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REGENT QUARTER

JAHN COURT

PLANNING STATEMENT

JULY 2021



INTRODUCTION

This report has been prepared on behalf of the Applicant Endurance Land LLP (part of the Nan Fung Group) in support of an application for Planning Permission and Listed Building Consent for the redevelopment of Jahn Court, Regent Quarter for:

'Refurbishment of existing building; 5 storey partial infill extension to eastern elevation, single storey extension to northern elevation and two storey roof extension with roof terrace to provide additional Class E(g) (i) Offices floorspace; reconfiguration and alterations to front and rear entrances and western and eastern elevations; provision of two flexible Class E (g) (i) Office and (d) Fitness units at ground floor level; cycle store and associated facilities at basement level, plant at basement and roof level, green roofs, public realm improvements to Ironworks Yard and Albion Yard and infrastructure and related works.'

The Listed Building proposals relate to limited works to parts of Jahn Court which adjoin The Hub, 34B York Way, a Grade II Statutory Listed Building.

Regent Quarter forms a vital part of King's Cross but has become disconnected without benefiting from the regeneration of the area and the nearby 67-acre King's Cross development. The Estate is arranged in two blocks and comprises 12 separate office buildings and 20 retail and leisure units, including a series of brick warehouses and courtyards that date back to the Victorian era. Jahn Court forms part of the northern block of Regent Quarter.

Endurance Land has formulated a Vision for the future development of Regent Quarter, to be delivered over the next 10 years. There is an opportunity to create a unique place, a creative quarter for the district and a Gateway to Islington. The new Regent Quarter will cater for the needs of the local residents, businesses and visitors from further afield and will provide a new vibrant mixed use community.

The redevelopment of Jahn Court forms part of the first phase of the Vision for Regent Quarter along with the redevelopment of the Times House and Laundry Building, located in the southern block. A separate planning application for the Times House and Laundry Building development proposals has been submitted to LB Islington

This report has been prepared in support of the application proposal and should be read in conjunction with the Vision Document, Planning Statement prepared by Savills, Design and Access Statement prepared by Piercy&Co, Public Realm Report prepared by Publica and the suite of documents submitted as part of these application proposals.

Contents

1. Introduction	1
2. Site Context	6
3. Application Proposals	17
4. Pre-application Consultation	20
5. Planning Policy Context	24
6. Planning Assessment	29
7. Planning Conditions and Obligations	59
8. Conclusions	61
Appendix 1 – Planning History Table	63
Appendix 2 – Economic Benefits and Social Value Infographic	64
Appendix 3 – Retail and Town Centre Use Impact Assessment	65

1. Introduction

This Planning Statement has been prepared on behalf of Endurance Land LLP ('Endurance Land or the Applicant') in respect of development proposals that require Planning Permission and Listed Building Consent at Jahn Court, Regent Quarter. The site comprises Jahn Court 34 York Way, The Hub 34B York Way, Ironworks Yard and Albion Yard, Regent Quarter, London N1 ('the site'). Please see more detail on the elements of the site in Section 2 below.

Planning Permission and Listed Building Consent is sought from the London Borough of Islington ('the Council' or 'LBI') for:

'Refurbishment of existing building; 5 storey partial infill extension to eastern elevation, single storey extension to northern elevation and two storey roof extension with roof terrace to provide additional Class E(g) (i) Offices floorspace; reconfiguration and alterations to front and rear entrances and western and eastern elevations; provision of two flexible Class E (g) (i) Office and (d) Fitness units at ground floor level; cycle store and associated facilities at basement level, plant at basement and roof level, green roofs, public realm improvements to Ironworks Yard and Albion Yard and infrastructure and related works.'

Listed building works will comprise works to remove paving and railings and structures/fixtures for the glazed front entrance and skylight to Jahn Court and re-provision of a new front entrance structure; paving and associated works, which adjoin The Hub 34B York Way, a Grade II Listed Building.

The Planning Statement is intended to provide an overview of the site and proposed development. In this Planning Statement, we describe the site, set out the planning history, application proposals, pre-application consultation, planning policy context, assess the development and set out draft planning conditions and obligations. Herein, detailed consideration is given to the principle and the impact of the proposed development, assessed against relevant development plan policies and other material considerations.

This Planning Statement follows the below format:

- Section 2 – Site Context
- Section 3 – Application Proposals
- Section 4 – Pre-Application Consultation
- Section 5 – Planning Policy Context
- Section 6 – Planning Assessment
- Section 7 – Planning Conditions and Obligations
- Section 8 – Summary and Conclusions

1.1. Endurance Land (part of the Nan Fung Group) and Regent Quarter

Regent Quarter forms a vital part of King's Cross but has become disconnected without benefiting from the regeneration of the area and the nearby 67-acre King's Cross Central development. The Estate is arranged in two blocks and comprises 12 separate office buildings and 20 retail and leisure units, including a series of brick warehouses and courtyards that date back to the Victorian era. Jahn Court forms part of the northern block of Regent Quarter.

Endurance Land has formulated a Vision for the future development of Regent Quarter, to be delivered over the next 10 years. There is an opportunity to create a unique place, a creative quarter for the district and a Gateway to Islington. The new Regent Quarter will cater for the needs of the local residents, businesses and visitors from further afield and will provide a new vibrant mixed use community.

The redevelopment of Jahn Court forms part of the first phase of the Vision for Regent Quarter along with the redevelopment of the Times House and Laundry Building, located in the southern block. A separate planning application for the Times House and Laundry Building development proposals has been submitted to LB Islington.

This report has been prepared in support of the application proposals and should be read in conjunction with the Vision Document and Design and Access Statement prepared by Piercy&Co, Public Realm Report prepared by Publica and the suite of documents submitted as part of these application proposals. Please see below.

1.2. Application Submission Content

The planning and listed building consent application material which accompanies the submission is set out below:

- Cover Letter – Savills
- Planning Application and Listed Building Consent Form, with completed Certificate B – Savills
- Community Infrastructure Levy Additional Information Form – Savills
- Planning Statement (including Draft Heads of Terms, Affordable Workspace Statement and Retail and Town Centre Use Impact Assessment) – Savills
- Statement of Community Involvement – London Communications Agency
- Design and Access Statement – Piercy&Company
- Vision Document – Piercy&Company
- Public Realm Report – Publica
- Heritage and Townscape Statement – Turley
- Transport Statement – RGP
- Travel Plan – RGP
- Construction Traffic Management Plan – RGP
- Delivery and Servicing Management Plan – RGP
- Daylight, Sunlight and Overshadowing Report– Point 2 Surveyors

Planning Statement

Jahn Court, Regent Quarter

savills

- Sustainable Design and Construction Statement (including Energy Statement; Pre-BREEAM Assessment; Site Waste Management and Circular Economy Statement; Whole Life Cycle Assessment; and draft Green Performance Plan) – Norman Disney & Young (NDY)
- Air Quality Assessment (including Air Quality Neutral Report) – TetraTech
- Air Quality Dust Management Plan – TetraTech
- Fire Statement – NDY
- Fire Statement Form – NDY
- Health Impact Assessment Screening Form – Savills
- Health Impact Assessment (to follow as agreed) – Savills
- Savills Economic Benefits and Social Value Infographic – Savills
- Flood Risk Assessment and Drainage Strategy Report – ARUP
- Preliminary Ecological Appraisal and Preliminary Roost Assessment – MKA Ecology
- Biodiversity Net Gain Assessment and Urban Greening Factor review (biodiversity net gain calculator spreadsheet to be submitted by email) – MKA Ecology
- Geoenvironmental and Geotechnical Desktop Study– Campbell Reith
- Noise Impact Assessment – Scotch and Partners
- Arboricultural Impact Assessment (including Trees Works and Tree Protection Plans) – Tim Moya Associates

1.3. List of Plans and Drawings

The application submission includes the following architectural plans and drawings by Piercy&Company. Details for these can be found in Table 1 below.

Drawing Reference	Drawing Title	Scale and Size
13601-A-Z3-LXX-00-001	Site Location Plan	1:1250 @A1
13601-A-Z3-L00-01-050	Existing Site Plan	1:200 @A1 1:400 @A3
13601-A-L00-01-100	Existing Ground Floor Plan	1:100 @A1 1:200@A3
13601-A-01-01-101	Existing First Floor Plan	NTS
13601-A-02-01-102	Existing Second Floor Plan	1:100 @A1 1:200 @A3
13601-A-03-01-103	Existing Third Floor Plan	1:100 @A1 1:200 @A3
13601-A-04-01-104	Existing Fourth Floor Plan	1:100 @A1 1:200 @A3 13
13601-A-05-01-105	Existing Roof Plan	1:100 @A1 1:200 @A3
13601-A-LB1-01-099	Existing Basement Floor Plan	1:100 @A1 1:200 @A3
13601-A-LXXX-01-150	Existing West Site Elevation	1:200 @A1 1:400 @A3
13601-A-LXX-01-151	Existing East Site Elevation	1:200 @A1 1:400 @A3
13601-A-LXX-01-161	Existing Site Section DD	1:200 @A1 1:400 @A3
13601-A-LXX-01-200	Existing West Elevation	1:200 @A1 1:200 @A3
13601-A-LXX-01-201	Existing East Elevation	1:100 @A1 1:200 @A3
13601-A-LXX-01-202	Existing South Elevation	1:100 @A1 1:200 @A3
13601-A-LXX-01-203	Existing North Elevation	1:100 @A1 1:200 @A3
13601-A-LXX-01-300	Existing Section AA	1:100 @A1 1:200 @A3
13601-A-LXX-01-301	Existing Section BB	1:100 @A1 1:200 @A3
13601-A-LXX-01-302	Existing Section CC	1:100 @A1 1:200 @A3

