

**Regents Wharf, N1
Planning Statement**

28.11.16





REGENT'S WHARF, ALL SAINTS STREET. LONDON N1 9RL

PLANNING AND RETAIL STATEMENT

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DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ

Tel: 020 7004 1700
Fax: 020 7004 1790

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1.0 INTRODUCTION

1.1 This Planning Statement has been prepared by DP9 Limited (DP9), on behalf of Regent's Wharf Property Unit Trust ('the Applicant') in support of an application for planning permission at Regent's Wharf, All Saints Street ("the site), to provide a high quality office lead scheme with ancillary supporting uses at ground floor, set around a central courtyard and fronting on to All Saints Street.

1.2 Full planning permission is sought for the following:

"Redevelopment of the site at Regent's Wharf including the refurbishment and extension of 10-12 Regent's Wharf to provide additional Class B1 floorspace with ancillary Class A1/A3 restaurant and Class A1/B1/D1 floorspace at ground floor and the demolition of 14, 16 and 18 Regent's Wharf; construction of a ground plus 4 and part ground plus 6 storey building providing Class B1 office floorspace and Class A1/A3/B1/D1/D2 floorspace at ground floor; and associated hard and soft landscaping."

1.3 This Statement details the planning case for the proposed development. It assesses the scheme in the context of adopted and emerging planning policy and guidance at national, regional and local level and within the context of the site's planning history. The Planning Statement should be read in conjunction with other information submitted to accompany the planning application, comprising:

- Planning Application Form and Certificates, prepared by DP9 Ltd;
- CIL Additional Information Form, prepared by DP9 Ltd;
- Site Location Plan, prepared by Hawkins Brown Architects;
- Demolition plans, prepared by Hawkins Brown Architects;
- Existing planning drawings, prepared by Hawkins Brown Architects;
- Proposed planning drawings, prepared Hawkins Brown Architects;
- Design and Access Statement, prepared by Hawkins Brown Architects;
- Historic Environment Assessment (including monitoring results from geotechnical trial pit), prepared by MoLA;
- Daylight and Sunlight Report, prepared by GIA;
- Construction Management Plan (including Site Waste Management Plan), prepared by Clancy Consulting;
- Health Impact Screening Assessment, prepared by DP9 Ltd;
- Transport Assessment, prepared by Odyssey Markides;
- PERS Audit, prepared by Odyssey Markides;
- Draft Delivery and Servicing Management Plan, prepared by Odyssey Markides;
- Sustainable Design and Construction Statement, prepared by Watkins Payne;
- Energy Strategy, prepared by Watkins Payne;
- Site Investigation Preliminary Risk Assessment, prepared by RSK;
- Statement of Community Involvement, prepared by Four Communications; and

- Townscape, Heritage and Visual Impact Assessment, prepared by Heritage Collective.

1.4 This statement comprises the following:

- Section 2 provides a brief review of the site location and its surrounding context;
- Section 3 details the proposed development;
- Section 4 summarises the pre-application consultation process;
- Section 5 assesses the proposed development against relevant planning policy;
- Section 6 sets out a retail statement; and
- Section 7 provides a conclusion.

2.0 SITE AND SURROUNDING AREA

The Site

- 2.1 Regent's Wharf (the site) is located within London Borough of Islington. The site is bound by Regent's Canal to the north and All Saints Street to the south. The adjacent buildings to the east are commercial in nature, while Ice Wharf (a residential development) is immediately to the west.
- 2.2 The site comprises a complex of buildings comprising nos. 10-18 Regent's Wharf. The buildings are 4-6 storeys in height and provide approximately 8,916sqm (GIA) of office floor space with an ancillary canteen area. The buildings surround a central private courtyard, accessed from All Saints Street, which comprises car and cycle parking. Servicing and deliveries also take place in this courtyard.
- 2.3 Nos. 10-12 Regent's Wharf are located within the east/north-east part of the site and comprise a series of warehouse type buildings which date from the 1890's. The buildings have been subject to substantial alterations with the introduction of windows, the additional of glass and metal infills within the courtyard area and the refurbishment of the internal layout in 1980's to provide interconnected office floor space.
- 2.4 Nos. 14, 16 and 18 are all purpose built office buildings dating from 1980's. The buildings are accessed from the central courtyard and are inward facing, with no active frontage on to All Saints Street. The buildings provide low quality office floor space, with low floor to ceiling heights and an inefficient layout.
- 2.5 The buildings are not listed, however nos. 10 and 12 are located within the Regent's Canal West Conservation Area, and comprise a non-designated heritage asset (locally listed building).
- 2.6 The site is highly accessible and has a PTAL rating of 6b (the highest possible rating).
- 2.7 Within current planning policy the site is designated within an Employment Growth Area, and is adjacent to a Local View and a Metropolitan Site of Importance for Nature Conservation (Regent's Canal).

