smaller 'split air-conditioning units' positioned below the reduced balustrade. The roof plant now falls behind the parapet of the retained canal side building (10c All Saints Street);
  - Balustrades above building 10b have been reduced by 425mm, the top floor height has been reduced by 100mm;
  - The roof layout has also been revised on the new 'Thorley House' building. The alterations here consist of:
    - Reduction to roof top plant screen of 500mm in height;
    - Reduction in height of the Air Source Heat Pumps (ASHPs) of 270mm;
    - Repositioning of the eastern ASHP on Thorley House, moving it closer to the centre of the site and away from All Saints Street;
    - Condensing of Level 5 roof level parapet to northern section of building to reduce impact of height towards canal / Ice Wharf North;
    - Pulling back parapet at Level 5 away from All Saints Street elevation.
- 4.1.2. The changes made are considered to meaningfully reduce the visual impact in key views of the site. The enhancements remove lift over runs, which mean the roof top is visually less cluttered and simplified.
- 4.1.3. The height of the plant over 10b has been reduced, the existing parapet wall retained. In elevation the complexity of the cladding has also been reduced to avoid an overly fussy composition.
- 4.1.4. It is important to note that the key concern at appeal were the large rectilinear dormers proposed atop 10c and the canal wall extension proposed at 12 All Saints Street (these are no longer proposed).
- 4.1.5. Other than the dormer windows and canal wall extension, it is important to acknowledge that at appeal, the Inspector did not raise objection to other proposed roof top elements.

Notwithstanding this, the applicant has revised the scheme to remove lift over runs and reduce the bulk and mass to address the reasons the scheme was deferred on 23 June 2020.

- 4.1.6. Officers consider the current changes to be an important enhancement over the scheme considered on 23 June 2020 and a significant enhancement over the appeal scheme.

**Visual "balance" between the locally listed building 10a, and new elements of the development at 14 All Saints Street.**

- 4.1.7. Revision have been made to the scheme to better integrate the new building and building 10a when viewed from all Saints Street. The colour of the anodised aluminium panels has been reconsidered and revised to a mid-grey that echoes the tones of the roof extension of the building at 6 – 8 All Saints Street and has a softer relationship with the locally listed building at 10a.
- 4.1.8. The Architect advises that the pattern of fenestration and detailing including raised seams / fins in the panelling and textured transoms provide a reference to the architectural and industrial heritage of the site's original use. The proportions and expressed fins also echo the finer grain of the locally listed building's southern elevation.
- 4.1.9. The lighter colour is less visually dominating, and prevents the locally listed building at 10a from being visually overwhelmed, reducing the impact to the locally listed building and conservation area.
- 4.1.10. Officers consider the current changes to be an important enhancement over the scheme considered on 23 June 2020 and a significant enhancement over the appeal scheme.

**Hybrid energy solution involving the canal**

- 4.1.11. There are three key reasons that the Applicant is not proposing to use the canal as part of the energy strategy:
- The Canals and River Trust advised the Applicant that the investigation carried out into the use of canal water for heat pumps by the Canal and River Trust (CRT) concluded that there is not sufficient flow in the canal for the rejection of heat without adversely affecting the canal ecology. The CRT have not therefore consented to the use of the canal for this purpose.
  - The Canals and River Trust advised the Applicant that they cannot guarantee the canal will always be filled with Water, in that maintenance/repair works, dredging etc have to take place from time to time, and this can involve draining stretches of canal. This is a serious problem for the applicant who would need a separate backup system in the event the canal is not useable.
  - There is no policy requirement to use the canal and the proposed solution of air source heat pumps is policy compliant.
- 4.1.12. The CRT, who control the canal, have not agreed to allow the canal to be used. There is no policy basis in either Islington or London Plan policy to require the Applicant to make use of the canal for a water source heat pump. Given the application is compliant with energy policy no objection is raised.



## Noise and disturbance

- 4.1.13. Noise from the use of the gate and plant/equipment would be controlled via recommended planning conditions 9, 12, 17 and 43. The conditions meet relevant tests and are the way that this type of noise is controlled on consents in Islington.
- 4.1.14. Noise from the operation of uses such as the café and outdoor area would be controlled via recommended planning conditions 11, 32, 33, 34. The conditions meet relevant tests and are the way that this type of noise is controlled on consents in Islington.
- 4.1.15. The Council's Noise officer has considered the potential for noise from the site and advises that this is best dealt with as a condition of any planning consent. It should be noted that this is the way that noise and disturbance is controlled on planning consents throughout the Borough.
- 4.1.16. It is also worth noting that the Council's Licensing regime means that further licencing consent is required for uses such as the café. If there are issues in future the license can be altered to further restrict operations.

## Light pollution

- 4.1.17. The Council's Nature and Conservation officer advised that the potential impacts on biodiversity can be addressed through the imposition of appropriate conditions.
- 4.1.18. Conditions are recommended to secure a lighting mitigation plan outlining a curfew time for all internal and external lights on automatic turn off, external lights on a motion sensor, screening on windows to prevent light spill.
- 4.1.19. The conditions (29 and 30) meet relevant statutory tests for conditions.

## Other (Non-Deferral) Matters: Sunlight/daylight

- 4.1.20. While sunlight/daylight impacts were not a reason for deferral of the application on 23 June 2020, officers highlight the fact that the sunlight/daylight impacts considered to be acceptable by the Planning Inspector at appeal, were considerably more harmful than the impacts that would result from the current proposal.
- 4.1.21. Notwithstanding the fact that the Planning Inspector found the impacts to be acceptable (policy compliant), numerous objections have been received in relation to the current scheme raising concern over sunlight/daylight impacts.
- 4.1.22. At this point officers seek to highlight the improvement to sunlight/daylight impacts in the current scheme, when compared to the appeal scheme (noting that the sunlight/daylight impacts tested at appeal were found to be acceptable in any event).

	Transgressions - total	
	VSC	NSL
Appeal Scheme	57	29
Current Proposal	37	21

- 4.1.23. As the table above shows, the number of transgressions (both in terms of VSC and NSL) is reduced in the current scheme as compared to the appeal scheme.

4.1.24. 283 windows and 143 rooms were assessed by the Daylight consultants in both the Appeal scheme and the current proposal. As the table below shows, 20% of windows and rooms tested failed the BRE tests at appeal. This is compared to 13% of windows (VSC test) and 15% of rooms (NSL test) in the current scheme.

	Transgressions - %	
	VSC	NSL
<b>Appeal Scheme</b>	20%	20%
<b>Current Proposal</b>	13%	15%

4.1.25. Set out at Appendix 2 are the sunlight/daylight tables which compare the current scheme with the appeal scheme impacts (with the appeal scheme impacts showing highlighted in yellow). As the tables show, the majority of cases the windows and rooms see improvements over the appeal scheme, some would see no change, and none would worsen.

4.1.26. The previous appeal decision is an important material consideration in relation to the assessment of the current scheme, and it would be unreasonable for officers to ignore the fact that the Planning Inspector found sunlight daylight impacts to be acceptable at appeal. The improved situation now proposed is therefore not categorised, by officers, as unacceptable.

## 5. CONCLUSION

5.1. Following the deferral of the application at 23 June 2020 Planning Committee Meeting, the Applicant has revised the scheme to reduce rooftop clutter and the overall height and massing of the scheme. Changes to materials and colouration have also been made to ensure the new building relates well to the locally listed building at 10a All Saints Street. The changes are considered to be an important improvement over the scheme deferred on 23 June and a significant enhancement over the appeal scheme.