Planning Statement

Jahn Court, Regent Quarter



13601-A-LXX-01-303	Existing Section DD	1:100 @A1 1:200 @A3
13601-A-L00-07-050	Proposed Site Plan	1:200 @A1 1:400 @A4
13601-A-L00-07-100	Proposed Ground Floor Plan	1:100 @A1 1:200 @A3
13601-A-L01-07-101	Proposed First Floor Plan	1:100 @A1 1:200 @A3
13601-A-L02-07-102	Proposed Second Floor Plan	1:100 @A1 1:200 @A3
13601-A-L03-07-103	Proposed Third Floor Plan	1:100 @A1 1:200 @A3
13601-A-L04-07-104	Proposed Fourth Floor Plan	1:100 @A1 1:200 @A3
13601-A-L05-07-105	Proposed Fifth Floor Plan	1:100 @A1 1:200 @A3
13601-A-L06-07-106	Proposed Fifth Floor Gallery Plan	1:100 @A1 1:200 @A3
13601-A-RF-07-107	Proposed Roof Floor Plan	1:100 @A1 1:200 @A3
13601-A-L00-07-100	Proposed Basement Plan	1:100 @A1 1:200 @A3
13601-A-Z3-LXX-00-020	Proposed Site Plan	1:500 @A1
13601-A-LXX-07-150	Proposed West Site Elevation	1:200 @A1 1:400 @A3
13601-A-LXX-07-151	Proposed East Site Elevation	1:200 @A1 1:400 @A3
13601-A-LXX-07-160	Proposed Site Section AA	1:200 @A1 1:400 @A4
13601-A-LXX-07-161	Proposed Site Section CC	1:200 @A1 1:400 @A3
13601-A-LXX-07-200	Proposed West Elevation	1:100 @A1 1:200 @A3
13601-A-LXX-07-201	Proposed East Elevation	1:100 @A1 1:200 @A3
13601-A-LXX-07-202	Proposed South Elevation	1:100 @A1 1:200 @A3
13601-A-LXX-07-203	Proposed North Elevation	1:100 @A1 1:200 @A3
13601-A-LXX-07-300	Proposed Section AA	1:100 @A1 1:200 @A3
13601-A-LXX-07-301	Proposed Section BB	1:100 @A1 1:200 @A3
13601-A-LXX-07-302	Proposed Section CC	1:100 @A1 1:200 @A3
13601-A-LXX-07-303	Proposed Section DD	1:100 @A1 1:200 @A2
13601-A-L00-02-099	LB1 – Demolition	1:100 @A1 1:200 @A3
13601-A-L00-02-100	L00 – Demolition	1:100 @A1 1:200 @A3
13601-A-L00-02-101	L01 – Demolition	1:100 @A1 1:200 @A3
13601-A-L00-02-102	L02 – Demolition	1:100 @A1 1:200 @A3
13601-A-L00-02-103	L03 – Demolition	1:100 @A1 1:200 @A3
13601-A-L00-02-104	L04 – Demolition	1:100 @A1 1:200 @A3
13601-A-L00-02-105	L05 – Demolition	1:100 @A1 1:200 @A3
13601-A-LXX-02-200	West Elevation Demolition	1:100 @A1 1:200 @A3
13601-A-LXX-02-201	East Elevation Demolition	1:100 @A1 1:200 @A3
13601-A-LXX-02-202	South Elevation Demolition	1:100 @A1 1:200 @A3
13601-A-LXX-02-203	North Elevation Demolition	1:100 @A1 1:200 @A3
13601-A-LXX-02-204	Section CC Demolition	1:100 @A1 1:200 @A3
13601-A-LXX-02-205	Section DD Demolition	1:100 @A1 1:200 @A3

The following drawings relate to the landscaping proposals and are included within the Public Realm Report:

Drawing Reference	Drawing Title	Scale and Size
0182C-PR2-P-X-AY-01	Albion Yard existing plan	1:100 @ A1 1:200 @ A3

Planning Statement

Jahn Court, Regent Quarter

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0182C-PR2-P-X-AY-02	Albion Yard existing section aa, bb, cc	1:100 @ A1 1:200 @ A3
0182C-PR2-P-X-JCAY-01	Jahn Court ay existing plans + sections	1:100 @ A1 1:200 @ A3
0182C-PR2-P-X-JCYW-01	Jahn Court yw existing plans + sections	1:100 @ A1 1:200 @ A3
0182C-PR2-P-X-IY-01	Ironworks Yard existing plans	1:100 @ A1 1:200 @ A3
0182C-PR2-P-X-IY-02	Ironworks Yard existing section aa, bb + ee	1:100 @ A1 1:200 @ A3
0182C-PR2-P-X-IY-03	Ironworks Yard existing section cc + dd	1:100 @ A1 1:200 @ A3
0182C-PR2-P-GA-AY-01	Albion Yard proposed plans	1:100 @ A1 1:200 @ A3
0182C-PR2-P-GA-AY-02	Albion Yard proposed section aa, bb, cc	1:100 @ A1 1:200 @ A3
0182C-PR2-P-DT-AY-01	Albion Yard proposed isometric + details	1:100 @ A1 1:200 @ A3
0182C-PR2-P-DT-AY-02	Albion Yard existing + proposed services plan	1:100 @ A1 1:200 @ A3
0182C-PR2-P-DT-AY-03	Albion Yard proposed rcp + connection details	1:100 @ A1 1:200 @ A3
0182C-PR2-P-GA-JCAY-01	Jahn Court ay proposed plans + sections	1:100 @ A1 1:200 @ A3
0182C-PR2-P-GA-JCYW-01	Jahn Court yw proposed plans + sections	1:100 @ A1 1:200 @ A3
0182C-PR2-P-DT-JCYW-01	Jahn Court yw proposed detail plan + isometric	1:100 @ A1 1:200 @ A3
0182C-PR2-P-GA-IY-01	Ironworks Yard proposed plans	1:100 @ A1 1:200 @ A3
0182C-PR2-P-GA-IY-02	Ironworks Yard proposed section aa, bb + ee	1:100 @ A1 1:200 @ A3
0182C-PR2-P-GA-IY-03	Ironworks Yard proposed section cc + dd	1:100 @ A1 1:200 @ A3
0182C-PR2-P-DT-IY-01	Ironworks Yard proposed detailed isometric	1:100 @ A1 1:200 @ A3
0182C-PR2-P-DT-IY-02	Ironworks Yard proposed signage canopy detail	1:100 @ A1 1:200 @ A3
0182C-PR2-P-DT-IY-03	Ironworks Yard proposed services plan	1:100 @ A1 1:200 @ A3

2. Site Context

2.1. Site Description

The site is broadly square in shape and comprises four separate elements. These include Jahn Court, 34 York Way, The Hub 34B York Way, Albion Yard and Ironworks Yard (detailed below). Overall the site boundary measures 0.34 hectares. The site is located within Regent Quarter, located in the heart of Kings Cross. Regent Quarter comprises a range of buildings including 260,730sqft of mixed use real estate across 12 office buildings and 20 retail and leisure units. Regent Quarter relates to two urban blocks divided by Caledonia Street. The site is located within the Kings Cross Conservation Area and partly within the Keystone Crescent Conservation Area (Albion Yard).

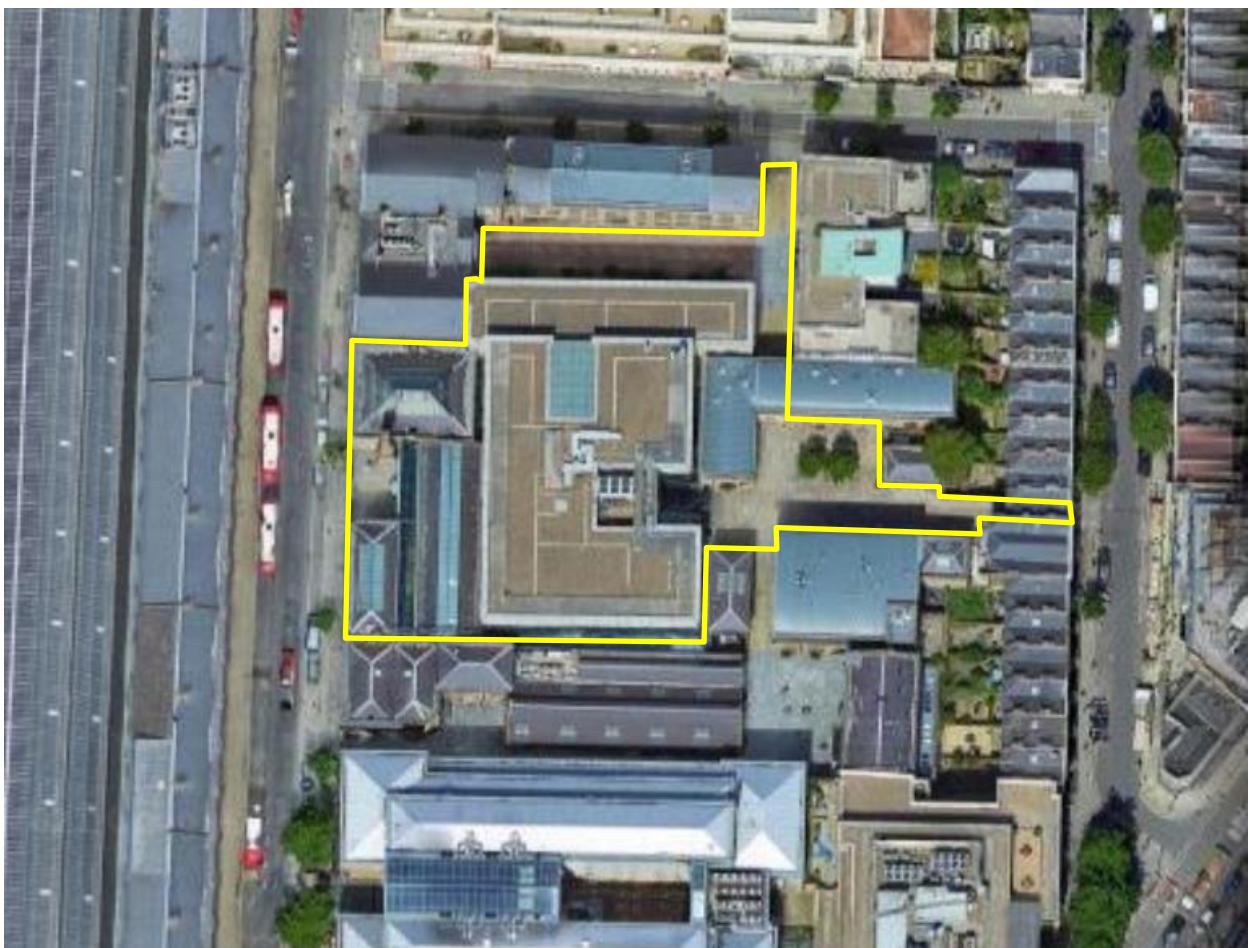


Figure 1 - Aerial view of the site (outlined in yellow) (Source: Google Maps, 2021)

Planning Statement

Jahn Court, Regent Quarter

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2.1.1. Jahn Court, 34 York Way

This element of the site is comprised of a part three, part five storey building, which fronts York Way. The building itself has an existing floor area of 7,881.5 sqm (GIA) (8,270.2sqm including the Hub) of Use Class E(g)(i) office space. The building comprises a three storey locally listed brick rectangular block which fronts York Way, which then connects to an infilled glazed façade entrance of the same height. Behind the entrance abuts a large glazed five storey office block.

The building extends from the northern boundary of the Brassworks building to the south, over to the southern part of the Ironworks yard to the north. The building also abuts along the western boundary of Albion Yard and the two/three storey buildings within it (all which are locally listed). 34B York Way (Grade II listed) abuts Jahn Court, whilst York Way lies further to the west.

The smaller three storey element of the building is comprised of London stock brick, a tiled roof and timber sash windows, with stone and brick detailing. The infill and larger office block are comprised of glazed facades with metal detailing on both the windows and doors.