Surrounding area

- 2.8 The surrounding area is characterised by a variety of buildings, both commercial and residential in nature. The buildings to the east along All Saints Street are large scale purpose built office buildings, and there are additional commercial buildings to the south west along New Wharf Road. There is a large bullion store to the south east of the site.
- 2.9 To the west of the site is the adjacent residential development of Ice Wharf. Further residential buildings are located to the south of the site with a modern housing development maintained by

Peabody. Residential properties are also located to the north of the site on the opposite side of the canal along Treaty Street. To the east of Treaty Street is the Copenhagen Street Primary School.

Planning history

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

3.0 PROPOSED DEVELOPMENT

3.1 The application seeks full planning permission for the following:

“Redevelopment of the site at Regent's Wharf including the refurbishment and extension of 10-12 Regent's Wharf to provide additional Class B1 floorspace with ancillary Class A1/A3 restaurant and Class A1/B1/D1 floorspace at ground floor and the demolition of 14, 16 and 18 Regent's Wharf; construction of a ground plus 4 and part ground plus 6 storey building providing Class B1 office floorspace and Class A1/A3/B1/D1/D2 floorspace at ground floor; and associated hard and soft landscaping.”

3.2 The proposed development comprises the redevelopment of the Site to provide an office lead scheme providing new and refurbished Class B1 accommodation and ancillary supporting uses set around a publically accessible central courtyard, with a public restaurant/café fronting on Regent's Canal. The proposals seek to provide a campus environment offering a range of floor space, from a high quality new office block suitable for occupation by larger tenant through to flexible workspace which can adapt to the requirements of multiple occupiers. The proposed scheme will provide accommodation for a variety of occupiers, who will benefit from working in this campus environment which will promote business interaction, collaboration and growth. The office accommodation will be supported by complementary uses at ground floor.

Demolition and basement excavation

3.3 The scheme includes the demolition of nos. 14, 16 and 18 Regent's Wharf and the extension of the existing basement to extend the footprint westwards. The increased size of the basement will allow for additional secure cycle parking and changing facilities, plant and equipment and refuse storage. A kitchen will also be provided as part of the restaurant at ground floor.

Building A

3.4 A new building will be constructed on the western part of the site, fronting on to both All Saints Street and Regent's Canal. The building will provide high quality, Grade A office accommodation, suitable for larger scale occupiers. A total of 8,813sqm (GIA) floor space will be provided within Building A, including 304sqm (GIA) of flexible Class A1/A3/B1/D1/D2 at ground floor. The flexible floor space at ground floor will provide an active frontage on to All Saints Street, with access from both the street and from the internal courtyard. A substation will be located at ground floor adjacent to this floor space.

3.5 Access to the office floor space will be from the central courtyard. The office reception at ground floor will provide access to the central circulation core with three lifts and a staircase to the upper floors and basement.

3.6 The footprint and massing of this building have been carefully considered in the context of the surrounding buildings and views along All Saints Street and Regent's Canal. The footprint of the

building will create a central courtyard within the centre of Regent's Wharf, which will be publically accessible and will provide access to the restaurant/café fronting on to the canal. To the northeast, the building footprint is set back to ensure the new building will not be any closer to the residents in Ice Wharf than the existing. The top storey of office accommodation and plant enclosure is set back to minimise the impact of the additional massing in views along All Saints Street and Regent's Canal.

Buildings B and C

- 3.7 The scheme retains the existing buildings at nos. 10 and 12 Regent's Wharf and proposes the internal and external refurbishment of these buildings with the addition of a set-back single storey extension at the fifth floor. The office accommodation at fourth floor will be enhanced with the extension of the pitched roof and introduction of larger scale dormer windows which will allow for more light within the office accommodation.
- 3.8 Private amenity space for the office occupiers will be provided with terraces at the fifth floor.
- 3.9 The office accommodation will be accessed from both the central courtyard and the landscaped area to the east. The office reception area will provide access to the central circulation area with three lifts and a stair core.
- 3.10 At ground floor a Class A3/A1 restaurant will be provided fronting on to the canal. This restaurant will replace the existing office canteen. The restaurant will be open to the public, and will provide a valuable amenity for both office occupiers and the local community.
- 3.11 Flexible floor space is provided at ground floor with the provision of Class A1/B1/D1 floor space facing on to All Saints Street. This floor space will provide an amenity for both the occupiers of the building and members of the public, and will provide an active frontage on to All Saints Street.

Commercial floor space

- 3.12 The development will provide a range of floor space, with Grade A office accommodation suitable for occupation by larger tenants within Building A, and more flexible workspace which can adapt to the requirements of multiple occupiers (including co-working space and floor space suitable for SME's) within Buildings B and C. The co-working floor space will allow occupiers to rent individual desks to meet their business requirements, while the SME floor space can be adapted to accommodate different sized businesses, from 10-20 people up to larger businesses of 50+ employees. All tenants will have access to the shared facilities, including meeting rooms, kitchen areas and ancillary networking spaces areas.