5.2. Subject to conditions there officers do not consider there to be any justification for refusing the scheme in relation to energy, light spill or noise and disturbance.

5.3. Sunlight/daylight impacts are better with this scheme than those impacts identified as being acceptable at appeal.

5.4. It is recommended that planning permission be granted subject to conditions and Section 106 agreement Heads of Terms as set out in **Appendix 1 – RECOMMENDATIONS**.

## 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 £153,272 towards offsetting projected residual CO2 emissions of the development;
2. Bond/deposit of £58,546.23 to cover costs of repairs to the highway. The bond must be paid before commencement of works. Any reinstatement works will be carried out by LBI Highways. Conditions surveys may be required. If this bond/ deposit exceeds the cost of the works as finally determined, the balance will be refunded to the developer. Conversely, where the deposit is insufficient to meet costs then the developer will be required to pay the amount of the shortfall to the Council;
3. Compliance with the Code of Employment and Training;
4. Facilitation of 3 work placements during the construction phase of the development, lasting a minimum of 26 weeks, or a fee of £15,000 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 8 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 695m2 GIA of affordable workspace for 15 years at peppercorn rent
15. Payment towards employment and training of local residents of a commuted sum of £41,730.
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. Contribution of £3,000 towards the replacement of the floating Reedbeds on the Regents Canal.

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 of London) 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 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:**

<b>1</b>	<b>Commencement (compliance)</b>
	<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>
<b>2</b>	<b>Approved plans list (compliance)</b>
	<p>CONDITION: The development hereby approved shall be carried out in accordance with the following approved plans:</p> <p><u>Drawings</u></p> <p>ASD-HBA-00-XX-DR-A-PL00-0001 [Location Plan 1:1250] PL01; ASD-HBA-00-XX-DR-A-PL00-0010 [Existing Site Plan 1:200] PL01; ASD-HBA-00-XX-DR-A-PL20-0010 [Proposed Site Plan 1:200] PL01; ASD-HBA-00-B1-DR-A-PL00-0100 [Existing Basement Floor Plan] PL01; ASD-HBA-00-00-DR-A-PL00-0101 [Existing Ground Floor Plan] PL01; ASD-HBA-00-01-DR-A-PL00-0102 [Existing First Floor Plan] PL 01; ASD-HBA-00-02-DR-A-PL00-0103 [Existing Second Floor Plan] PL 01; ASD-HBA-00-03-DR-A-PL00-0104 [Existing Third Floor Plan] PL 01; ASD-HBA-00-04-DR-A-PL00-0105 [Existing Fourth Floor Plan] PL 01; ASD-HBA-00-RF-DR-A-PL00-0106 [Existing Roof Plan] PL01; ASD-HBA-00-XX-DR-A-PL00-0200 [Existing Elevation - All Saints Street] PL 02; ASD-HBA-00-XX-DR-A-PL00-0201 [Existing Elevation – Canal side] PL 02; ASD-HBA-00-XX-DR-A-PL00-0202 [Existing Elevations - Western Courtyard] PL 02; ASD-HBA-00-XX-DR-A-PL00-0203 [Existing Elevations - Eastern Courtyard] PL 02; ASD-HBA-00-XX-DR-A-PL00-0204 [Existing Elevations - Internal Courtyard – North] PL 02; ASD-HBA-00-XX-DR-A-PL00-0205 [Existing Elevations - Internal Courtyard – South] PL 02; ASD-HBA-00-XX-DR-A-PL00-0206 [Existing Elevations - Internal Courtyard – West] PL 01; ASD-HBA-00-ZZ-DR-A-PL00-0300 Existing Section AA PL 02; ASD-HBA-00-ZZ-DR-A-PL00-0301 Existing Section BB PL 02; ASD-HBA-00-ZZ-DR-A-PL00-0302 Existing Section CC PL 02; ASD-HBA-00-B1-DR-A-PL01-0100 [Strip Out Drawing - Basement Floor Plan] PL 01; ASD-HBA-00-B1-DR-A-PL01-0101 [Strip Out Drawing - Ground Floor Plan] PL 01; ASD-HBA-00-B1-DR-A-PL01-0102 [Strip Out Drawing - First Floor Plan] PL 01; ASD-HBA-00-B1-DR-A-PL01-0103 [Strip Out Drawing - Second Floor Plan] PL 01; ASD-HBA-00-B1-DR-A-PL01-0104 [Strip Out Drawing - Third Floor Plan] PL 01; ASD-HBA-00-B1-DR-A-PL01-0105 [Strip Out Drawing - Fourth Floor Plan] PL 01; ASD-HBA-00-B1-DR-A-PL01-0106 [Strip Out Drawing - Roof Plan] PL 01; ASD-HBA-00-XX-DR-A-PL01-0200 [Strip Out Drawing - All Saints Street Elevation]] PL 01; ASD-HBA-00-XX-DR-A-PL01-0201 [Strip Out Drawing - Canal side Elevation] PL 01;</p>

ASD-HBA-00-XX-DR-A-PL01-0202 [Strip Out Drawing - Western Elevation] PL 01; ASD-HBA-00-XX-DR-A-PL01-0203 [Strip Out Drawing - Eastern Courtyard Elevations] PL 01; ASD-HBA-00-XX-DR-A-PL01-0204 [Strip Out Drawing - Internal Courtyard Elevations – North] PL 01; ASD-HBA-00-XX-DR-A-PL01-0205 [Strip Out Drawing - Internal Courtyard Elevations – South] PL 01; ASD-HBA-00-B1-DR-A-PL20-0100 [Proposed Basement Floor Plan] PL 01; ASD-HBA-00-00-DR-A-PL20-0101 [Proposed Ground Floor Plan] PL 03; ASD-HBA-00-01-DR-A-PL20-0102 [Proposed First Floor Plan] PL 03; ASD-HBA-00-02-DR-A-PL20-0103 [Proposed Second Floor Plan] PL 03; ASD-HBA-00-03-DR-A-PL20-0104 [Proposed Third Floor Plan] PL 03; ASD-HBA-00-04-DR-A-PL20-0105 [Proposed Fourth Floor Plan] PL 03; ASD-HBA-00-05-DR-A-PL20-0106 [Proposed Fifth Floor Plan] PL 04; ASD-HBA-00-RF-DR-A-PL20-0107 [Proposed Roof Plan] PL 05; ASD-HBA-00-XX-DR-A-PL20-0200 [Proposed Elevation All Saints Street] PL 04; ASD-HBA-00-XX-DR-A-PL20-0201 [Proposed Elevation Canal side] PL 04; ASD-HBA-00-XX-DR-A-PL20-0202 [Proposed Elevation Western Courtyard] PL 05; ASD-HBA-00-XX-DR-A-PL20-0203 [Proposed Elevations Eastern Courtyard] PL 05; ASD-HBA-00-ZZ-DR-A-PL20-0300 [Proposed Section AA] PL 04; ASD-HBA-00-ZZ-DR-A-PL20-0301 [Proposed Section BB] PL 03; ASD-HBA-00-ZZ-DR-A-PL20-0302 [Proposed Section CC] PL 04; ASD-HBA-00-ZZ-DR-A-PL20-0303 [Proposed Section DD] PL 04; ASD-HBA-00-ZZ-DR-A-PL20-0304 [Proposed Section EE] PL 03; ASD-HBA-00-XX-DR-A-PL21-0400 [Detailed Bay Study 01 All Saints Street Elevation] PL 04; ASD-HBA-00-XX-DR-A-PL21-0401 [Detailed Bay Study 02 Internal Courtyard Elevation] PL 04; ASD-HBA-00-XX-DR-A-PL21-0402 [Detailed Bay Study 03 Canal side Elevation] PL 04; ASD-HBA-00-XX-DR-A-PL21-0403 [Detailed Bay Study 04 Western Elevation] PL 04; ASD-HBA-00-XX-DR-A-PL21-0404 [Detailed Bay Study 05 Internal Courtyard Elevation] PL 04; ASD-HBA-00-00-DR-A-PL50-0101 [Proposed Ground Floor Plan Affordable Workspace] PL 01; ASD-HBA-00-01-DR-A-PL50-0102 [Proposed First Floor Plan Affordable Workspace] PL 01; ASD-HBA-00-02-DR-A-PL50-0103 [Proposed Second Floor Plan Affordable Workspace] PL 01; ASD-HBA-00-03-DR-A-PL50-0104 [Proposed Third Floor Plan Affordable Workspace] PL 01;