Figure 2 – Site Photographs of Jahn Court from the rear (left) and front (right, Source Google, 2021)

2.1.2. Albion Yard

Albion Yard is comprised of an external courtyard space of stone cobbled paved hardstanding, 2 trees and 3 external lamp posts. The yard serves the buildings within the yard (Albion Buildings, 1-10 Albion Yard, and 2A Albion Walk) which are in residential use. Additionally, the yard serves Jahn Court and includes a ground floor access route through the adjoining terrace onto Balfe Street. It also provides an access route to York Way, which runs to the south and adjacent to the Brassworks building to the south.

The site also includes an existing refuse store located in the eastern section of the yard and adjacent to the terrace gardens on Balfe Street.

The buildings within and adjacent to the yard are comprised of London Stock brick. Albion Buildings and 1-10 Albion Yard have metal clad domed roofs, whilst the remaining buildings are tiled. Timber sash windows and timber doors are predominant throughout the yard.



Figure 3 - Site photograph of Albion Yard looking east towards the entrance on Balfe Street

2.1.3. Ironworks Yard

Ironworks Yard is also comprised of an external courtyard space with paving, tiled hardstanding and 9 trees. The yard serves the buildings adjacent to it, including Jahn Court to the south, Cottam House to the west (office building above retail/café on ground floor) Ironworks (residential) to the north and the Copperworks (residential above offices) to the east. It also provides an access route through to Albion Yard (above), York Way and Railway Street.



Figure 4 – Site Photograph of Ironworks Yard

2.1.4. 34B York Way (The Impact Hub Kings Cross)

This element of the site is comprised of a two-storey rectangular building facing west onto York Way. The building fabric also includes a large chimney which abuts the southern elevation of the building. Both the building and chimney are Grade II listed. The current use of the building is a co-working space (Use Class E(g)(i) and occupied by the Impact Hub Kings Cross. This building comprises 388.7 sq.m (GIA) of floorspace.

The building abuts 36 York Way to the north, a locally listed building, Jahn Court to the south and east and York Way to the west.

The building is comprised of London Stock brick, a tiled roof with large rooflight and timber sash windows with stone and brick detailing. The chimney is constructed in London stock brick, with stone detailing at its highest point.

2.1.5. Access

The site is accessed by separate entrances associated with the different buildings on York Way and a ground floor access route from Balfe Street. This section of York Way is a one way (to the north) bus route, which runs from Euston Road (A501) to the south and up to Wharfside Road to the north. Balfe Street is a residential street which links to Caledonian Road (A5203) to the east. The site enjoys sustainable public transport links, with a PTAL rating of 6B (Excellent). This is mostly due to the close proximity of the Kings Cross transport hub. There are also frequent bus services serving the site along York Way, Caledonian Road, Pentonville Road and Euston Road.

2.2. Surrounding Context

The surrounding area comprises of a wide range of uses and includes a variety of building typologies typical of a central urban area. We have set out the relevant characteristics of the surrounding area below.



Figure 5 – Aerial view of regents Quarter (highlighted in red) looking south

Whilst Regent Quarter is mostly located within the Kings Cross Conservation Area (runs to the north), the entrance to Albion Yard from Balfe Street to the east of the site lies within the Keystone Crescent Conservation Area.

2.2.1. Regent Quarter Estate

The site is part of the Regent Quarter estate, which comprises two large blocks of buildings within the Kings Cross area. The two blocks comprise of the range of building typologies and heights.

The site is located centrally within the northern block of Regent Quarter and extends across the whole width of this block. Other notable buildings within the northern block include:

- 5-35 Balfe Street – 4 storey (3 above ground) residential townhouses, all Grade II listed;
- 26-30 York Way – Part 5, 6 storey building comprised of café and restaurant uses on the ground floor and a hotel (Use Class C1) on the upper floors and 4 storey office block with retail uses on the ground floor;
- 32 York Way (The Brassworks) – 2 storey building, comprised of a rectangular building to the front and an industrial building to the south, designed as an undesignated heritage asset;
- 36-40 York Way (Cottam House)– 3 storey Victorian office building (Cottam House), abutting the Ironworks building
- Ironworks Building - part 1, 4 storey building (Ironworks Building) which faces York Way to the West and Railway Street to the north.
- Copperworks – part 3, 4, 5 storey modern residential building.

Other notable buildings within the southern block include:

- Times House – Part 4 storey building fronting Caledonia Street and 5 storey office building; and
- Laundry Buildings – 3 storey buildings, with accommodation in the roofscape fronting Caledonia Street and York Way.

The above two buildings are subject to a separate planning application which will be submitted in parallel to this application.

2.2.2. Other Notable Buildings

As the site is located within a central urban area, there are a number of other buildings (not located in Regent Quarter) which need to be taken into consideration. These include the following:

- Kings Cross Station – Grade I listed train station, consisting of two large sheds with central and flanking towers (located 15m to the west of the site) and
- 159 -161 Railway Cross – 6 storey residential block of flats (located 30m to the north of the site).
- Kings Cross Central Area – Buildings located within the Kings Cross Central regeneration area, particularly Zones A and B.

2.2.3. Character Areas

As set out within the Public Realm Report, the site is located within the centre of a number of character areas. These include Kings Cross, South Cally, Barnsbury Estate, Barnsbury, Angel, South Kings Cross, Bloomsbury, Somers Town, Euston and UCL (See Figure 6 below).

Located on the edge of the London Borough of Islington, Regent Quarter defines the south west corner of Islington in King's Cross and is the gateway to Islington. Today Regent Quarter still forms a vital part of Kings Cross but has become disconnected from King's Cross Central with redevelopment focussing on relocating activity west to the station. The characterful inherent architectural richness, unique public realm condition and prime central location are real assets for the Quarter, yet the site is currently under exploited and disconnected, surrounded by major traffic thoroughfares.

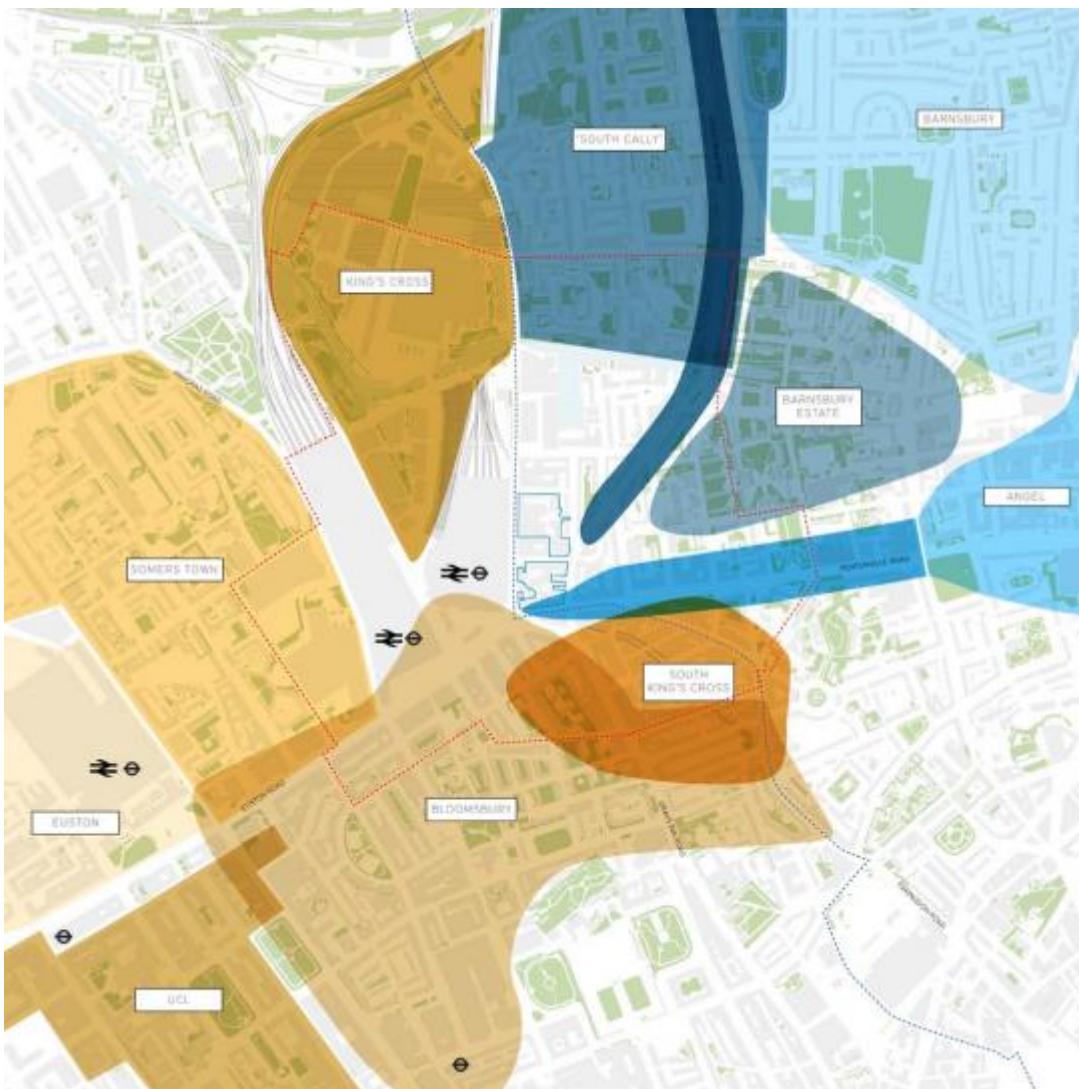


Figure 6 - Map showing surrounding character areas (Publica, 2021)

2.2.4. Heritage Context

Turley have prepared a Heritage and Townscape Statement, which is submitted as part of this application. The following section provides a summary of the heritage context, however please refer to the statement for more detail.

Conservation Areas

The majority of the site is located within the Kings Cross Conservation Area, however, a small part of the Albion Yard entrance is located within the Keystone Crescent Conservation Area. Both conservation areas have been considered as part of the proposals.

Kings Cross Conservation Area starts from York Way to the north and extends down to Kings Cross Road to the south. The western boundary of the conservation area runs down York Way and stops at Euston Road, whilst the eastern boundary is less uniform and includes boundaries on New Wharf Road, Wharfdale Road, the eastern area of Regent Quarter and Pentonville Road.

As set out within the King Cross Conservation Area Design Guidelines (2002, updated in October 2019), there are a number of important qualities which require protection and enhancement. These include, reflection of the contemporary impact of the railways; variety and scale of buildings; variety of uses, especially at ground level; building to back of pavement line; the national set piece (mid-19th century central area townscape) and intact Victorian ‘town centre’.

Existing scales should also be respected, including the hierarchy of scales northwards from Pentonville Road; the national set piece and the subordination of the surrounding development to King’s Cross Station. In terms of refurbishment proposals which involve alterations and extensions, the original design and period of the building must be respected, including scale, roof and parapet line, proportions, architectural style and materials.

The Keystone Crescent Conservation Area is located to the east of the site, albeit a small part of Albion Yard and the Grade II listed townhouses on Balfe Street are also located within the designation.