Affordable workspace

- 3.13 **5%** of the overall office floor space will be designated as affordable workspace. This affordable workspace will be located across Buildings B and C and will comprise both affordable SME/co working

space and affordable workspace 'pods'. The pods will be simple structures suitable for occupation by micro-businesses of between 1-4 people. Full details of the outline size and design of the pods are set out in the Design and Access Statement. Occupiers of the pods will have access to the same amenity facilities as the occupiers of the co-working and SME accommodation.

3.14 Although the quantum of floor space will be fixed (subject to an affordable workspace demand test, as agreed in principle with Officers), the location of the workspace will be flexible to ensure that the provision meets demand. For example, if the demand for affordable workspace pods exceeds the demand originally anticipated then additional pods will be provided as required. This flexibility will allow the scheme to adapt to cater for future occupiers while ensuring a policy compliant quantum of affordable workspace is provided at all times.

3.15 As agreed with Officers, the affordable SME/co-working floor space and pods will be guaranteed for a period of 10 years. The affordable SME/co-working accommodation will be let at 80% of Regent Wharf's SME/co-working full market rent, and the pods will similarly be let at 50% of the full SME/co-working price. These provisions will be secured within the Section 106 Agreement.

3.16 The affordable workspace will be managed either by the Applicant or on their behalf by a management operator.

Parking

3.17 The scheme will be car free on site. A new layby is proposed on All Saints Street which will include one disabled parking space.

3.18 A total of 178 cycle spaces will be provided within the basement, which will be accessed via the goods lifts from ground floor. Ancillary shower facilities will also be provided within the basement. A further 34 spaces are proposed at ground floor which will be suitable for visitors.

Servicing and refuse

3.19 Refuse collection will take place on site within the designated bay to the west of Building A. Refuse will be stored within the basement and brought up to ground floor for collection by the management team.

3.20 The designated bay will also be used by vehicles servicing the office accommodation. Smaller servicing vehicles will be able to park within the designated layby on All Saints Street. Deliveries for the restaurant will be undertaken either within the layby or on street, adjacent to the eastern courtyard, where there is currently a section of single yellow line with loading permitted Mon-Fri 08:30-18:30 and Sat 08:30-13:30.

Amenity Space

- 3.21 The pedestrianised central courtyard area will be publically accessible to allow for access to the restaurant/café. It is possible that the restaurant operator may wish to place tables and chairs within the courtyard during the summer months.
- 3.22 Private amenity space for the office occupiers is to be provided at ground floor to the west of Building A. This area will be comprehensively landscaped to provide a pleasant environment for the occupiers, full details of which are set out within the Design and Access Statement.
- 3.23 Additional private amenity space will be provided with terraces at fifth floor which will provide a valuable amenity for the office occupiers.

Sustainability

- 3.24 The proposed development has been designed to achieve optimum overall energy performance. It is designed to achieve a BREEAM rating of Excellent and will result in a 35.06% reduction in CO2 emissions with respect to the 2013 Part L Building Regulations. The scheme also seeks to incorporate the use of approximately 300sqm of photovoltaic (PV) panels at roof level to provide renewable electricity. Full details are provided within the Sustainability Statement.

4.0 PRE-APPLICATION CONSULTATION

4.1 The NPPF states that '*good quality pre-application discussion enables better communication between public and private resources and improved outcomes for the community*'. It encourages Applicants to take up pre-application advice services offered by Local Planning Authorities, as well as engage with their local community.

4.2 As such, the Applicant has undertaken detailed pre-application consultation with the decision making authorities, key stakeholders and the local community prior to the submission of the application.

Decision makers and statutory consultees

4.3 The Applicant has taken an active approach to engaging with the decision makers and key stakeholders throughout the design process, including:

- London Borough of Islington Officers
- London Borough of Islington Design Review Panel
- The Greater London Authority
- Transport for London
- Canal and River Trust

Public consultation

4.4 Local stakeholders were also engaged through a series of meetings and also through two public consultation events. A detailed summary of the public consultation undertaken is provided in the accompanying Statement of Community Involvement.

5.0 PLANNING POLICY ASSESSMENT

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when making any determination under the Planning Act, it should be done so in accordance with the Development Plan unless material considerations indicate otherwise.

5.2 In this instance the Development Plan for the Site comprises:

- National Planning Policy Framework (March 2012)
- Consolidated London Plan (March 2015)
- LB Islington's Core Strategy (March 2011)
- LB Islington Development Management Policies (June 2013)

National policy

5.3 National planning policy is set out in the form of the National Planning Policy Framework (NPPF), which was adopted on 27 March 2012. The NPPF sets out the Government's economic, environmental and social planning policies. At the heart of the NPPF is a presumption in favour of sustainable development, with core planning principles including, amongst others, the requirement to "drive and support development." This means approving development proposals that accord with the development plan without delay and where the development plan is absent, silent or out of date, granting planning permission unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits of development, or specific policies in the NPPF indicate otherwise.