#### Documents

File Note – File Ref: 16/11 200707 Design Note AllSaintsStreetElevation RevA (Dated 7 July 2020); Sustainable Design and Construction Statement Ref: 4671 (Dated: November 2019); Planning Statement (Dated: November 2019); Transport Assessment Ref: D001 (Dated: November 2019); Delivery and Servicing Plan Ref: D004 (Dated: November 2019); Flood Risk Assessment and Surface and Foul Water Drainage Strategy (Dated: 14<sup>th</sup> November 2019); Ecology Report Ref: ECO00710 (Dated: 13<sup>th</sup> November 2019); Historic Environment Assessment (Dated: November 2019); Ventilation and Extraction Statement (Dated: November 2019); Overheating Risk Analysis Report (Dated: November 2019); Demolition Management Plan (Dated: November 2019); Health Impact Screening Assessment (Dated: November 2019); Noise Impact Assessment Ref: AS8635.191024.NIA.1.1 (Dated: November 2019); Townscape and Visual Impact Assessment (Dated: November 2019); Structural Statement (Potential for the re-use of the Existing Buildings) (Dated: 20<sup>th</sup> November 2019); Economic Statement (Dated: November 2019); Archaeological Written Scheme of Investigation (Dated: November 2019); Daylight and Sunlight Report Ref: 9771 (Dated: November 2019); Statement of Community Involvement (Dated: November 2019); Design and Access Statement (Dated: 22<sup>nd</sup> November 2019); Geo-environmental Site Investigation Ref: 28468 R02 (00) (Dated: December 2016); Light Pollution Assessment (Dated: 29<sup>th</sup> November 2019); Arboriculture Impact Assessment (Dated: 3<sup>rd</sup> December 2019); Heritage Statement (Dated: November 2019); Canal Freight Feasibility Study Ref: 47853/5501 Rev: AA (Dated: 29<sup>th</sup> January 2020); Transport Note Addendum (Dated: January 2020); Updated Construction Management Plan and Site Waste Management Plan (Dated: 17<sup>th</sup> January 2020); Cover Letter (Dated: 29<sup>th</sup> January 2020); Remediation Strategy (Dated: January 2020); GIA Letter (Dated 7<sup>th</sup> February 2020); Updated Demolition Management Plan Rev: 02 (Dated: 14<sup>th</sup> February 2020); GIA Letter Response (Dated: 17<sup>th</sup>

	<p>February 2020); Updated Delivery and Servicing Plan Version 2.0 (February 2020); Freight Feasibility Addendum (Dated: 16<sup>th</sup> March 2020); GIA Briefing Note (Dated 13<sup>th</sup> March 2020); GIA Letter (Light Pollution) (Dated: 8<sup>th</sup> April 2020).</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>
<b>3</b>	<b>Materials and Samples (Compliance and Details)</b>
	<p>CONDITION: Notwithstanding the plans hereby approved, details and samples of all facing materials shall be submitted to and approved in writing by the Local Planning Authority, prior to the relevant works commencing on site. This shall include details and sample panels of proposed brickwork showing the colour, texture, face bond and pointing:</p> <p>The details and samples shall include:</p> <ul style="list-style-type: none"> <li>a) The brickwork for Thorley House (new build);</li> <li>b) The red brickwork capping to The Packing House (10a);</li> <li>c) Any other external brickwork to be used;</li> <li>d) Concrete lintels;</li> <li>e) Window treatment (including sections and reveals);</li> <li>f) Notwithstanding the plans hereby approved, any revised Bay details;</li> <li>g) Balustrading treatment (including sections);</li> <li>h) Detailed drawings showing the principal entrance and service entrances;</li> <li>i) Glass samples;</li> <li>j) Details at a scale of 1:50 of the secondary gate between Regent's Wharf and Ice Wharf South. The secondary gate shall be 2.5 metres in height;</li> <li>k) The expansion joints in the elevations; and</li> <li>l) Any other materials to be used.</li> </ul> <p>For the retained buildings, all new facing brickwork shall match the existing brickwork adjacent with regard to colour, texture, face bond and pointing and the brickwork shall be maintained as such thereafter.</p> <p>The approved sample panels shall be retained on site until the works have been completed.</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: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with Islington Local Plan policy DM2.1.</p>
<b>4</b>	<b>Details of Ground Floor Elevations (Details)</b>
	<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. 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>
<b>5</b>	<b>Design Detail – Roof-Top Plant &amp; Lift Overrun</b>

	<p>CONDITION: Notwithstanding the approved drawings, all details of any roof-top structures/enclosures shall be submitted to and approved in writing by the Local Planning Authority prior to installation on site.</p> <p>The details shall include the location, height of all individual plant and extract above roof level, specifications, and justification why all areas including servicing areas, currently require to be contained in an enclosure, and justification as to the proposed height for all these areas. The above details shall include the location, height above roof level, specifications and cladding and shall relate to:</p> <ul style="list-style-type: none"> <li>a) roof-top plant;</li> <li>b) ancillary enclosures/structure; and</li> <li>c) lift overrun;</li> </ul> <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 area and 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>
<b>6</b>	<b>Recording Heritage Assets</b>
	<p>CONDITION: No demolition or construction work to the locally listed buildings shall take place unless and until the applicant has undertaken a programme of building recording and historic analysis, which considers building structure, architectural detail and archaeological evidence, including industrial archaeology. This shall be undertaken in accordance with the written scheme of investigation submitted by the applicant and approved by the Local Planning Authority.</p> <p>REASON: Built heritage assets of archaeological interest survive on the site. The Local Planning Authority (in conjunction with Historic England) wishes to secure the provision of archaeological recording of the historic structures prior to development.</p>
<b>7</b>	<b>Signage Strategy</b>
	<p>CONDITION: Notwithstanding the approved drawings, details of the signage including the dimensions, materials and method of fixing to be used, shall be submitted to and approved in writing by the Local Planning Authority prior to the relevant part of the works commencing on site.</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 good design and also to ensure that the Authority may be satisfied that any signage does do not have a harmful impact on the surrounding street scene in accordance with Islington Local Plan policy DM2.1.</p>
<b>8</b>	<b>Overlooking</b>
	<p>CONDITION: Details of a scheme of obscure glazing to all windows on the western elevation, and also the part of the southern elevation opposite Ice Wharf South, of Thorley House which are adjacent habitable rooms within Ice Wharf South and Ice Wharf North, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.</p> <p>The obscure glazing shall be to a minimum height of 1.7 metres from finished floor level and shall remain fixed and un-openable. They shall be installed strictly in accordance with the details so approved and shall be maintained as such thereafter.</p>