The Keystone Crescent Conservation Area Design Guidelines (2002, updated in October 2019), states that “*in spite of the dilapidated state of some property and some unfortunate recent alterations (mostly at ground floor level) this area remains visually of undoubted coherent character and largely unchanged since it was first laid out*”. Whilst the majority of the site is not included within this conservation area, the design have been developed to ensure that the proposals preserve the special character and appearance of the area.

Statutory Listed Buildings

The site is located in close proximity to a number of statutory listed buildings and the design has been developed to ensure that all these buildings have been taken into consideration. Statutory listed buildings include:

- Kings Cross Station (Grade I listed);
- Nos. 5 – 35 Balfe Street (Grade II listed);
- Nos. 1-17 Keystone Crescent (Grade II listed) ; and
- Nos. 18-24 Keystone Crescent (Grade II listed)

Locally Listed Buildings

A number of locally listed buildings are also located within close proximity to the site, and again the design has been developed to ensure that all these have been taken into consideration. Locally listed buildings include:

- 36-40 York Way (Cottam House); and
- Albion Yard Buildings (two storey factory buildings);



Figure 7 - Maps showing conservation area boundaries, statutory listed buildings and locally listed buildings

The following section sets out the relevant planning history records for the site and also other important approvals within the surrounding area.

2.3. Planning History

A detailed planning history review has been undertaken and all the relevant records associated with Regent Quarter have been included within **Appendix 1** of this Planning Statement. The most relevant planning records for Regent Quarter have been set out below for ease of reference.

Planning Statement

Jahn Court, Regent Quarter

Planning Reference	Description of Development	Approval Date
831277	Redevelopment of the sites (except 17 Balfe Street) to provide; - a) 213,700 sq.ft of offices; four squash courts, restaurant, shops (not exceeding 13,580 sq.ft) with ancillary servicing and car parking, and landscaped pedestrian deck and Change of use of 17 Balfe Street from offices to community centre	November 1983
851255	Extension of period for submission of details pursuant to Condition (2) of the outline permission dated 25th November 1983. The period of extension shall be until 25th November 1989. (Approved February 1986)	February 1986
P000434	Redevelopment and refurbishment in connection with provision of 8,815 sq.m. of B1 office space, erection of 266 bed hotel, 138 residential units, two no live/ work units, A1, A2, A3 uses, gymnasium and gallery, 19 car parking spaces, pedestrian links and security gates, including demolition, refurbishment, associated landscaping and traffic works.	June 2002
P000433	Conservation Area Consent for demolition of buildings are specified in RWHL Brochures 5 and 6 Blocks B, C, D dated August 2001	June 2002
P022525	Revisions and extensions to the previously approved redevelopment and refurbishment scheme approved on 10th June 2002 (Ref: P000434) to provide 5020m ² of B1 office accommodation in two buildings (one a refurbished basement and three storey building; one a new basement and five storey building); a range of food and drink and mixed use commercial and showroom accommodation (A1, A2, A3, Sui- generis); nine residential units (five x 1 bed and four x 2 bed) and elevational alterations to ground of 13-17 Caledonian Road	April 2003
P031100	Part refurbishment and part redevelopment for office (Class B1), retail (A1,A2 and A3) and showroom (sui-generis) uses and associated new access plant landscaping and other related works - variation to scheme approved 4th April 2003 Ref: P022525	December 2003
P050311	Revisions to planning permissions P000434 (as amended by P022525 and P031100) to provide revised restaurant and office accommodation and public space.	May 2005
P040725	Variation of conditions (Block B & C) 16, 17, 18, 19 & 20 (noise and vibration control) of planning permission reference P000434 dated 10th June 2002.	May 2005
P040751	Variation of Conditions (Block D). 13, 15, 16, 17 & 18 (noise and vibration control) of Planning Permission P000434 dated	May 2005
P052733	Variation of Conditions 11, 12 and 13 of P031100 and Conditions 12, 13 and 14 of P022525 all dealing with noise and vibration.	January 2006
P000434(S106A)	S106A application to modify planning obligations of S106 Agreement P000434, dated 5th June 2002, to vary the definition of the Prescribed Hours of the Block C Internal Walkways	November 2012

Planning Statement

Jahn Court, Regent Quarter

savills

It should be noted that Jahn Court was first approved within the application in 2002 (Ref: P000434) and therefore has a lawful Class E(g)(i) office use. The follow applications are relevant for 34B York Way which is also included within the application site.

Planning Reference	Description of Development	Approval Date
P000432	Listed Building Consent in connection with refurbishment, alteration and repair at 34B York Way, 7 Caledonian Road and the stables to the rear of 55 Balfe Street.	June 2002
P032689	Approval of details pursuant to conditions 15a (window design), 15b (fire proofing columns, 15d (rooflight), 15e (ground floor window infill), 16 (ground floor surface), 17 (first floor repairs), 18 (elevation behind fascia panel), 19 (method of external paint removal), 21 (external point removal) and 24 (treatment of exposed flanks)) of Listed Building Consent ref P000432.	October 2003
P070909	Listed building consent in connection with internal alterations.	May 2007
P080439	Installation of 2 no. chiller units at roof level of existing building	May 2008

2.3.1. Other relevant planning history

A search has also been undertaken around the surrounding context of the site. It is considered that some of the context is picked up by the tables above, however the below records are also considered to be relevant to the redevelopment of the application site. Please note that some of these records relate to planning applications within the London Borough of Camden and specifically the Kings Cross Central redevelopment.

Planning Reference	Description of Development	Approval Date
P111832 (London Studio Centre, 42-50, York Way, 9 Railway Street, Islington, London, N1 9AB)	Change of use of the existing building to B1 offices. Provision of a roof extension to part fourth and fifth floor levels, including roof terraces and comprising of an additional 651sqm floorspace (total gross internal floorspace of 4832 sqm). Creation of new lightwells on Railway Street to basement, creation of new entrance at corner of Railway Street and York Way, removal of existing brickwork and windows from Railway Street and York Way frontages, cantilevering of building façade above ground floor level, provision of new cladding and windows to York Way and Railway Street elevations with over cladding of rear elevation and provision of new windows to rear elevations.	October 2011
P2019/3552/FUL (Cottam House 36-40 York Way London N1 9AB)	Change of use of ground floor from office (Class B1) to clothing manufacturing place and showroom (Sui Generis) for a temporary period of 2 years.	May 2020

Planning Statement

Jahn Court, Regent Quarter

savills

Outline permission for the Kings Cross Central redevelopment was first approved in 2006 (Ref: 2004/2307/P). Zones A and B of the redevelopment are the closest to the application site. Since the outline permission above, a number of reserved matters applications have been approved (2017/3133/P; 2014/6968/P; 2014/4125/P; 2013/4001/P; 2011/4713/P; 2011/4090/P; 2010/0870/P; 2010/0868/P and 2010/0864/P) which relates to buildings ranging from 7-13 stories in height.

With the above planning history records in mind, the lawful use of the site is a Class E(g)(i) office use. This application seeks to retain that use, however also provides two flexible units on the ground floor that can either be used for office or fitness use.

In our view, since the previous redevelopment scheme at Regent Quarter (P000434) in 2002, it is clear that there is an opportunity to extend, improve and enhance the existing buildings on site. As noted above, the surrounding context, particularly to the west, has undergone significant regeneration and we consider that the upgrading of the buildings within this application will be part of the wider regeneration of the area, whilst also achieving its own identity. This will be achieved by ensuring high quality, sustainable and heritage sensitive design. Our next section describes a brief summary of the application proposals, before going on to discuss the detailed pre-application discussions which were undertaken.

3. Application Proposals

In this section, we outline the application proposals and summarise the key features. Further detailed consideration of these elements are given within the Planning Assessment section of this statement.

3.1. Description of Proposals

The proposals at the site include:

"Refurbishment of existing building; 5 storey partial infill extension to eastern elevation, single storey extension to northern elevation and two storey roof extension with roof terrace to provide additional Class E(g) (i) Offices floorspace; reconfiguration and alterations to front and rear entrances and western and eastern elevations; provision of two flexible Class E (g) (i) Office and (d) Fitness units at ground floor level; cycle store and associated facilities at basement level, plant at basement and roof level, green roofs, public realm improvements to Ironworks Yard and Albion Yard and infrastructure and related works."

Listed building works will comprise works to remove paving/railings and structures/fixtures for the glazed front entrance and skylight to Jahn Court and provision of new front entrance structure; paving and associated works, which adjoin The Hub 34B York Way, which is a Grade II Listed Building.

3.1.1. Land Use

The proposals include the provision of additional Class E(g)(i) office floorspace within the Kings Cross Employment Growth Area and the Central Activities Zone (CAZ), both of which promote additional office floorspace. Overall, the scheme will provide 2,375.4 (GIA) sqm of additional office floorspace.

The inclusion of two flexible Class E office or fitness units on the ground floor of the proposal seeks to provide active ancillary uses to the predominant office use, whilst also ensuring quiet frontages to the Ironworks Yard to respect the residential character of this part of Regent Quarter. Overall, the scheme will provide 382.5 sqm (GIA) of flexible Class E (g) (i) and (d) floorspace.

3.1.2. Design (including landscaping and public realm)

The proposals will involve minimal demolition works and will predominantly involve the refurbishment of the existing building floorspace, along with the extensions to create more useable floorspace and increased office accommodation.

The main extension will comprise of a two storey roof extension, which creates to a 5th and 6th storey to the main building at Jahn Court. The design of this element has been progressed through detailed pre-application discussions with the Council and includes a scale, mass and bulk which is considered to be respectful of the surrounding context (including heritage assets). The other extensions relate to the improvement of the internal space and circulation, and concern a five storey infill extension to the east elevation and a single storey extension to the fourth floor buildings northern element. These elements have also been sensitively designed to ensure that they are respectful of the surrounding context.

Other alterations include the reconfiguration of the front and rear entrances of the western and eastern elevations, which will seek to provide welcoming arrivals from both York Way and Albion Yard respectively.

Whilst 34B York Way is included within the site boundary, no internal alterations are made to this building which has solely been included for affordable workspace provision. However, the building is Statutory Grade II Listed and therefore an application for Listed Building Consent has been submitted to take account of the limited works to Jahn Court which adjoin the external elements of this building.

3.1.3. Sustainability

Sustainability has been key to the evolution of the design and seeks to ensure that the proposals have taken all the reasonable measures to include sustainable principles.

This starts with the powering of the building, which follows the Mayors Be Lean, Be Clean, Be Green, Be Seen energy hierarchy. The proposed building (both refurbished and new extensions) will be powered by both heating infrastructure and renewable energy. The renewable energy for the site includes both air source heat pumps and photovoltaics.

The proposal is also accompanied by a Site Waste Management and Circular Economy Statement which seeks to assess where materials can be retained, reused or recycled, leaving a minimum of residual waste.

Other sustainable measures relating to water; building materials; waste; pollution; health and wellbeing; management; ecology and transport have also been included as part of the proposals.

3.1.4. Public Realm

The proposals comprise improvements to Albion Yard and Ironworks Yard including new seating and planting arrangements. A new pergola structure is also proposed within Albion Yard along with alterations to the cobbled paving to provide for more inclusive access and use.