Site designations

5.4 The Site is identified on Islington's Policies Map (June 2013) as being within an Employment Growth Area. The site is also adjacent to a Local View and a Metropolitan Site of Importance for Nature Conservation (Regent's Canal). The buildings are not listed, however nos. 10 and 12 are locally listed and are located within the Regent's Canal West Conservation Area,

Other relevant policy documents

5.5 Other documents considered in respect of this application are as follows:

- Inclusive Design in Islington SPD (February 2014)
- Inclusive Landscape Design SPD (January 2010)
- Islington Urban Design Guide SPD (December 2006)
- Planning Obligations (Section 106) SPD (November 2013)
- Environmental Design SPD (October 2012)

Planning assessment

5.6 This section provides an overview of specific considerations and relevant policy considerations in respect of the proposed development, which is assessed against the following issues:

- Principle of redevelopment;
- Land uses;
- Design and heritage;
- Amenity;
- Transport and accessibility;
- Servicing arrangements;
- Refuse and recycling;
- Sustainability and energy; and
- Contamination and other environmental impacts.

Principle of redevelopment

5.7 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. The NPPF clearly states that the development which is sustainable should be approved without delay and that all local plans should be based upon, and reflect the presumption in favour, of sustainable development. The core planning principles set out in the NPPF include, amongst others, to “*drive and support development*”.

5.8 With regard to economic growth, the NPPF states that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. This is reiterated within the London Plan where Policy 4.2 states that the Mayor will support the redevelopment of office provision to improve London's competitiveness, and to enhance its attractiveness for new businesses. This is reflected within LB Islington Core Strategy CS13 and also within Development Management Policy DM5.1 which encourages the intensification, renewal and modernisation of existing business floorspace within Employment Growth Areas.

5.9 Nos. 14-18 Regent's Wharf comprise purpose built office buildings dating from 1980s which provide dated office accommodation which is no longer able to meet the requirements of modern day occupiers. Redevelopment of these buildings presents an opportunity to enhance the site's contribution towards the economic growth of LB Islington and the wider area.

5.10 The redevelopment of the existing buildings on site also present an opportunity to enhance the site's contribution towards the character and appearance of the Conservation Area with a sensitive redevelopment scheme which respects and incorporates the locally listed buildings. The proposed scheme sensitively incorporates the existing buildings of merit within the development and enhances

their surroundings with the provision of a publically accessible courtyard, restaurant and ancillary retail/gallery/leisure floorspace and associated landscaping.

- 5.11 In summary the principle of the redevelopment of the site accords with current policies which promote economic growth while respecting the context of the site and surrounding area.

Land use

- 5.12 At national level, the NPPF sets out the Government's commitment to securing economic growth in order to create jobs. The planning system should encourage and not act as an impediment to sustainable growth, and local authorities should plan proactively to meet the development needs of business. London Plan Policy 4.2 focusses specifically on office development and states that the Mayor will support mixed use development and redevelopment of office provision to improve London's competitiveness, and to enhance its attractiveness for new businesses. This is reflected within Development Management Policy DM5.1 which encourages the intensification, renewal and modernisation of existing business floorspace within Employment Growth Areas.
- 5.13 Core Strategy Policy CS13 sets out how the Council will provide and enhance employment space throughout the Borough. New business space will be required to be flexible to meet future business needs and will be required to provide a range of unit types and sizes, including those suitable for SMEs. Development should provide jobs and training opportunities, including a proportion of small, micro and/or affordable workspace or affordable retail space. Policy DM5.4 sets out the size and affordability of workspace that will be required as part of new commercial developments, and requires that major development proposals for employment floorspace within Employment Growth Areas must incorporate an appropriate amount of affordable workspace and/or workspace suitable for occupation by micro and small enterprises.
- 5.14 The site is located within an Employment Growth Area and the provision of additional office accommodation is therefore promoted in current policy. Policy DM5.1 states that within Employment Growth Areas the Council will encourage the intensification, renewal and modernisation of existing business floorspace. Within these locations proposals for redevelopment are required to incorporate the maximum amount of business floorspace reasonably possible on the site and a mix of complementary uses, including active frontages where appropriate.
- 5.15 The current site comprises 8,916sqm (GIA) off Class B1 floorspace (this figure includes the ancillary canteen area). The proposed scheme will provide an uplift of 5,794sqm (GIA) additional floorspace, providing a total of 11,739sqm (GIA) Class B1 floorspace, 785sqm (GIA) Class A3/A1 floorspace, 304sqm (GIA) flexible Class A1/A3/B1/D1/D2 floorspace and 102sqm (GIA) Class A1/B1/D1 floorspace. The provision of additional office accommodation with supporting uses at ground floor accords with London Plan Policy 4.2 and local policies CS13 and DM5.1.