	<p>REASON: In the interests of the residential amenities of the occupants of dwellings within Ice Wharf South and Ice Wharf North.</p>
<b>9</b>	<p><b>Details of Noise Reduction Measures for Gates adjacent to Ice Wharf South</b></p> <p>CONDITION: The two gates adjacent to Ice Wharf South shall feature noise reducing measures to be submitted to and approved in writing by the Local Planning Authority and these measures shall be permanently maintained thereafter. The gates are to be kept closed when not in use.</p> <p>REASON: In the interests of the residential amenities of the occupants of neighbouring dwellings.</p>
<b>10</b>	<p><b>Inclusive Design</b></p> <p>CONDITION: Notwithstanding the drawings hereby approved, prior to the relevant works commencing on site, details (including plans and sections) of the development against all relevant requirements of Islington's Inclusive Design SPD and other relevant policies and guidance shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure the development is of an inclusive design.</p>
<b>11</b>	<p><b>Use Class A1/A3/D1 or D2 – Restrictions on Use</b></p> <p>CONDITION: The proposed ground floor flexible commercial units fronting All Saints Street shall not operate outside the following times:</p> <p>Monday to Saturday – 08:00 to 23:00  Sunday and Public/Bank Holidays – 09:00 to 10:00pm</p> <p>REASON: To ensure that the operation of the above uses do not have a detrimental impact on residential amenity.</p>
<b>12</b>	<p><b>Fixed Plant Noise Ratings (Compliance)</b></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.</p> <p>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: To ensure that the operation of fixed plant does not have an adverse impact on residential amenity.</p>
<b>13</b>	<p><b>Construction Environmental Management Plan CEMP and DMP (Demolition)</b></p> <p>CONDITION: An updated Construction Environmental Management Plan (CEMP) 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 substructure works commencing on site.</p> <p>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.</p> <p>The report shall also include details of proposed surface water arrangements (either via drains or surface water run-off) during the construction works, and during site occupation.</p>



	<p>An inventory of materials and equipment shall be maintained during the construction process and any materials or equipment which fall into the canal shall be recovered.</p> <p>The CEMP should pay reference to BS5228:2009, LBI Construction Practice, the GLA's SPG on construction dust and emissions (including the Non-Road Mobile Machinery register) and any other relevant guidance. 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 development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity and the local environment.</p>
<b>14</b>	<p><b>Waterborne Freight Feasibility Study (Details)</b></p> <p>CONDITION: A further feasibility study for waterborne freight shall be submitted to and approved in writing by the Council prior to commencement of the following stages of development:</p> <ul style="list-style-type: none"> <li>• demolition</li> <li>• construction.</li> </ul> <p>The submission shall complement and further explore the potential described within the submitted PBA Water Freight Study (Project Ref: 47853/5501, dated 29<sup>th</sup> January 2020) and Stantec 'Addendum' dated 16<sup>th</sup> March 2020, as well as the CEMP issue 2 dated 12/06/2020</p> <p>Additionally, no surface water (either via drains or surface water run-off) or extracted perched water or groundwater is allowed to be discharged into the Regent's Canal during the demolition/construction works.</p> <p>Any existing rainwater pipes that are proposed to be retained in the Development may be retained to serve the roofs of the retained buildings provided that no new discharge enters into the rainwater pipes without first obtaining the approval of the CRT</p> <p>REASON: To ensure, prior to any works taking place, 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, in accordance with Policy 7.26 of the London Plan.</p>
<b>15</b>	<p><b>Land Contamination</b></p> <p>CONDITION: Following completion of measures identified in the approved RSK remediation report (report number 28468 R03 (00) dated January 2020), 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. This report shall include: details of the remediation works carried out; results of any verification sampling, testing or monitoring including the analysis of any imported soil; all waste management documentation showing the classification of waste, its treatment, movement and disposal; and the validation of gas membrane placement.</p> <p>All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.</p>

	<p>REASON: Given the history of the site the land, remediation is necessary to safeguard the health and safety of future occupants.</p>
<b>16</b>	<p><b>Drainage into Canal (Details)</b></p> <p>CONDITION: Details of a scheme of surface water drainage into the Regent's Canal shall be submitted to and approved in writing by the local Planning Authority, in consultation with the Canals and River Trust (CRT), prior to the commencement of the basement construction 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>
<b>17</b>	<p><b>Standby Generators (Details)</b></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"> <li>5. 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.</li> <li>6. The duration of the testing to be commensurate with the test requirements and not to exceed one hour.</li> <li>7. 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.</li> <li>8. 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.</li> </ol> <p>A report to be commissioned by the applicant, using an appropriately experienced &amp; competent person, to assess the noise from the plant and machinery. The report is to be submitted to, and approved in writing by the Local Planning Authority, and any noise mitigation measures shall be installed before the commencement of the use hereby permitted and permanently retained thereafter.</p> <p>REASON: In the interests of neighbouring residential amenity.</p>
<b>18</b>	<p><b>BREAAM</b></p> <p>CONDITION: Evidence confirming that the development achieves a BREEAM rating of no less than 'Excellent' shall be submitted to and approved in writing by the Local Planning Authority. The evidence shall be provided in the following formats and at the following times:</p> <ol style="list-style-type: none"> <li>a) a design stage assessment, supported by relevant BRE interim certificate(s), shall be submitted prior to commencement of superstructure works on site; and</li> <li>b) a post-construction assessment, supported by relevant BRE accreditation certificate(s), shall be submitted following the practical completion of the</li> </ol>

	<p>development and within the first 12 months of occupation.</p> <p>The development shall be carried out strictly in accordance with the details so approved and achieve the agreed rating(s). The development shall be maintained as such thereafter.</p> <p>REASON: In the interests of sustainable development and addressing climate change.</p>
<b>19</b>	<p><b>Green Procurement Plan (Site Waste Management Plan)</b></p> <p>CONDITION: No development other than demolition shall take place unless and until a Green Procurement Plan (including detailed Site Waste Management Plan) has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability: use of low impact, sustainably sourced, reused and recycled materials, including reuse of demolition waste.</p> <p>The development shall be constructed strictly in accordance with the Green Procurement Plan so approved.</p> <p>REASON: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction.</p>
<b>20</b>	<p><b>Sustainable Urban Drainage System (SUDS)</b></p> <p>CONDITION: No development other than demolition works shall take place unless and until details of an updated drainage strategy for a sustainable urban drainage system and maintenance and management plan has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The details shall be based on an assessment of the potential for disposing of surface water by means of appropriate sustainable drainage systems and be designed to minimise flood risk and maximise water quality, amenity and biodiversity benefits in accordance with DM Policy 6.6 and the National SuDS Standards. The submitted details shall:</p> <ol style="list-style-type: none"> <li>i. provide information about the design storm period and intensity, the method employed (SuDS management train) to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;</li> <li>ii. include a timetable for its implementation; and</li> <li>iii. provide a management and maintenance plan for the lifetime of the development which shall specify who is responsible for the on-going maintenance of the system and include any other arrangements necessary to secure the operation of the system throughout the lifetime of the development.</li> </ol> <p>No building(s) hereby approved shall be occupied unless and until the approved sustainable drainage scheme for the site has been installed/completed strictly in accordance with the approved details. The scheme shall be implemented and thereafter be managed and maintained in accordance with the approved details.</p> <p>REASON: To ensure that sustainable management of water and minimise the potential for surface level flooding.</p>
<b>21</b>	<p><b>Nesting Boxes (Details)</b></p> <p>CONDITION: Details of bird and bat nesting boxes/bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.</p> <p>The details shall include the exact location, specification and design of the habitats.</p> <p>The nesting boxes/bricks shall be provided strictly in accordance with the details so</p>