The new planting proposals in the Yards and on the buildings will increase bio-diversity on the site and enhance the environment.

3.1.5. Transport and highways

The proposals are sustainable in transport terms and seek to ensure that they will not have a negative cumulative impact on the highway. In this respect, the proposals are car free in nature, subject to loading for servicing vehicles. They also include 125 secure and 18 short stay cycle parking spaces which will be provided as part of the scheme.

The submission also includes a draft Travel Plan, Construction Management Plan and Delivery Service and Management Plan to identify how vehicular and pedestrian movements have been fully considered during the construction and operational periods of the development.

3.1.6. Social and Economic Benefits

Whilst the development has taken all the appropriate measures to ensure that the site is of a high quality design and meets the requirements of a scheme of this nature, it will also provide a number of economic and social benefits to the wider area. In this respect, Savills have prepared an Economic Benefits and Social Value Infographic which is included within **Appendix 2** of this statement.

Overall, the Economic Benefits and Social Value Infographic notes a £4,000,000 – £4,100,000 cumulative income over the next 20 years, Including:

- 480 – 510 permanent on site jobs and 520 – 560 permanent on and off-site jobs for residents of North London;
- 100 Construction jobs;
- Net additional gross added with additional jobs - £33,000,000 - £35,000,000
- Additional local spend of workers - £1,100,000
- Business Rates Income - £180,000 - £190,000
- Estimated s106 – CIL contributions - £1,370.000;

Overall, the Economic Benefits and Social Value Infographic notes a total social value of £3,700,000. Including:

- Estimated social value of unemployment reduction - £209,000
- Estimated social value in NHS savings from unemployment reduction - £24,000
- Estimated social value of apprenticeships - £203,000
- Estimated total value of local procurement – £3,000,000
- Estimated social value of qualifications achieved - £77,000
- Estimated Cost of Public Realm and Green Roofs - £700,000 and £86,000

4. Pre-application Consultation

In this section, we set out the comprehensive pre-application consultation that has been undertaken with regard to the development of the site. Consultation has been undertaken with a wide range of stakeholders and interested parties.

Consultation has been carried out in accordance with the principles set out in legislation including the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011. The NPPF, under paragraph 39, also advocates pre-application engagement and community consultation, as follows:

"Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community."

4.1. London Borough of Islington

4.1.1. Initial Pre-application Meeting

The first PPA pre-application meeting took place on 17 December 2020, and sought to set out the proposals at high-level detail. Discussions related to:

- Outline of the massing proposals for both Jahn Court and Times House & Laundry Building;
- A heritage-led approach to the relevant assets;
- The permeability of Regent Quarter and how this can be improved through pedestrian routes; and,
- High level discussions on highways and relevant roads and public realm that needed to be considered.

4.1.2. Design Workshops

Design workshops took place on 21 January 2021, 8 April 2021, and 7 May 2021. The workshops were set up to discuss the design proposals for Jahn Court and Times House & Laundry Buildings in more detail. Discussions relating to Jahn Court included:

- The acceptability of the proposed treatment of the entrance to Jahn Court;
- The massing of the infill extension and whether two stories would be acceptable;
- The height of the roof and how it will sit with the surrounding context;
- Confirmation that the roof height would not be over 30m (classification of tall building);
- Welcomed the process of retaining as much of the existing buildings as possible;
- The logic of the glazed infill of Jahn Court, with the sword tooth roof approach to nod to the industrial/manufacturing history;
- Industrial reference of form and materials is crucial;
- The materiality of the roof will be important to ensure it can be read as a roof form;
- Welcoming of the public realm enhancements and the logic behind these;
- Verified Views were agreed; and

- Accessibility discussions in respect of Ironworks and Albion Yard, including access routes and seating.

4.1.3. Islington Design Review Panel

The proposal have also been subject to consultation and independent review by the Islington Design Review Panel (IDRP). The IDRP was set up in 2013 as an independent advisory body to the Council on large scale development proposals and other significant design issues, to contribute towards delivering design excellence within the Borough.

The IDRP took place on the 13 April 2021. The final IRDP letter was received on 19 April 2021. The panels comments are summarised below:

- Clarification in regards to cycle infrastructure, connectivity to cycle routes and the hierarchy of movement;
- Queried the phasing and how the applicant arrived at the delivery strategy for Regent Quarter;
- Questioned if it was the designs teams intention to create a unified identity for both sites;
- Will access the sites be controlled in some way?;
- What will be the approach to the ground floor social and hospitality activities;
- Consider the public realm outside of the sites boundary as well;
- Additional height and mass should be justification;
- Overarching architectural narrative is required;
- Details of how the public realm and architecture engage will be important;
- Role and form of roofscape in long and key views will require refinement; and
- The saw tooth roof-form of Jahn Court needs to be reconsidered in its delivery

4.1.4. Public Realm and Highways Workshops

Public Realm and Highways Workshops took place on 4 May 2021 and 22 July 2021. The workshops were set up to discuss public realm and highways matters for both of the sites. Discussions related to:

- Provision of short and long stay cycle parking
- Servicing and Deliveries, including bin provision and collection;
- Provision of disabled access, including parking and level access;
- Pedestrian Movement and understanding of movement;
- Integration of local streets into the design, to respond to cleaner/greener borough;
- The uplift from the redesigned external spaces and ground floor active uses will positively impact on the surroundings; and
- Confirmation that access routes through Albion Yard are acceptable

4.1.5. Sustainability Workshops

A Sustainability Workshop took place on 4 February 2021. The workshop was set up to agree the sustainable principles of the redevelopment schemes. Discussions related to:

- Confirmation that LBI had a 27% reduction against Part L for both regulated and unregulated emissions;
- Refer to the Environmental SPD for software to calculate unregulated emissions and the baseline for these emissions;
- Blue and Green Roofs should be considered;
- Requirement of BREEAM Excellent, with all reasonable endeavours to achieve an Outstanding rating;
- Target of 0.30 urban greening factor;
- Due to the sites location within a Critical Drainage Area, a flood risk assessment will be required; and,
- A need to balance the incorporation of green walls and the conservation area townscape.

4.1.6. Environmental Impact Workshops

An Environmental Impact Workshops took place on 21 May 2021. The workshop was set up to discuss daylight and sunlight, noise, flooding and air quality impacts. Discussions related to:

- Ensure that the daylight and sunlight impacts on the surrounding residential developments are of an acceptable nature in terms of BRE Guidance;
- Incorporate noise and air quality protection measures to ensure that the impacts on surrounding neighbours and context is minimised; and
- A high quality drainage strategy should be developed to reduce flood risk and improve drainage on site.

4.1.7. Inclusive Economy

Inclusive Economy Workshops took place on 18 May 2021, 5 July 2021 and 14 July 2021. The workshop was set up to discuss the affordable workspace provision for both sites. Discussions related to:

- Welcomed the potential for the retention of the Impact Hub and the commitment to affordable workspace;
- Discussed the provision within the the Hub would represent 5% of the total uplift of floorspace for both this application and the Times House and Laundry Building application

4.1.8. Historic England

A meeting was held with Historic England, with formal advice being received on 8 April 2021. The advice confirmed that they did not wish to raise any objections to the proposals and would recommend continued engagement with the local planning authority.

4.1.9. Final Letter

Following the above meetings, a final pre-application letter was received on 1 July 2021. This confirmed that the extension and adaptation of the existing buildings is considered to be acceptable in principle and that the new buildings will demonstrate a high level of design quality and sustainability credentials and will also be sensitive to the surrounding heritage assets.

4.2. Public Consultation

A Statement of Community Involvement (SCI) has been prepared by London Communications Agency and is submitted in support of this planning and listed building consent application.

Paragraph 40 of the NPPF states that local planning authorities should “*encourage any applicants who are not already required to do so by law to engage with the local community*”. Furthermore, the Councils Statement of Community Involvement, which was adopted in May 2017 (updated in February 2019), states that “*the council will encourage developer/applicant consultation with the local community on relevant pre-applications*”. (Paragraph 5.3).

It was agreed with Officers in earlier pre-application meetings that a public consultation event should be held and that engagement with local stakeholders and amenity groups should also be included. Following preparation with our consultation team at London Communications Agency, a consultation programme was issued which sets out the stages of the process. In summary, methods include a digital consultation website, creating a dedicated email and address and phone line, a flyer drop to local residents and businesses, placing advertisements in the local press, writing to neighbours including site-tenants, utilising social media and hosting an online webinar and Q&A session. In addition, a consultation event was held on site and attended by residents on 20 the July.

Overall, the public consultation feedback has positive. Please refer to the SCI for more detail on the process and comments received.

5. Planning Policy Context

The planning policy context is provided by national strategic, regional and local planning policies, of which the key policies are set out below.

5.1. National Planning Policy Framework (NPPF)

Planning law requires that where regard is to be had to the development plan for the purpose of any determination made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise¹.

In assessing and determining development proposals, the National Planning Policy Framework 2021 ('NPPF') states that local planning authorities should apply a presumption in favour of sustainable development. Where the development proposals accord with up-to-date development plan policies they should be approved without delay or where the development plan is absent, silent or out-of-date, planning permission should be granted unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 11 relates to sustainable development and states that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking, this means approving development proposals that accord with an up-to-date development plan without delay.

Paragraph 11(a) states: "*All plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects*"

Paragraph 47 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Paragraph 81 concerns building a strong, competitive economy, in this respect, "*planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*".

Paragraph 83 relates to local requirements, different sectors and clusters and states, "*planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations*".

¹ Section 38(6) of the Planning & Compulsory Purchase Act and Section 70(2) of the Town and Country Planning Act 1990

Paragraph 104 concerns transport and states that appropriate opportunities should be taken up that promote sustainable modes of transport.

Paragraph 112 (a) requires developments to give priority first to pedestrians and cycle movements.

Paragraph 119 states, “*Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land.*”

Paragraph 130 relates to design and advises that planning policies and decisions should ensure that developments:

- a) *“will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

Paragraph 132 states “*Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.”*

Paragraph 194 relates to proposals affecting heritage assets and in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 197 states that when determining planning applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 considers potential impacts on heritage assets and states, “*when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be)*”

Paragraph 201 concerns less than substantial harm and advises that “*where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*”

Paragraph 206 relates to development within conservation areas and advises that “*local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably*”

5.2. The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

The Statutory Development Plan includes the London Plan (March 2021); Core Strategy (February 2011); Development Management Policies (June 2013); Site Allocations (June 2013) Polices Map (2013) and the Finsbury Local Plan (June 2013).