- 5.16 The scheme will provide a range of accommodation, varying from high quality floorspace suitable for occupation by larger tenants, to flexible workspace which can adapt to the requirements of multiple occupiers, including co-working and SME space. This provision accords with the requirement of Policy CS13, which requires a range of unit types and sizes.
- 5.17 The scheme also provides a fully policy compliant quantum of affordable workspace, with 5% of the overall Class B1 floorspace being provided as either affordable SME space or affordable workspace pods (as detailed in Section 3). This provision accords with Policy DM5.4 and the type and quantum of this affordable floorspace has been agreed with Officers.
- 5.18 Policy DM4.3 (Location and Concentration of Uses) states that proposals for cafés, restaurants and other similar uses will be resisted where they:
- i) Would result in negative cumulative impacts due to an unacceptable concentration of such uses in one area; or
 - ii) Would cause unacceptable disturbance or detrimentally affect the amenity, character and function of an area.
- 5.19 A total of 785sqm (GIA) of Class A3/A1 restaurant floorspace is proposed at ground floor. The proposed restaurant replaces an existing canteen, which is used by occupiers of the existing office buildings. The principle of an area where food is purchased and eaten in this location is therefore already established. As set out below, the site is an out of centre location, and the proposed restaurant would not result in an overconcentration of uses in one area. As detailed within Section 5, the opening hours of the restaurant would be controlled via a condition to ensure that residential amenity is protected. The restaurant would support the function of the area, and the development itself, providing a valuable amenity for occupiers of the offices and local residents. The provision of a restaurant in this location therefore accords with Policy DM4.3.

Design and heritage

- 5.20 The NPPF states that good design is a key aspect of sustainable development indivisible from good planning, and should contribute positively to making places better for people. Planning policies and decisions should not attempt to impose architectural styles of particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. However, it is proper to seek to promote or reinforce local distinctiveness. Paragraph 63 states that in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design generally in the area.
- 5.21 London Plan Policy 7.4 requires development to have regard to the form, function, and structure of an area as well as the scale, mass, and orientation of surrounding buildings. Policy 7.6 states that architecture should make a positive contribution to the public realm, streetscape, and wider cityscape and incorporate the highest quality materials with a context-appropriate design. Buildings and structures should be of a proportion, composition, scale and orientation that enhances and activates the

public realm, comprise of details and materials that complement the local character, not cause unacceptable harm to the amenity of surrounding buildings, incorporate sustainability measures, provide high quality spaces, be adaptable to different land uses, and optimise the site potential.

- 5.22 Core Strategy policy CS9 requires high-quality architecture for new developments to enhance and protect Islington's built environment. It states that new buildings should be sympathetic in scale and appearance to the local identity, and fit into the context of surrounding facades. Policy DM2.1 of the Development Management DPD requires all forms of development to be a high quality and inclusive design, which makes a positive contribution to the local character and distinctiveness of an area.
- 5.23 The policy context is clear in its demand for high-quality architecture which respects and positively contributes to the local identity of an area. The accompanying Design and Access Statement prepared by Hawkins Brown Architects provides full details of the proposed development's architectural merits and the considerations which have informed the evolution of the design. The proposed scheme comprises the sensitive redevelopment of the site with a high quality scheme in terms of urban design, architecture and the quality of the public realm, which incorporates the existing locally listed wharf buildings.
- 5.24 The architectural approach draws on the existing warehouse typology and seeks to retain as much of the original warehouse buildings as possible while supplementing these with a sympathetic set back extension and a new building which respects the existing buildings and context. The proposals have been developed in consultation with LB Islington Design Officers and the Design Review Panel. It is considered that the proposed design fully accords with Policies CS9 and DM2.1.

Heritage and townscape views

- 5.25 Paragraph 12 of the NPPF addresses heritage concerns and sets out how planning applications which affect heritage assets or their settings should be determined. Paragraph 132 states that great weight should be given to an asset's conservation, and the more important the asset the greater the weight should be. Any harm or loss to an asset should require clear and convincing justification. Paragraph 144 states that where proposals will lead to less than substantial harm, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 5.26 London Plan Policy 7.8 seeks to protect London's heritage assets and states that development affecting heritage assets and their settings should conserve their significance by being sympathetic to their form, scale, and architecture. Policy 7.9 states that regeneration schemes should identify and make use of heritage assets as well as reinforce the qualities that make them significant so they can contribute to regeneration.
- 5.27 Core Strategy Policy CS9 sets out a number of objectives related to the protection and enhancement of the Borough's historic environment, and aims to preserve the historic fabric and the traditional features

of the built environment that define Islington's character. Specifically, the heritage significance of the unique heritage assets will be conserved and enhanced. These assets include individual buildings and monuments, parks and gardens, conservation areas, views, public spaces, and archaeology. New buildings should be sympathetic to the scale and appearance of the surrounding area and be designed to complement the local identity.