	<p>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>
<b>22</b>	<p><b>Green/Brown Biodiversity Roofs</b></p> <p>CONDITION: Notwithstanding the plans hereby approved, a biodiversity (green/brown roofs) strategy demonstrating how green/brown roofs have been reasonably maximised across the site shall be submitted to and approved in writing by the Local Planning Authority prior to the relevant works commencing on site. The biodiversity (green/brown roofs) strategy shall also include the following details:</p> <p>a) substrate base depth;</p> <p>b) laid out in accordance with plans hereby approved; and</p> <p>c) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum).</p> <p>The biodiversity (green/brown) roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency. The biodiversity roofs shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.</p>
<b>23</b>	<p><b>Renewable Energy</b></p> <p>CONDITION: The energy efficiency measures as outlined within the approved Energy Strategy which shall together provide for no less than a 24.07% on-site total CO<sub>2</sub> reduction (or an alternative percentage as shall be agreed by the Local Planning Authority) 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 superstructure works, a revised Energy Strategy, which shall provide for no less than a 24.07% onsite total CO<sub>2</sub> reduction (or an alternative percentage as shall be agreed by the Local Planning Authority) in comparison with total emissions from a building which complies with Building Regulations 2013. This shall include the details of any strategy needed to mitigate poor air quality (such as mechanical ventilation). The final agreed scheme shall be installed and in operation prior to the first occupation of the development. The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO<sub>2</sub> emission reduction targets by energy efficient measures/features and renewable energy are met.</p>
<b>24</b>	<p><b>Thermal Modelling</b></p> <p>CONDITION: Details of passive design and other measures incorporated within the to ensure adaptation to higher temperatures (taking climate change projections into account) should be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site and shall be operational prior to the first</p>

	<p>occupation of the development hereby approved. These details shall include the results of thermal modelling (under the higher future temperatures projected as a result of climate change) for non-air conditioned internal spaces to demonstrate that the likelihood of internal overheating has been minimised. The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.</p> <p>REASON: In the interest of adapting to climate change and to secure sustainable development.</p>
<b>25</b>	<b>Solar Photovoltaic Panels (Details)</b>
	<p>CONDITION: Prior to their installation, 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"> <li>• Location;</li> <li>• Area of panels; and</li> <li>• Design (including elevation plans).</li> </ul> <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>
<b>26</b>	<b>Cycle Parking Provision</b>
	<p>CONDITION: Notwithstanding the details provided, the bicycle storage areas hereby approved shall provide for no less than 160 long stay and 34 short stay spaces. The submitted details shall include details of: the type of stand(s) to be installed and aisle widths; oversized parking provision; any CCTV and lighting to secure cycle storage areas; access controls to external and internal doors; access to lifts; and access to basement level cycle parking, to accord with TfL's London Cycle Design Standards (2014) unless otherwise agreed in writing by the Local Planning Authority.</p> <p>The cycle parking shall be provided prior to the first occupation of the development hereby approved and maintained as such thereafter.</p> <p>Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport.</p>
<b>27</b>	<b>Refuse and Recycling</b>
	<p>CONDITION: Details of the site-wide waste strategy for the development shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing onsite. The details shall include:</p> <ol style="list-style-type: none"> <li>a) the layout, design and appearance (shown in context) of the dedicated refuse/recycling enclosure(s);</li> <li>b) a site waste management plan for the ongoing use of the site.</li> </ol> <p>The development shall be carried out and operated strictly in accordance with the details and waste management strategy so approved. The physical enclosures shall be provided/erected prior to the first occupation of the development and shall be maintained as such thereafter.</p> <p>REASON: To secure the necessary physical waste enclosures to support the development and to ensure that responsible waste management practices are adhered to.</p>
<b>28</b>	<b>Delivery &amp; Servicing Plan</b>
	<p>CONDITION: A delivery and servicing plan (DSP) detailing servicing arrangements</p>

	<p>including the location, times and frequency shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfL) prior to the first occupation of the development hereby approved.</p> <p>The DSP shall include details on investigating the use of an on-street loading bay and the service bay within the development to be used for maintenance and office fit-out. 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>
<b>29</b>	<p><b>External Lighting Management Plan (Details)</b></p> <p>Prior to the occupation of the development hereby permitted, a 'Lighting and Mitigation Strategy' to prevent unnecessary light pollution of the Regent's Canal, 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. The strategy shall require an earlier curfew of the suggested 23:00pm within ILP guidance due to the proximity of residential receptors to the Proposed Development</p> <p>Thereafter the development shall be operated in accordance with the approved Lighting and Mitigation Strategy details.</p> <p>Reason: In order to prevent the development having any adverse impact on the biodiversity of the Regent's Canal by way of light pollution.</p>
<b>30</b>	<p><b>Internal Lighting Management Plan (Details)</b></p> <p>CONDITION: Details of measures to adequately mitigate light pollution affecting the east façade of Ice Wharf South, Ice Wharf North, the north façade of 1-3 All Saints Street and the properties opposite the Regent's Canal shall be submitted to and approved in writing by the Local Planning Authority, prior to construction of the facades of Building A. These measures may include:</p> <ul style="list-style-type: none"> <li>• Automated black out roller blinds;</li> <li>• Lighting strategies that reduce the output of luminaires closer to the façades;</li> <li>• Light fittings controlled through the use of sensors;</li> <li>• Motion sensors to switch lights off when spaces are unoccupied (operational 24/7); and</li> <li>• Installation of external fins.</li> </ul> <p>The development shall be carried out strictly in accordance with the details so approved prior to the first occupation of the development hereby approved and 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 interests of good design, security and protecting neighbouring and future residential amenity and existing habitats and associated wildlife, in particular bats from undue light-spill.</p>
<b>31</b>	<p><b>No Obscuring of Ground Floor Frontage</b></p> <p>CONDITION: The window glass of all ground floor commercial units shall not be painted, tinted or otherwise obscured and no furniture or fixings which may obscure visibility above a height of 1.4m above finished floor level be placed within 2.0m of the inside of the window glass, unless otherwise agreed in writing with the Local Planning Authority.</p> <p>REASON: In the interest of securing passive surveillance of the street, an appropriate street frontage appearance and preventing the creation of dead/inactive frontages.</p>