The site has the following specific planning policy designations:

- Core Strategy Key Area (King's Cross Road and Pentonville Road)
- King's Cross Conservation Area
- Keystone Crescent Conservation Area
- Protected Vistas - Parliament Hill Summit to St Pauls Cathedral – Left Lateral Assessment Area
- Protected Vistas - Parliament Hill Summit to St Pauls Cathedral – Viewing Corridor
- Central Activities Area (CAZ)
- King's Cross Employment Growth Area;
- Article 4 Directions (A1 to A2; B1(c) to C3 and Flexible uses);
- Railway Safeguarding Area – Channel Tunnel Rail link
- PTAL 6b

Planning Statement

Jahn Court, Regent Quarter

savills

- Zone B – Controlled Parking Zone
- Flood Zone 1
- Critical Drainage Area (Group3_003)
- Air Quality Clean Routes (Caledonia Street)

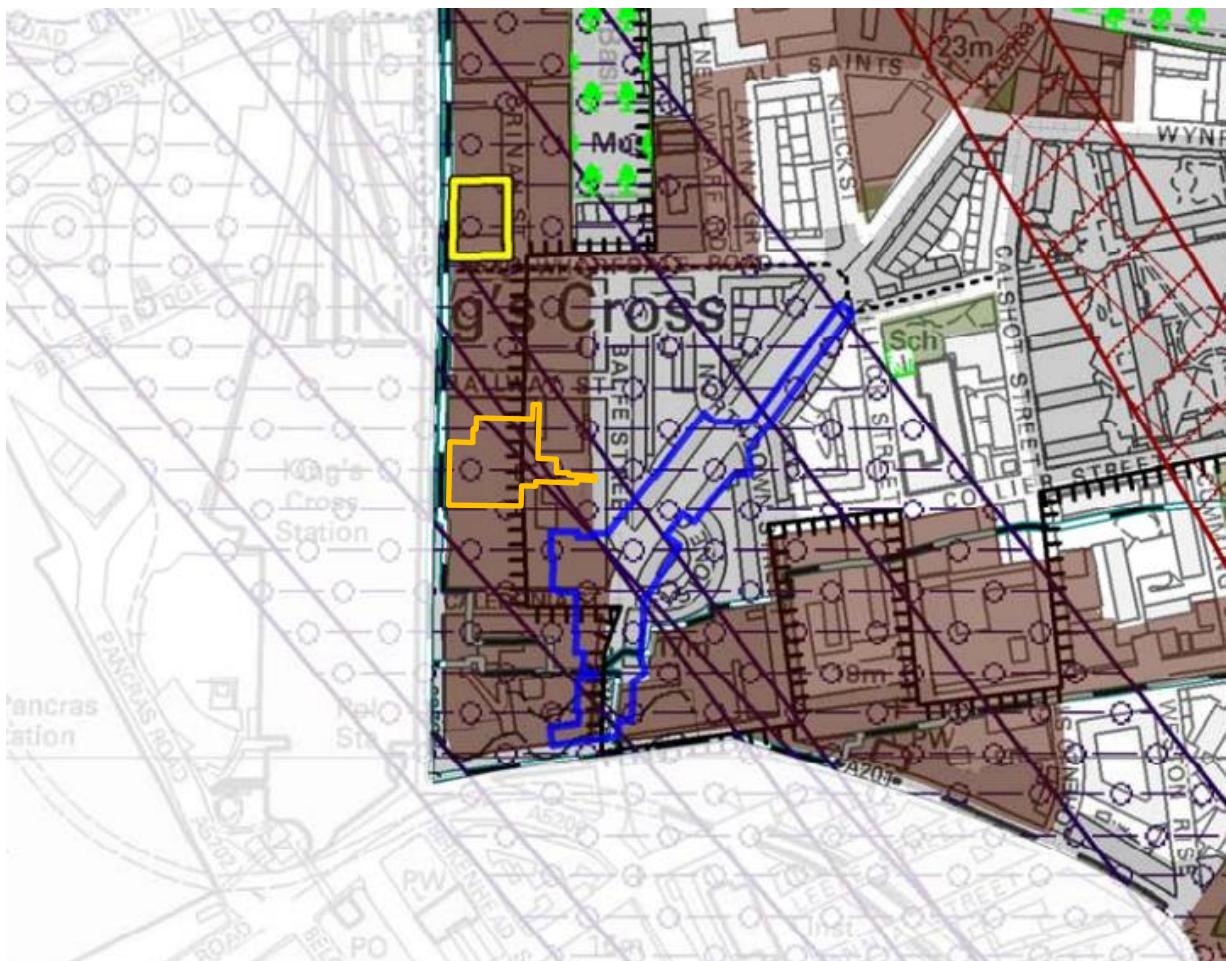


Figure 8 - Screenshot from LBI Policies Map 2013, site outlined in orange (Source, LBI, 2021)

The Council submitted the Islington Local Plan (ILP) to the Secretary of State on 12 February 2020. Following discussions with the Inspector on housing delivery and the Covid-19 disruption, the examination process has been delayed. The plan is likely to be adopted in 2022.

The following emerging designations relate to the site:

- Central Activities Zone (CAZ)
- Central Activities Zone (CAZ) Fringe Area
- Priority Employment Location
- London View Management Framework
- Kings Cross Conservation Area
- Keystone Crescent Conservation Area

At this stage, whilst we refer to the emerging policies below within the planning assessment section, the local plan has not been through the full examination process and therefore these policies should not be given substantial weight.

5.2.1. Supplementary Planning Documents (SPD)

The proposals have also considered the following SPD documents:

- Regenerating King's Cross Neighbourhood Framework Document (site located within the Creative Industries Quarter)
- Environmental Design SPD;
- Inclusive Design SPD;
- Islington Urban Design Guide; and
- Planning Obligations (s106) SPD;

All of the relevant polices are thoroughly assessed within the Planning Assessment section of this report.

6. Planning Assessment

Endurance Land has formulated a Vision for the future development of Regent Quarter, to be delivered over the next 10 years. There is an opportunity to create a unique place, a creative quarter for the district and a gateway to Islington. This application, along with the scheme at Times House and Laundry Building represent the first phases of development within the Vision and are the catalyst of a number of employment led schemes which seek to regenerate Regent Quarter over the short medium and long term.

6.1. Land Use

London Plan Policy GG2, relates to making the best use of land and states that planning and development must enable the use of brownfield land, prioritise sites well connected to existing public transport, proactively explore the potential to intensify the use of land to support additional workspaces and apply a design led approach to determine the optimum development capacity of sites.

The proposals will comprise of the refurbishment and extension of the site to provide enhanced Class E(g)(i) office accommodation, as well as two flexible Class E (g(i) and d) units on the ground floor.

The uplift in floorspace, 2375.4sqm, will only comprise of office floospace and will provide a total floor area of 10,645.6sqm. The floorspace (382.5sqm) associated with the two flexible Class E (g(i) and d) units already exists on site, and their creation will be the process of internal refurbishments to allow those uses to be either an office or fitness use.

6.1.1. Principle of Office Development

The site is designated within the Core Strategy Key Area (King's Cross Road and Pentonville Road), the Central Activities Zone (CAZ) and the Kings Cross Employment Growth Area. Emerging Policies designate the site within a Priority Employment Location, CAZ and CAZ Fringe Area.

Core Strategy (CS) Policy CS6 relates to Kings Cross and states that the area will be expected to accommodate estimated growth in jobs of approximately 3,200 from B-use floorspace. CS Policy 13 concerns employment spaces and encourages new employment space, in particular business floorspace, to locate in the CAZ and town centres where access to public transport is greatest. Development Management Policies Document (DMPD) Policy DM5.1, encourages the intensification, renewal and modernisation of existing business floorspace, including in particular, the reuse of otherwise surplus large office spaces for smaller units within Employment Growth Areas.

The above policies are translated into emerging policies SP2 (King's Cross and Pentonville Road), B1 (Delivering business floorspace) and B2 (New Business Floorspace), which all encourage increased business floorspace within the Kings Cross, CAZ and CAZ Fringe Area.

London Plan Policy SD4 concerns the CAZ and advises that nationally and internationally significant office functions of the CAZ should be supported and enhanced by all stakeholders, including the intensification and provision of sufficient space to meet demand for a range of types and sizes of occupier and rental values.

London Plan Policy GG5 advises that, to ensure and enhance London's global economic competitiveness, those involved in planning and development must plan for sufficient employment in the right location to support economic development and regeneration. Whilst Policy E1 states that improvements to the quality, flexibility and adaptability of office space of different sizes (for micro, small, medium-sized and larger enterprises) should be supported by new office provision, refurbishment and mixed-use development. Increases in the current stock of offices should be supported in the CAZ.

The existing building on site, whilst modern, is dated and in need of refurbishment to improve its offer as high quality office accommodation. The proposals will provide a high quality flexible office space that can be adaptable for any future occupier. The design will also include inclusive measures to allow the building to be useable for all, whilst also including the necessary back of house and storage facilities within the basement.

With the above policies in mind, the proposals will provide optimised development within a highly central location to deliver additional high quality flexible office space within the CAZ and an Employment Growth Area, which is compliant with Policies CS6, CS13, DM5.1; London Plan Policies SD1, GG5, E1 and the NPPF.

6.1.2. Affordable Workspace

DMPD Policy DM5.4 (Size and Affordability of Workspace) states that within Employment Growth Areas, major development proposals for employment floorspace must incorporate an appropriate amount of affordable workspace and/or workspace suitable for occupation by micro and small enterprises. Affordable workspace is also referenced within the London Plan Policy E3, which states that consideration should be given to affordable workspace, such as within the City Fringe around the CAZ.

Following discussions with the Council's Inclusive Economy Team, it is proposed to provide an element of affordable work space within The Hub building at 34B York Way. The workspace to be provided will equate to 5% of the uplift in floor area across both the Jahn Court and Times House and Laundry Building application proposals. Given the total uplift in floor area of both schemes is 3,965.5 sqm, (GIA), the applicant will provide 198 sqm (GIA) of floor space. This space will be provided on a peppercorn rent rate for 15 years.

The Hub building sits within the Estate and consists of a two storey building with 388 sqm of floorspace. The building is currently occupied by the Impact Hub Kings Cross ('the Hub'), which is a well-renowned co-working space. The Hub first opened in 2010, and is a space which encourages co-working; inspiring events, programmes, meetings and event space, online platforms and business support. The Hub provides a space for a collaborative and supportive business community, which includes assisting businesses to start-up and grow. They also have an excellent track record of delivering impact and growth for social enterprises (specifically within the food sector). The building offers different kinds of meeting rooms, as well as events space, which can be adapted for flexible uses.

It should also be noted that due to the unexpected pandemic, The Impact Hub has suffered a significant reduction in income and requires financial support to survive and to continue their exceptional work. The proposals would therefore provide a financial lifeline for The Impact Hub without which The Impact Hub would fail to exist.

Overall, the affordable workspace will provide valuable space within Regent Quarter as part of the Jahn Court and Times House and Laundry Building proposals. This will deliver a number of social value benefits alongside the other public benefits to be delivered by the schemes including the public realm improvements. Please refer to Savills Social Infographic within **Appendix 2** for more details. In conclusion, it is considered that the affordable workspace is compliant with Policy DM5.4, London Plan Policy E3 and the NPPF.