- 5.28 Development Management Policy DM2.3 sets out requirements for development proposals that will impact heritage assets or Islington's historic environment. It states that heritage assets will be conserved and enhanced in a manner appropriate to their significance, and that development which makes a positive contribution to the Borough's local character and distinctiveness will be encouraged.
- 5.29 The proposed development would accord to policy CS9 of Islington's Core Strategy and DM2.3 of the Development Management DPD, by being sympathetic in both scale and appearance to the local context and reflecting the existing warehouse typology which is currently on site. The scale and massing of the scheme has been carefully considered in the context of the site and surrounding area. Whilst the proposed design represents an increase in height over the existing buildings this height is considered to be appropriate in the context of buildings along Regent's Canal and All Saints Street.
- 5.30 The proposed demolition is limited to the modern elements which have been identified within the accompanying Heritage and Townscape Assessment as being little or no architectural or historic merit and which are detrimental to the significance of the heritage assets. The proposals refurbish and enhance the locally listed buildings which will allow greater legibility of their historic form and in doing so will reveal their significance. The new extensions to the locally listed buildings within the conservation area better reveal the form and relationship between the retained historic buildings, reinstating identity. The new building elements outside of the conservation area offer improved architectural forms and character to what currently exists, enhancing the contribution of the site to the setting of the conservation area.
- 5.31 The Heritage and Townscape Assessment concludes that there is a negligible level of harm which is offset by the improved architecture and the benefit of securing the optimum viable use of a heritage asset in support of its long term conservation. The proposals therefore accord with Policies CS9 and DM2.3.

Amenity

Noise

- 5.32 Policy DM6.1 promotes healthy development and states that noise generating uses should, where possible, be sited away from noise sensitive uses. Where noise generating uses are proposed within a residential area, applicants should demonstrate that the use will not give rise to noise nuisance.
- 5.33 The proposed land use will not result in noise nuisance to the neighbouring residential properties, as the main use on site will be Class B1 office, which will primarily be occupied during working hours. The

additional ground floor uses (including the Class A1/A3 restaurant fronting the Regent's Canal) will be controlled by specified opening hours to mitigate against the potential impact upon amenity.

- 5.34 Plant installed as part of the proposed development would have the potential to generate noise. Suitable noise levels limits have therefore been proposed within the accompanying Acoustic Assessment, which will ensure that the amenity of local residents is protected, in compliance with the requirements of London Plan Policy 7.15 and Islington Development Management policy DM6.1.

Daylight/Sunlight

- 5.35 London Plan policy 7.6 further states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential developments, in relation to privacy, overshadowing, wind and micro-climate. This is reiterated in Development Management Policies para 2.13 which states that the design and layout of buildings must enable sufficient sunlight and daylight to penetrate into and between buildings, and ensure that adjoining land or properties are protected from unacceptable overshadowing.

- 5.36 The impact of the proposed massing has been carefully considered in the context of the surrounding buildings. Building A has been set back from the residential properties in Ice Wharf South and the current distance between the existing building and residential occupiers in the northern part of Ice Wharf will be maintained to minimise the impact upon the daylight and sunlight amenity of these occupants in accordance with the aims of Policy 7.6.

- 5.37 A Daylight and Sunlight Assessment has been prepared by GIA which demonstrates that the surrounding properties will experience a good level of compliance within the daylight criterion. Where deviation of guidance does occur, the assessment demonstrates that in the majority of cases, this is due to either low exiting values (producing disproportionate percentage alterations) or the constraints imposed by the existing architectural design of the neighbouring properties.

- 5.38 The sunlight criterion demonstrates a very good rate of compliance for such a dense urban site. The majority of the apertures relevant for assessment show relative conformity with the BRE Guidelines. Where transgressions from guidance are noted, these are relatively minor in nature and there are clear mitigating reasons for them.

Transport and accessibility

Parking

- 5.39 The Consolidated London Plan (March 2015) promotes development that will not adversely affect safety on the transport network, setting out the following requirements. At local level, DM8.1 within the Development Management DPD defines Islington's movement hierarchy and requires the design of developments to prioritise the transport needs of pedestrians, public transport users and cyclists above those of motor vehicles.

- 5.40 Policy DM8.2 requires development to meet its own transport needs and address impacts in a sustainable manner. Where any adverse impact is likely it must be fully mitigated so as not have any negative effect on the local and wider transport arrangements, or the safety and convenience of network users. It further states that proposals must adequately address delivery, servicing, and drop-off requirements.
- 5.41 Policy DM8.4 requires all major developments to provide cycle parking to the following minimum standard:
- One space per 80 sqm of B1 office space
 - One space per 60 sqm of A1 retail space
- 5.42 Cycle parking is required to be secure, sheltered, integrated, conveniently located, adequately lit, step-free and accessible, and new development shall not result in road safety conflicts between pedestrians, cyclists and vehicles entering or leaving the development.
- 5.43 Policy DM8.5 states that vehicle parking will only be allowed for non-residential developments where it is essential for the operation of the business and need has been demonstrated. Any permitted parking must be off-street, and wheelchair accessible parking is required.
- 5.44 The accompanying Transport Assessment prepared by Odyssey Markides concludes that the proposed redevelopment and introduction of new uses at the site will lead to negligible impact on the local highway network, with a reduction in the number of vehicle trips to the site, due to the reduction in on-site parking.
- 5.45 In line with regional and local policy, the proposed development is car free. Given the site's high PTAL rating it is expected that users travelling to and from the site will use sustainable transport methods which would not necessitate car parking. A single disabled parking bay suitable for wheelchair users will be located within the layby on All Saints Street.
- 5.46 In terms of cycle provision and in line with Table 6.3 of the consolidated London Plan (March 2015), a total of 178 long stay cycle parking spaces for employees will be located within the basement. An additional 34 short stay cycle spaces for visitors are also located on-site.