<b>32</b>	<b>Restaurant Windows to be Shut (Canal Side)</b>
	<p>CONDITION: All windows to the Use Class A3 restaurant unit on the canal side (north) elevation shall only be opened between 7am and 10pm and shall be kept shut outside of these hours, Monday - Sunday (including bank holidays) except for use in an emergency.</p> <p>REASON: In the interests of the residential amenities of the occupants of neighbouring dwellings.</p>
<b>33</b>	<b>External Amenity Area – Hours of Use</b>
	<p>CONDITION: The ground floor external amenity area adjacent to Ice Wharf North and South shall not be used by tenants staff and their visitors outside of the hours of 8am and 9pm (including Bank Holidays).</p> <p>REASON: In the interests of the residential amenities of the occupants of neighbouring dwellings.</p>
<b>34</b>	<b>Rooftop Amenity Area Management Plan (Details)</b>
	<p>CONDITION: Notwithstanding the hereby approved drawings, an External Amenity Area Management Plan for the use of all rooftop external amenity areas and the western courtyard space (excluding the service zone) shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the building and the external amenity area shall be used in accordance with the approved management plan thereafter.</p> <p>REASON: In the interests of the residential amenities of the occupants of neighbouring dwellings</p>
<b>35</b>	<b>Thames Water</b>
	<p>CONDITION: No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.</p>
<b>36</b>	<b>Construction Logistics Plan (CLP)</b>
	<p>CONDITION: No development shall take place unless and until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The approved CLP shall be adhered to throughout the construction period. The CLP shall provide details of:</p> <ol style="list-style-type: none"> <li>1. the parking of vehicles of site operatives and visitors</li> <li>2. loading and unloading of plant and materials</li> <li>3. storage of plant and materials used in constructing the development</li> <li>4. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate</li> <li>5. wheel washing facilities</li> <li>6. measures to control the emission of dust and dirt during construction</li> <li>7. a scheme for recycling/disposing of waste resulting from demolition and construction works</li> </ol> <p>The report shall assess the impacts during the construction phases of the development on the surrounding roads, nearby residential amenity and other occupiers together with means of mitigating any identified impacts. The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority.</p>

	<p>REASON: In order to secure highway safety and free flow of traffic, local residential amenity and mitigate the impacts of the development.</p>
<b>37</b>	<p><b>Enhancement of Black Redstart Habitat (Compliance)</b></p> <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>
<b>38</b>	<p><b>Landscaping</b></p> <p>CONDITION: A landscaping scheme for all outdoor areas at ground level and roof areas, shall be submitted to and approved in writing by the Local Planning Authority prior to the relevant 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"> <li>a) a biodiversity statement detailing how the landscaping scheme maximizes biodiversity;</li> <li>b) proposed trees: their location, species and size;</li> <li>c) soft plantings including shrub and herbaceous areas;</li> <li>d) retention where possible of trees, small hedgerow and ivy;</li> <li>e) use of native plants to enhance the site for black redstarts;</li> <li>f) a landscape and ecology management plan;</li> <li>g) planting on the roof garden selected for its potential benefit to wildlife;</li> <li>h) hard landscaping;</li> <li>i) any other landscaping features forming part of the scheme including other surface materials;</li> <li>j) the type, location and proposed root protection of new vegetation, and;</li> <li>k) information on the reuse of existing cobbles at the site.</li> </ul> <p>All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved.</p> <p>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>
<b>39</b>	<p><b>Stage 1 Written scheme of investigation (WSI) 1</b></p> <p>CONDITION: No below ground works shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no development shall take place other than in accordance with the agreed stage 2 WSI which shall include:</p>



	<p>A. The statement of significance and research objectives, the programme and methodology of site 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 &amp; 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 stage 2 WSI.</p> <p>REASON: To ensure potential archaeological remains at the site are safeguarded. This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199.</p>
<b>40</b>	<b>Limekilns</b>
	<p>CONDITION: If important and intact buried structural remains of the Limekilns are discovered these will be reviewed with the local planning authority and Historic England and the basement layout and design in that area shall be amended to achieve preservation in-situ and on-site interpretation of the remains if required. Any amended details to include foundation design and construction method to protect and interpret identified archaeological remains must be submitted and approved in writing by the local planning authority prior to commencement of groundworks in that area. The development shall be carried out in accordance with the approved details.</p> <p>REASON: To ensure important industrial archaeological remains at the site are safeguarded and can make a positive contribution to the conservation area and design of the development.</p>
<b>41</b>	<b>Stage 1 Written scheme of investigation (WSI) 2</b>
	<p>CONDITION: Works to buildings (units 10 and 12) that are included within the written scheme of investigation for an archaeological building survey, no development shall take place other than in accordance with the agreed WSI, which includes the statement of significance and research objectives, and :</p> <p>A. The programme and methodology of 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 &amp; 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>REASON: To ensure important industrial archaeological remains at the site are safeguarded and can make a positive contribution to the conservation area and design of the development.</p>
<b>42</b>	<b>Secured by design</b>
	<p>CONDITION: Prior to occupation of the development hereby approved, details of how the development achieves Secured by Design (2015 commercial guide) accreditation shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.</p> <p>REASON: In the interests of safety and security.</p>

<b>43</b>	<b>Written code for the management of noise from emergency plant and equipment</b>
	<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>REASON: In the interests of the residential amenities of the occupants of neighbouring dwellings.</p>
<b>44</b>	<b>Basement Works</b>
	<p>CONDITION: The development shall be constructed in accordance with the approved documents: Construction Management and Site Waste Management Plan dated 21<sup>st</sup> November 2019 and the Demolition, Piling and Basement Construction Works Rev 02 dated 14.02.2020, unless otherwise agreed in writing.</p> <p>The certifying professional that endorsed the Demolition, Piling and Basement Construction Works Rev 02 dated 14.02.2020, (or a suitably qualified Chartered Civil Engineer (MICE) or a Chartered Structural Engineer (MStruct.E) with relevant experience shall be appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with Council's Basement Development SPD.</p> <p>REASON: To ensure that structural stability has been evaluated by a suitably qualified and experienced professional.</p>

#### List of Informatives:

<b>1</b>	<b>Planning Obligations Agreement</b>
	<p>SECTION 106 AGREEMENT</p> <p>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.</p>
<b>2</b>	<b>Superstructure</b>
	<p>DEFINITION OF 'SUPERSTRUCTURE' AND 'PRACTICAL COMPLETION'</p> <p>A number of conditions attached to this permission have the time restrictions 'prior to superstructure works commencing on site' and/or 'following practical completion'. The council considers the definition of 'superstructure' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.</p>
<b>3</b>	<b>Thames Water (Surface Water Drainage)</b>
	<p>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.</p> <p>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.</p> <p>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.</p>
<b>4</b>	<b>Thames Water (Mains Water Pressure)</b>