6.1.3. Flexible Class E (g) (i) and d Units

The proposal will provide two flexible Class E (g(i) office and d) fitness units on the ground floor of the building. As noted before, this floorspace currently exists as office space; the only amendments relate to internal alterations and external façade improvements. The two units will provide 382.5 sqm (GIA) of floorspace. These uses will allow for continued office use or a yoga /fitness use to complement the main office use of Jahn Court and the quieter character of Ironworks Yard, as set out in the Vision.



Figure 9 – CGI image of the Ironworks Yard

The units will provide an active use on the ground floor to interface with Ironworks Yard. Access to the units will be provided from York Way (through the entrance at Cottam House), Railway Street and Albion Yard. More detail on permeability is provided below and within the Public Realm Report.

DMPD Policy DM4.1 supports proposals for retail, services, entertainment, assembly and leisure uses within the CAZ where these would not detrimentally affect the vitality and viability of Town Centres and/or local amenity. London Plan Policy SD4 supports CAZ related retail clusters including the support of locally-oriented retail and related uses. It also supports other strategic functions of the CAZ to nurture culture, leisure and the evening economy uses.



Figure 10 – Screenshot of LSA map (Source: LBI DMPD, 2013)

The nearest Town Centre to the site is Angel Town Centre which is approximately 750m to the east of the site, whilst Kings Cross Local Shopping Area is located circa 50m to the south of the site. In terms of impact, the proposed fitness space is considered to be minor development. The provision of this floor space at ground floor of 382.5sq.m (GIA) is only a relatively small percentage of the total area provided by the development which comprises 10,645.6sqm (GIA) and is designed to act as part of the wider development.

The proposed development will provide an increased quantum of employment floor space with a corresponding increase in employees on site. The provision of fitness space in this location will therefore meet an identified local need, as there will be an increase in the number of people working in this location. The fitness units will also provide a valuable amenity for local residents. The scale of the proposal is therefore considered to be appropriate in the context of the scale of the site and for this location.

In addition to this, the Times House and Laundry Building site comprises an existing gym of 618.8 sqm. This use will cease as part of the redevelopment proposals for the site. Overall across both sites, there will therefore not be no net increase in Class E (d) fitness use. The existing Times House and Laundry Building site also comprises a further 661.2 sqm (GIA) of Sui Generis flexible Town Centre uses (retail, food and drink, gym and event space), providing a total of 1,280 sqm of existing Town Centre Uses on the site. As part of the planning application proposals, it is intended to provide 1,069.4 sqm of new Class E (a), (b) and Sui Generis bar/drinking establishment uses, and therefore less space than existing.

Given the nature and size of the space, it is considered that the proposed floor space will not have a detrimental impact upon the vitality and viability of the existing Local Shopping Area or Town Centre in proximity to the site, both of which are well established. The Islington Retail and Leisure Study (2017), demonstrates that all town centres are healthy, vital and viable. On this basis, the fitness floorspace of the type proposed is acceptable in planning policy terms.

The proposed uses can be accommodated without adverse impact on amenity. The use will allow for continued office use or a yoga /fitness use to complement the main office use of Jahn Court. The uses will also provide active frontages to Ironworks Yard to interface with the public realm. These specific uses have also been positioned in this location to respond to the quitter character of this yard which is surrounded by residential buildings. The uses can therefore be accommodated without any adverse impact on amenity.

Overall, there will be small increase in town centre uses on the site and the proposals will support and complement the associated office development. On this basis, it is considered that the proposals will not individually or cumulatively have an adverse impact on surrounding Town Centres and the adjacent Local Shopping Area or amenity. In fact, the increased footfall arising from the development will benefit the shops and business within the area. For completeness, a Retail and Town Centre Use Assessment has been provided within this planning statement ([Appendix 3](#)) in accordance with Policy DM4.4.

6.2. Design

DMPD Policy DM2.1 (Design) states that all forms of development are required to be of high quality, incorporate inclusive design principles and make a positive contribution to the local character and distinctiveness of an area, based upon an understanding and evaluation of its defining characteristics.

London Plan Policy D3 (Optimising Site Capacity through the Design-Led Approach) advises that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site.

A Design and Access Statement (DAS) has been prepared by Piercy and Co. Architects and is submitted in support of this planning and listed building consent application. This document sets out the evolvement of the design proposals and provides details of the overall design approach.

6.2.1. Design Layout and Accessibility

The layout of building has been a product of the uses in which will occupy the building in the future. As noted previously, this will predominately be an office use, with also the possibility of two fitness uses on the ground floor. The ground floor will be the only floor that includes the fitness uses and they will sit facing the Ironworks Yard in the northern area of the site. These units have been located in this area to provide increased activity within the yard, however by limiting this to a possible fitness use, it is considered to respect the residential nature of the northern area of Regent Quarter. The remainder of the ground floor and floors one to five are all in office use. The basement layout will be dedicated to back of house functions, cycle storage and shower facilities.

DMPD Policy DM2.2 (Inclusive Design) requires development to demonstrate that they provide for ease of and versatility in use; deliver safe, legible and logical environments; produce places and spaces that are convenient and enjoyable to use for everyone, and bring together the design and management of a development from the outset and over its lifetime.

London Plan Policy D5 (Inclusive Design) states that development proposals should achieve the highest standards of accessible and inclusive design. All floorspace (expect the basement) has been designed to be open plan and flexible for the end user, to ensure that internal arrangements can be adapted when required. It should also be noted that all ground floor and above floorspace has been designed to be inclusive to all in access terms. This includes step free access to the building entrances, easily accessible entrances, level access throughout the building with the incorporation of lifts, large door widths, accessible toilets and shower facilities, hearing enhancement measures, lighting to assist the visually impaired and means of escape for disabled people. Please refer to section 11 of the DAS for more detail on Access and Inclusion.

In terms of external spaces, the site includes both the Ironworks Yard and Albion Yard. Both these yards will be enhanced with a number of measures to improve accessibility, permeability and wayfinding through the site (more detail below). These spaces have been designed to provide high quality external amenity spaces, which are currently underused and in need of revitalisation. It is considered that the enhancements will be accessible to all and provide the required external spaces within this central location.

6.2.2. Scale and Massing

The scale and massing of the design has been developed through detailed discussions with the Council and Design Review Panel. Overall, it was considered that there was an opportunity to increase the massing of the building at fourth, fifth and six storey level, whilst ensuring that the proposals will sit in harmony with the surrounding built context. Consideration was also given to the heritage assets and the two strategic view corridors that the buildings position sits within.

The existing height of the building measures 17.6m in height. The proposals will extend the height of the building to 26.0m in height. This is an increase of 8.4m in height (excluding plant) and overall is considered to be a respectful increase in this central location. The proposed plant will increase to a height of 28.4m, however given the small and set back nature of this element, it is not considered to cause any detrimental impacts in scale and massing terms.

Further to this, the mass of the fifth and sixth floors has been significantly pushed back, to ensure that the extensions sit in harmony with the surrounding context. This is also amplified by the simple roof form and high quality architectural design, which seeks to propose a subtle built form that nods to the historic industrial buildings and streetscape it sits within. Overall, it is considered that the scale and massing is acceptable within this central location and due to the high quality architecture, enhances the built form to a level which responds positively with the surrounding context.



Figure 11 – CGI image looking south east from York Way

6.2.3. Detailed Design and Appearance

The detailed design and appearance of the scheme has sought to respond to the surrounding context. In particular, the design reflects the characteristics and qualities of the adjoining historic railway and canal side architecture.

The design of the elevation also demonstrates how high quality contemporary architecture can be introduced to the site, which also reflects the current age and sits in harmony and respectfully alongside the heritage assets. The architecture has also followed the Urban Design Guide guidance in paragraphs 5.89-93, with careful consideration given to defining the roof line, treatment of the ground floor, fenestration articulation, choice of materials and detailing.

The materials palette has been proposed to nod towards the historic context as well as to the modern era. It introduces soft colours (reds and greens), which are not over dominating and sit well within the townscape. Quality durable materials (brick, metal and glazing) have also been articulated to ensure that the appearance of the building are of a high quality within the context.

Finally, the front and rear entrances of Jahn Court have been enhanced to provide high quality entrances which enhances legibility and accessibility and is considered to contribute towards successful placemaking.

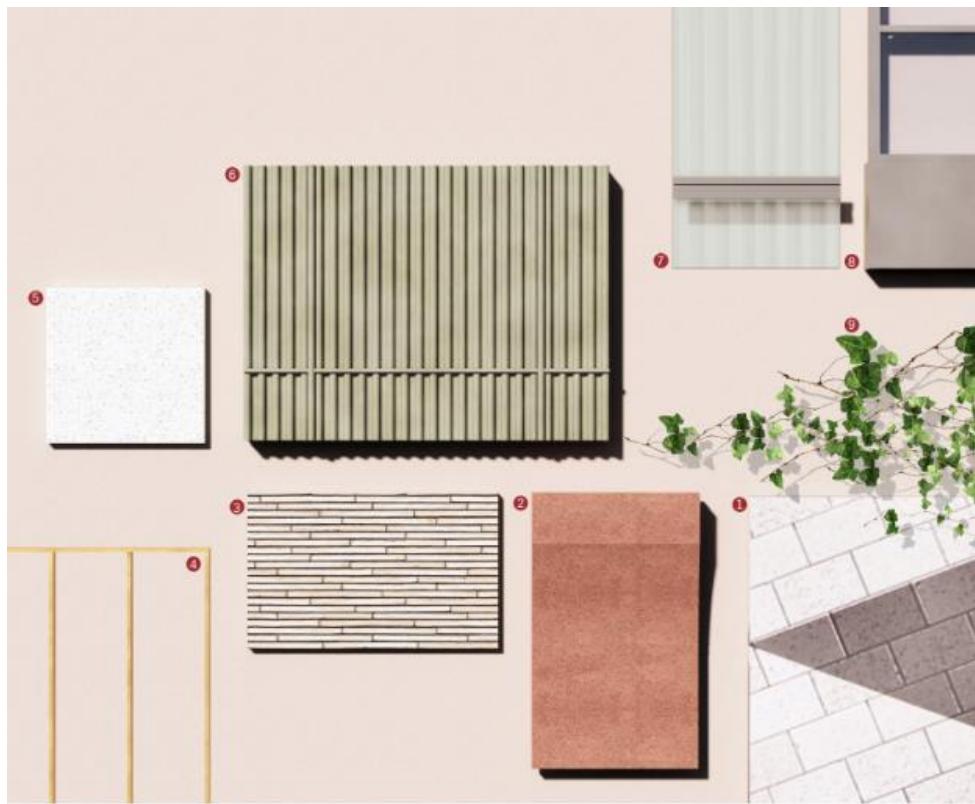


Figure 12 – Examples of materials palette

6.2.4. Fire Design

A Fire Statement has been prepared by Norman Disney Young (NDY) and is submitted in support of this planning and listed building consent application. As required by the Town and Country Planning (Development Management Procedure and Section 62A Applications) (England) (Amendment) Order 2021 ("the 2021 Order"), the application submission also includes a Fire Statement Form.