Servicing arrangements and refuse collection

- 5.47 Policy CS11 within Islington's Core Strategy will ensure that local users reduce and manage their waste effectively and requires all developments to plan for waste storage and recycling facilities. Policy DM8.6 within Islington's Development Management Policies DPD requires deliveries and servicing to be provided off-street.

5.48 The proposed development provides a servicing bay on-site, to the west of Building A. This bay will be used for refuse collection and larger delivery vehicles. It is anticipated that smaller delivery vehicles and taxi drop-offs will use the proposed layby on All Saints Street. This provision accords with Policies CS11 and DM8.6 and has been discussed with LB Islington highways officers.

Sustainability and energy

5.49 London Plan policy seeks to secure sustainable development by:

- Requiring developments to demonstrate that sustainable design and construction standards have been integral to a proposal, including minimising carbon dioxide emissions, avoiding internal overheating, efficient use of natural resources, minimising pollution, minimising waste, avoiding impacts from natural hazards, using sustainable construction practices, and promoting biodiversity (Policy 5.3);
- Requiring developments to minimise carbon dioxide emissions through the latest transitional arrangement targets which have increased from a 25% improvement (during 2010-2013) to a 40% reduction (from 2013 to 2016) on the 2010 Building Regulations (Policy 5.2); and
- Requiring new development to evaluate the feasibility of CHP (Policy 5.9).

5.50 At local level, policy CS10 of Islington's Core Strategy sets out the Borough's approach to minimising its contribution to climate change and promoting zero carbon development. It sets a CO₂ emissions reduction target of at least 40% for major developments and 50% in areas where connection to a decentralised energy network is possible. It also requires new development to seek the highest possible sustainable buildings standards (e.g. BREEAM). New development will be required to meet best practice water efficiency targets as well as incorporate sustainable urban drainage systems where possible. The policy also requires development to minimise environmental impacts of materials and protect and enhance site ecology.

5.51 The Development Management DPD sets out more detailed requirements relating to sustainable design and construction of new developments. Policy DM7.1 requires development to integrate best practice design standards. DM7.3 requires all major developments to be designed to be able to connect to a Decentralised Energy Network. DM7.4 requires major non-residential development to achieve a BREEAM rating of Excellent, with a minimum of 10% of materials deriving from recycled content. DM7.5 stipulates that development must demonstrate how the proposed design has maximised incorporation of passive design measures to control heat gain and to deliver passive cooling.

5.52 A detailed Energy Strategy is submitted with this planning application, which adopts a hierarchical approach using passive and low energy design technologies to reduce baseline energy demand and CO₂ emissions followed by the application of low and zero carbon technologies. The proposed development achieves a 35.06% reduction in carbon when compared to a Building Regulation 2013 compliant building as required by the London Plan with a CO₂ emissions reduction of 27.41% over the Building Regulations 2013 compliant baseline scheme when regulated and unregulated energy use is taken into

account. The energy strategy is predicted to achieve an annual development carbon emission saving of 73.31 tonnes over the baseline scheme.

- 5.53 With regard to renewable energy, approximately 300sqm of PV panels are proposed to be installed at roof level.
- 5.54 A BREEAM pre-assessment has been undertaken and it has been demonstrated that the development has been designed to target BREEAM Excellent certification, in accordance with CS10 of Islington's Core Strategy.

6.0 RETAIL STATEMENT

6.1 The application proposes a range of flexible uses at ground floor. Two units facing on to All Saints Street provide a total of 406sqm (GIA) which is proposed to be flexible between Classes A1, A3, B1, D1 and D2. A Class A3/A1 restaurant is also proposed adjacent to the canal which will comprise 785sqm (GIA). The proposed units will provide a valuable offering to occupiers of the proposed scheme and local residents as presently there is little retail or restaurant provision in the immediate area. As set out in Section 5, Development Management Policy DM5.1 encourages complementary uses with active frontages within office led developments.

6.2 The retail and restaurant elements of the proposed development are defined as 'main town centre uses', as defined by the NPPF. Para 24 states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing town centre and are not in accordance with an up-to-date Local Plan. Para 24 requires proposals which provide above of 2,500sqm retail to review the impact on existing and proposed town centres in terms of their vitality and viability, and the investment in these centres. At a local level, the LB Islington require a Retail Statement to be submitted for all applications which include more than 80sqm (GIA) of town centre uses in out of centre locations.