	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.
<b>5</b>	<b>Groundwater Risk Management Permit</b>
	A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing <a href="mailto:wwqriskmanagement@thameswater.co.uk">wwqriskmanagement@thameswater.co.uk</a> . Application forms should be completed on line via <a href="http://www.thameswater.co.uk/wastewaterquality">www.thameswater.co.uk/wastewaterquality</a> .
<b>6</b>	<b>Waste Oil and Fat</b>
	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
<b>7</b>	<b>CIL Informative</b>
	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 <a href="mailto:cil@islington.gov.uk">cil@islington.gov.uk</a> . The Council will then issue a Liability Notice setting out the amount of CIL payable on commencement of the development.  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.  Further information and all CIL forms are available on the Planning Portal at <a href="http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil">www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil</a> and the Islington Council website at <a href="http://www.islington.gov.uk/cilinfo">www.islington.gov.uk/cilinfo</a> . Guidance on the Community Infrastructure Levy can be found on the National Planning Practice Guidance website at <a href="http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/">http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/</a>
<b>8</b>	<b>Materials</b>
	Materials procured for the development should be selected to be sustainably sourced and otherwise minimise their environmental impact, including through maximisation of recycled content, use of local suppliers and by reference to the BRE's Green Guide Specification.
<b>9</b>	<b>Means of Escape</b>
	You are advised that during building works a temporary means of escape must be provided to any surrounding buildings which have an existing means of escape accessed via the application site.
<b>10</b>	<b>Building Control</b>
	The Building Acts and Building Regulations: To ensure compliance with the Building Acts and Building Regulations, you should contact the Building Control Service regarding the development and any intended works.  T: 020 7527 5999 E: <a href="mailto:building.control@islington.gov.uk">building.control@islington.gov.uk</a>

<b>11</b>	<b>Party Wall Act</b>
	The applicant is advised to comply with the relevant sections of the Party Wall (etc) Act 1996 (as amended) in regards to the proposal, namely in relation to the alteration and building up onto side boundary walls, and the excavation of a single storey basement to the existing side boundary walls.
<b>12</b>	<b>Nuisance from Construction Work</b>
	Nuisance from Construction Work: Nuisance from demolition and construction works is subject to control under the Control of Pollution Act. The normal approved noisy working hours are: " 08:00 to 18:00 Monday to Friday " 08:00 to 13:00 Saturday " No work on Sundays and Public Holidays If you anticipate any difficulty in carrying out construction works other than within normal working hours (above) and by means that would minimise disturbance to adjoining properties then you should contact the Pollution Project Team. T: 020 7527 7272 E: <a href="mailto:pollution@islington.gov.uk">pollution@islington.gov.uk</a>
<b>13</b>	<b>Non-Road Mobile Machinery</b>
	An inventory of all NRMM must be registered on the NRMM register <a href="https://nrmm.london/user-nrmm/register">https://nrmm.london/user-nrmm/register</a> . All NRMM should meet as minimum the Stage IIIA emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIA equipment is not available. All NRMM shall meet Stage IIIB from 1st September 2020. All NRMM should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. Relevant details should be provided in the CEMP required by condition 11.
<b>14</b>	<b>Other Legislation</b>
	You are advised of the need to comply with other legislation outside the realms of planning, namely building regulations and environmental health regulations.

## APPENDIX 2: DAYLIGHT COMPARISON BETWEEN APPEAL SCHEME AND CURRENT PROPOSAL

Table 1: Flats 314, 324, 334, 344 & 354

Window	Room use	Vertical Sky Component				No Sky Line (Daylight Distribution)				
		Existing (%)	Proposed (%)	Reduction (%)	Appeal Scheme Reduction (%)	Room (sqm)	Existing (sqm)	Proposed (sqm)	Reduction (%)	Appeal Scheme Reduction (%)
<b>Unit 314 – first floor</b>										
W3	L/K/D	11.4	6.7	41.2%	59.6%	36.6	25.4	23.1	9%	16%
W4		15.1	9.1	39.7%	55.6%					
W5	Bedroom	22	18	18.2%	25.5%	8	7.8	7.7	2.4%	2.7%
W6	Bedroom	20.9	17.7	15.3%	22%	9.7	9.5	8.8	7%	10.5%
<b>Unit 324 – second floor</b>										
W3	L/K/D	15.6	8.7	44.2%	60.9%	36.6	28.6	23.4	18.1%	22.6%
W4		18.2	11.6	36.3%	50.5%					
W5	Bedroom	25	20.8	16.8%	24%	8	7.9	7.7	2.4%	3.1%
W6	Bedroom	23.8	20.6	13.4%	20.2%	9.7	9.5	9.1	4.2%	7.7%
<b>Unit 334 – third floor</b>										
W3	L/K/D	22.9	11.3	50.7%	63.3%	36.6	31.5	23.9	24.1%	27.6%
W4		21.5	14.7	31.6%	44.2%					
W5	Bedroom	28.3	24.1	14.8%	21.9%	8	8	7.8	1.5%	2.6%
W6	Bedroom	27.1	23.9	11.8%	17.7%	9.7	9.5	9.4	1%	4.1%
<b>Unit 344 – fourth floor</b>										
W3	L/K/D	32.5	14.9	54.2%	65.2%	36.6	35.2	24.8	29.4%	32.9%
W4		25	18.5	26%	37.6%					
W5	Bedroom	31.9	28	12.2%	18.8%	8	8	8	0.2%	1.6%
W6	Bedroom	30.7	27.6	10.1%	15%	9.7	9.6	9.5	0.2%	1%
<b>Unit 354 – fifth floor</b>										
W3	L/K/D	37.3	20.3	45.6%	57.4%	36.6	35.9	27.2	24.4%	29.3%
W4		35.3	29.8	15.6%	24.1%					
W5	Bedroom	35.3	31.7	10.2%	15.6%	8	8	8	0.1%	0.2%
W6	Bedroom	34.3	31.6	7.9%	12.2%	9.7	9.6	9.6	0.1%	0.1%

Table 2: Flats 313, 323, 333, 343, 353 & 363

Window	Room use	Vertical Sky Component				No Sky Line (Daylight Distribution)				
		Existing (%)	Proposed (%)	Reduction (%)	Appeal Scheme Reduction (%)	Room (sqm)	Existing (sqm)	Proposed (sqm)	Reduction (%)	Appeal Scheme Reduction (%)
<b>Unit 313 – first floor</b>										
W10	Bedroom	2.5	2.3	8%	12%	10.2	2.6	2.1	17.8%	29.1%
W11	Bedroom	12.3	9.0	26.8%	35%	8.3	7.9	5.8	26.3%	33.5%
W12	L/K/D	11.2	6.5	42%	52.7%	42.4	30.5	9.2	70%	74.9%
<b>Unit 323 – second floor</b>										
W10	Bedroom	2.8	2.6	7.1%	10.7%	10.2	2.6	2.4	9.8%	20.7%
W11	Bedroom	13.4	10.2	23.9%	31.3%	8.3	8	7	12.9%	22.1%
W12	L/K/D	13.0	8.4	35.4%	46.2%	42.4	32.3	11.9	63.1%	68.8%
<b>Unit 333 – third floor</b>										
W10	Bedroom	3.2	3	6.3%	9.4%	10.2	2.7	2.6	1.7%	10.8%
W11	Bedroom	14.7	11.7	20.4%	27.2%	8.3	8.1	8	0.2%	6.5%
W12	L/K/D	15.1	10.6	29.8%	39.1%	42.4	33.3	15.4	53.7%	60.3%
<b>Unit 343 – fourth floor</b>										
W10	Bedroom	3.9	3.8	2.6%	7.7%	10.2	2.7	2.7	0.4%	2.2%
W11	Bedroom	16.2	13.5	16.7%	22.2%	8.3	8.2	8.2	0%	0%
W12	L/K/D	17.2	13.1	23.8%	32%	42.4	34.3	20.3	40.7%	49.4%
<b>Unit 363 – sixth floor</b>										
W1	L/K/D	36	36	0%	0%	49.5	49.5	49.5	0	0%
W2		36.4	36	1.1%	1.9%					
W3		36.5	34	6.8%	11.2%					
W4		36.8	31	15.8%	23.6%					
W5		36.3	28.4	21.8%	32%					
W6		36.1	26.5	26.6%	38%					
W7		38.1	34.6	9.2%	15%					
W8	Bedroom	37.7	35.3	6.4%	10.6%	10.6	10.6	10.6	0%	0%