6.3 Policy DM4.4 states:

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

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

6.4 The proposed development will provide an increased quantum of employment floor space with a corresponding increase in employees on site. There is currently very limited retail or restaurant provision within the immediate surrounding area for these employees. The provision of retail space in this location therefore meets an identified local need, as there will be an increase in the numbers of people working in this location in which there is currently a low level of retail provision. The retail units will also provide a valuable amenity for local residents. The scale of the proposed retail provision (with

406sqm (GIA) floor space) and 785sqm (GIA) of restaurant floor space is considered to be appropriate in the context of the scale of the site and for this location.

- 6.5 Policy DM4.4 (i) states that '*alternative sites within Town Centres, Local Shopping Areas and edge-of-centre locations have been thoroughly investigated*'. Case law dictates that when applying the sequential test and reviewing potential sequentially preferable sites that 'the proposal' as a whole should be considered. Due to the specific nature of the proposed development, which seeks to redevelop and enhance the existing office accommodation to provide a campus environment, there is no alternative site in the vicinity that could deliver the proposed development in its current form. In addition, a key benefit of the existing site location is its position on the Regent's Canal, which provides an attractive setting for the proposed restaurant that would not be available at an alternative location.
- 6.6 Policy DM4.4 (ii) states that the development should not individually, or cumulatively with other development, have a detrimental impact on the vitality and viability of Town Centres and Local Shopping Areas within Islington or in adjacent boroughs, or prejudice the prospect for further investment needed to safeguard their vitality and viability. The nearest Town Centre to the site is approximately 500m to the east along Upper Street. The nearest Local Shopping Centres are located in proximity to the site on Caledonian Road, approximately 100m to the east and south. In terms of impact, the proposed retail and restaurant provision is considered to be minor development, well below the default 2,500sq.m NPPF threshold. The provision of this floor space at ground floor is only a small percentage of the total area provided by the development (14,710sqm (GIA)). It is therefore considered that the proposed floor space will not have a detrimental impact upon the vitality and viability of the existing Local Shopping Areas in proximity to the site, both of which are well established.
- 6.7 Policy DM4.4 (iii) requires that the development would be accessible to all by a sustainable choice of means of transport, and would not prejudice the overall aim of reducing the need to travel. The site is highly accessible with a maximum Public Transport Accessibility Level (PTAL) of 6b which represents an "excellent" level of public transport accessibility. The development therefore accords with the requirements of Policy DM4.4.
- 6.8 In addition to being policy compliant, the provision of retail and restaurant floor space meets an identified need as set out within the Islington and London Plan evidence base. The most up to date London wide retail need study prepared by Experian (Consumer Expenditure and Comparison Goods Floorspace Need in London Summary Report (October 2013) has identified that there is significant capacity for comparison floor space arising within Islington, totalling approximately 67,150sqm by 2036. Importantly, the retail study identifies capacity arising in the both town centres and non-central areas to support future retail floor space growth. The Islington Retail Study Update (2008) also identifies retail capacity within Islington's non-central areas.
- 6.9 In summary, the proposed provision of retail and restaurant floor space within Regent's Wharf accords with current planning policy and meets an identified need for retail capacity set out within the evidence

base. The proposals will also meet the need resulting from the increase of employees present on the site as a result of the uplift in office floor space proposed as part of the overall development.

7.0 CONCLUSIONS

7.1 Regent's Wharf represents a high quality, sustainable development which is in accordance with the development plan. It has been designed in consultation with the relevant decision makers and other key stakeholders. In particular:

- The development provides economic, social and environmental benefits and so represents sustainable development;
- The redevelopment of the site to provide a significant amount of high quality, flexible office accommodation within this designated Employment Growth Area is supported by development plan policy;
- The provision of a policy compliant amount of affordable workspace will enhance the employment offer of the site;
- The provision of complementary uses at ground floor accords with Policy DM5.1, and will provide a valuable resource for office occupiers and local residents. The proposed units will provide an active frontage onto All Saints Street, enlivening the public realm;
- The footprint and massing of the proposed scheme has been carefully considered to ensure that impact upon the neighbouring residential properties is minimised;
- The scheme includes the retention and refurbishment of the existing locally listed buildings and the new elements have been carefully designed to ensure that they respect and enhance the contribution of the site to the Regent's Canal West Conservation Area;
- The design is of the highest standard and as such the proposal accords with policies regarding design and the built environment;
- The provision of a publicly accessible central courtyard and public restaurant will increase the permeability of the site in accordance with LB Islington's policies relating to the built environment;
- The proposed landscaping at ground floor and at the terrace level will enhance the appearance of the site, increase the biodiversity and provide valuable amenity provision for occupiers of the development;
- The proposal accords with policies relating to transportation, including through the provision of secure cycle parking, and its impact on the transport network would be negligible as the scheme will be car free;

- The proposal achieves the Mayor's target for carbon savings through energy savings and efficiency measures.

7.2 Overall, the proposals are sustainable and are in accordance with the provisions of the development plan, and as such there should be a presumption in favour of the development being approved.