Table 3: Flats 335, 345 & 355

Window	Room use	Vertical Sky Component				No Sky Line (Daylight Distribution)				
		Existing (%)	Proposed (%)	Reduction (%)	Appeal Scheme Reduction (%)	Room (sqm)	Existing (sqm)	Proposed (sqm)	Reduction (%)	Appeal Scheme Reduction (%)
<b>Unit 335 – third floor</b>										
W1 (faces All Saints St)	L/K/D	30.3	30.3	0	0%	39.6	36.2	36.8	-1.8%	0%
W2		24.3	17.1	29.6%	43.2%					
<b>Unit 345 – fourth floor</b>										
W1 (faces All Saints St)	L/K/D	31.3	31.3	0%	0%	39.6	38.2	36.8	3.5%	5.3%
W2		33.3	20.1	39.6%	50.8%					
<b>Unit 355 – fifth floor</b>										
W1 (faces All Saints St)	L/K/D	38.8	38.8	0	0%	39.6	38.8	36.8	5.2%	6.9%
W2		37.7	24.8	34.2%	45.4%					

Table 4: Flats 312, 322, 332, 342 & 352

		Vertical Sky Component				No Sky Line (Daylight Distribution)				
Window	Room use	Existing (%)	Proposed (%)	Reduction (%)	Appeal Scheme Reduction (%)	Room (sqm)	Existing (sqm)	Proposed (sqm)	Reduction (%)	Appeal Scheme Reduction (%)
<b>Unit 312 – first floor</b>										
W13	Bedroom	20.8	14.8	28.8%	36.5%	8	8	6.1	24%	31.4%
W14	L/K/D	21.8	15.6	28.4%	35.8%	28.5	28.1	26.8	4.7%	6%
W15 (faces Ice Wharf North)		11.5	11.2	2.6%	7.8%					
W16 (faces Ice Wharf North)	Bedroom	18.5	18.3	1.1%	3.2%	11.1	5.9	5.9	-0.5%	0.6%
<b>Unit 322 – second floor</b>										
W13	Bedroom	23.7	17.7	25.3%	32.9%	8	8	7.3	9.1%	19.7%
W14	L/K/D	25.0	18.6	25.6%	33.2%	28.5	28.3	27	4.3%	5.5%
W15 (faces Ice Wharf North)		15.5	15.0	3.2%	7.7%					
W16 (faces Ice Wharf North)	Bedroom	22.8	22.4	1.8%	3.5%	11.1	7.5	7.5	0%	0%
<b>Unit 332 – third floor</b>										
W13	Bedroom	27	21.1	21.9%	28.9%	8	8	8	0%	2.9%
W14	L/K/D	28.5	22.1	22.5%	29.8%	28.5	28.4	27.5	3.2%	3.7%
W15 (faces Ice Wharf North)		20.2	19.5	3.5%	6.9%					
W16 (faces Ice Wharf North)	Bedroom	27.8	27.3	1.8%	3.2%	11.1	10.7	10.7	0%	0%



Table 5: No. 1 All Saints Street (on the corner with Killick Street)

Window	Room use	Vertical Sky Component				No Sky Line (Daylight Distribution)				
		Existing (%)	Proposed (%)	Reduction (%)	Appeal Scheme Reduction (%)	Room (sqm)	Existing (sqm)	Proposed (sqm)	Reduction (%)	Appeal Scheme Reduction (%)
<b>92 Killick Street - Ground floor</b>										
W1 (secondary side window)	Kitchen	28.4	27.2	4.2%	6%	13.0	6.8	6.4	6.2%	8.8%
W2 (main window)		13.3	9.5	28.6%	33.1%					
W3	Bedroom	12.5	8.9	28.8%	34.4%	13.3	2.2	1.7	23.7%	32.2%
<b>Flat 2 - First floor</b>										
W1 (secondary side window)	Kitchen	30.6	28.9	5.6%	7.2%	16.6	11.0	9.9	9.9%	12.7%
W2 (main window)		17.0	11.8	30.6%	35.3%					
W3	Bedroom	16.3	11.2	31.3%	36.2%	11.9	3.7	2.2	41.1%	49.6%
<b>Flat 4 - Second floor</b>										
W1 (secondary side window)	Kitchen	32.5	30.5	6.2%	8%	16.6	13.7	11.3	17.2%	21.1%
W2 (main window)		21.5	14.5	32.6%	37.7%					
W3	Bedroom	20.7	13.9	32.9%	37.7%	11.8	5.3	2.9	46.0%	52.4%
<b>Flat 6 - Third floor</b>										
W1 (secondary side window)	Kitchen	34.2	32.1	6.1%	8.2%	16.6	15.6	12.4	20.7%	25%
W2 (main window)		26.5	17.6	33.6%	38.5%					
W3	Bedroom	26.1	17.3	33.7%	38.3%	11.8	7.2	3.2	55.8%	59.5%

Table 6: No. 3 All Saints Street

Window	Room use	Vertical Sky Component				No Sky Line (Daylight Distribution)				
		Existing (%)	Proposed (%)	Reduction (%)	Appeal Scheme Reduction (%)	Room (sqm)	Existing (sqm)	Proposed (sqm)	Reduction (%)	Appeal Scheme Reduction (%)
<b>Flat 2 - Ground floor</b>										
W5	Kitchen	13.1	10.8	17.6%	26%	14.5	9.4	6.3	33.1%	47.5%
W6	Bedroom	13.7	11.7	14.6%	22.6%	11.7	7.8	6.0	23.1%	36.2%
<b>44 Lavinia Grove - Ground floor</b>										
W8	Bedroom	11.4	10.0	12.3%	16.7%	13.3	4.2	2.7	34.1%	43.6%
W9	Kitchen	11.2	10.1	9.8%	12.5%	13	7.9	7.9	0.1%	0.1%
W10		20.3	20.3	0%	0%					
<b>Flat 3 - First floor</b>										
W6	Kitchen	16.6	13.3	19.9%	27.1%	14.5	9.7	6.9	28.4%	41.4%
W7	Bedroom	17.0	14.2	16.5%	23.5%	11.7	8.8	6.8	22.6%	38.2%
<b>Flat 6 - Second floor</b>										
W6	Kitchen	20.6	16.0	22.3%	29.1%	14.5	10.5	7.9	24.5%	37.6%
W7	Bedroom	20.9	17	18.7%	25.4%	11.7	10.1	8.4	16.7%	33.3%
<b>Flat 9 - Third floor</b>										
W6	Kitchen	25.5	19.2	24.7%	30.6%	14.5	11.5	8.9	22.2%	34.8%
W7	Bedroom	25.4	20.2	20.5%	26%	11.7	10.8	9.6	11.6%	30.4%

## **APPENDIX 3: 23 JUNE 2020 COMMITTEE REPORT**

**APPENDIX 4: ADDENDUM TO 2020 COMMITTEE REPORT**