London Policy D12 (Fire Safety) requires all development proposals to achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

The fire safety measures are provided in-line with the prescriptive recommendations in Approved Document B and British Standards. The Fire Statement includes a risk assessment of site, details of an evacuation strategy (including disabled evacuation), how the design and construction of the building will resist fire, access and facilities for the fire service and finally fire safety management principles for the future operation of the site.

Overall, the design of the scheme is of an exemplar quality which respects the existing site, surrounding context and relevant heritage assets and views. We therefore consider that the proposals are compliant with Policies CS9, DM2.1, DM2.2., DM2.3, the UDG, London Plan Policies D3, D6,D12 and the NPPF.

6.3. Heritage, Townscape and Views

A Heritage and Townscape Assessment (HTA) has been prepared by Turley and is submitted in support of this application. The HTA includes assessments on the surrounding heritage assets and viewing corridors which relate to the site. The HTA is also supported by a Heritage and Townscape Baseline Appraisal and verified views and accurate visual representations from Cityscape.

London Policy HC1 (Heritage Conservation and Growth) states that proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

Further to the above, London Plan Policy HC4 (London View Management Framework) advised that proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements. They should also preserve and, where possible, enhance viewers' ability to recognise and appreciate Strategically-Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated viewing places.

Core Strategy Policy CS9 (Protecting and enhancing Islington's built and historic environment) states that high quality architecture and urban design are key to enhancing and protecting Islington's built environment, making it safer and more inclusive. DMPD Policy DM2.3 (Heritage) ensures that the boroughs heritage assets are conserved and enhanced in a manner appropriate to their significance. Development that makes a positive contribution to Islington's local character and distinctiveness will be encouraged.

Assessment of Significance

In section 3 of the Heritage and Townscape Baseline Appraisal, an assessment has been made on the significance of the heritage assets and how the site contributes towards the significance and character and appearance of these.

The modern office building within the site is not considered to make any contributions to the character and appearance of the Kings Cross Conservation Area, but instead is considered a neutral element within the historic townscape, sitting to the rear of the industrial buildings fronting York Way. Albion Yard and the buildings within it are also located within the site, and where historic fabric (19th and early 20th century) survives, it is considered to make a positive contribution to the character and appearance of the Kings Cross Conservation Area.

In terms of the Keystone Crescent Conservation Area, the site is only marginally located within the designation, and relates to the entrance to Albion Yard. Views of Albion Yard are limited from Keystone Crescent (only viewed from the covered entrance from Balfe Street) and where visible the contemporary buildings and extensive use of granite setts can be considered as a broadly positive backdrop. The modern office building is not considered to make any contribution to the significance of the Keystone Crescent Conservation Area and the views out of the area contribute little to its character and appearance and the site is largely screened from these views.

34B York Way is Grade II listed and located within the site. The building includes significance within its architectural interest, historic interest and setting. As a modern office building, Jahn Court is not considered to make any contribution to the heritage interests of 34B York Way. The three storey brick element at 34 York Way and Albion Yard are considered to make a limited contribution to the heritage interest of 34B.

Kings Cross Station is Grade I listed and includes significance within its architectural interest, historic interest and setting. Whilst the southern block (Times House and Laundry Building site) is located in closer proximity to the stations frontage, Jahn Court is located further to the north of York Way and is not considered to make a contribution to the heritage significance of Kings Cross Station.

No 5-35 Balfe Street is a continuous terrace to the east of the site and are Grade II listed. The building includes significance within its architectural interest, historic interest and setting. As a modern office building, Jahn Court is not considered to make any contribution to the heritage interests of 5-35 Balfe Street. Albion Yard relates to the historic industrial and commercial uses of this area which influenced the listed terrace. As such, this part of the site is considered to made a contribution to the heritage interest of the listed terrace.

No 34 York Way (locally listed) has some architectural interest, however this contribution is limited due to the standard form of the building and substantial redevelopment undertaken in the 2000's.

Assessment of Proposals.

Taking into account the development proposals, it is considered that the proposals for the refurbishment and extension of the building and associated works within the site would preserve and to a degree enhance the significance of the surrounding conservation area; whilst also preserving the heritage interest and significance of the nearby listed buildings (including contribution of setting) and finally preserve the heritage interest of locally listed 34 York Way.

It is considered that if the Council were to take the view that the proposals lead to "*less than substantial*" harm in accordance with Paragraph 199 of the NPPF, then the perceived harm would be at the lower end of this scale and that the public benefits (set out below) should be weighed against this harm, including ensuring its optimum viable use (Paragraph 202).

The effect of an application on the significance of a non-designed heritage asset should also be taken into account when determining an application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (Paragraph 203).

The NPPF also states that local authorities should look for opportunities for new development within conservation areas to 'enhance or better reveal their significance' (Paragraph 206).

Conservation Areas

The sensitive and set-back nature of the roof extensions will be limited to oblique angles in the surrounding context. In this respect, this narrow range of visibility is considered to limit the potential scale of the impact that the proposals will have on the Kings Cross Conservation Area. In terms of the design, the proposals will be of a high quality and include an industrial appearance, that is linked to its functionally expressed robust structure and simple form. This is in keeping with the character of the Kings Cross Conservation Area, where historically industrial buildings were located within the inner yards of the blocks. In comparison to the existing building, the design is considered to enhance the appearance of the Kings Cross Conservation Area. The same conclusion can be reached for the fourth storey extension to the northern elevation, which will also preserve the character and appearance of the Kings Cross Conservation Area in this location.

In terms of the increased height, the proposals are considered to integrate visually within the Kings Cross Conservation Area. The set-back design and height of the building will preserve the character and appearance of the views from York Way and Albion Yard. The new entrances to the front (facing York Way) and rear (facing Albion Yard) are considered to introduce an element of design which enhances the character and appearance of the Kings Cross Conservation Area. The proposed flexible office/gym units will create active frontages and are considered to provide an opportunity for further enhancement within the conservation area.

Works to the public realm at Albion Yard and Ironworks Yard are considered to improve accessibility, whilst also adapting historical aspects (granite setts in Albion Yard) to ensure they can be included within the sites future use. Overall, the public realm works would improve the amenity of the area in a manner that engages with the areas historic character and preserves historic materials.

As noted above, only a small section (entrance at Balfe Street) of the site is located within the Keystone Crescent Conservation Area and therefore the proposals have been assessed against the views of the proposals from within the area. The partial visibility of the site from within the Keystone Crescent Conservation Area and high quality nature of the design is considered to be in keeping with the existing character of the surrounding townscape and the visibility would not change the limited contribution that the surrounding townscape makes to the heritage interest of the Keystone Crescent Conservation Area.

Listed Buildings

34B York Way is located within the site and careful consideration has been given to its listed status (Grade II). As part of the proposed works, the existing glazed structure and skylight to Jahn Court that is affixed to the building, along with the front paving and railings which abut the building will be sensitively removed. Any works to make good the wall of the listed building will also be sensitively undertaken and can be agreed within a method statement to be secured by a planning condition.

In terms of the front entrance, the new arrival and public realm improvements will replace a poorly defined space with a high-quality design in keeping with the character of the area. In this respect, the proposed design is considered to enhance this immediate setting of the listed building. Further to this, the scale and massing of the proposals will be seen as a backdrop to the listed building and maintains a scale and form that is keeping with the larger scale industrial buildings historically found within urban blocks in this area.

Nos. 3-35 Balfe Street are located to the east of the site. As noted above, Albion Yard relates to the historic industrial and commercial uses of this area which influenced the listed terrace. The high quality public realm works within Albion Yard are considered to maintain its character and are not considered to impact the heritage interests or significance of the listed buildings. In terms of the increased height to Jahn Court, the set-back nature and high quality industrial design would be in keeping with the character that contributes positively to the setting of the listed buildings and therefore would not impact their heritage interests or significance.

In terms of the brick element at 34 York Way, the proposals will reinstate the ‘Jahn Court’ sign on the York Way elevation, which makes reference to the buildings industrial past. This is considered to enhance the York Way elevation. As noted above the design of the modern block to the rear of the building is considered to have a more contextual appearance than existing, whilst the public realm improvements to the frontage on York Way will be high-quality and in keeping with the character of the area. These aspects are considered to sustain the heritage interest of the locally listed building.

Views

Section 5 of the HTA includes the assessment of the key visual receptors and associated representative viewpoints (RV) in relation to the effects of the proposed development on site, within the local townscape area, as well as any relevant longer distance views. The selected 5 representative viewpoints had been agreed for testing with officers as part of the pre-application discussions. Overall, the impact of the development proposals on all the views have either a low, very low or none magnitude of change, whilst the effect on all views is neutral.

Heritage and Townscape Conclusions

It is considered that the proposals for the refurbishment and extension of the building and associated works within the site would preserve and to a degree enhance the significance of the Kings Cross Conservation Area; preserve the heritage interest and significance of the nearby listed buildings (including contribution of setting) and finally preserve the heritage interest of the locally listed buildings.

However, if the Council were to take the view that the proposals lead to “*less than substantial*” harm in accordance with Paragraph 199 of the NPPF, then with perceived harm would be at the lower end of this scale and that the public benefits (set out below) should be weighed against this harm, including ensuring its optimum viable use (Paragraph 202).

Whilst the above sets out why the proposals are considered to either preserve or enhance the relevant heritage assets, the HTA also includes a number of heritage benefits that the scheme achieves, including:

- Delivering an appropriate quantum and mix of uses that would contribute to positively to the overall character of the surrounding conservation area;
- Enhancing key elements of the locally listed 34 York Way, in particular the reinstatement of the historic signage;
- Introduction of a more active and interesting frontages to both York Way and within Albion Yard, which complement and enhance the character and appearance of the Kings Cross Conservation Area; and
- Delivering sensitively considered and high-quality public realm which responds positively to the surrounding conservation area.

Whilst the above public benefits have been included within the HTA, we would also refer to the social value and economic benefits which have been highlighted within the infographic at **Appendix 2**. This includes increased jobs, public sector revenue, skills and employment benefits and community benefits.

Overall, it is considered that the proposals have been designed respectfully and sensitively in respect of the surrounding heritage assets. If there is a perceived harm to any of the heritage assets, this is at the lower end of “*less than substantial harm*” and in this circumstance, the public benefits clearly outweigh any perceived harm. We therefore consider that the proposals are compliant with Policies CS9, DM2.3, the UDG, London Plan Policies HC1 and HC4 and the NPPF.

6.4. Public Realm and Landscaping

A Public Realm Report has been prepared by Publica and is submitted in support of this planning and listed building consent application.

London Plan Policy D8 (Public Realm) encourages development proposals to explore opportunities to create new public realm where appropriate; ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable.

Chapter 5 of the Councils Urban Design Guide (UDG) also includes objectives relating to urban structure including movement, legibility and connectivity, site layout, active frontages and open spaces.

The public realm and landscaping works are proposed within the two adjoining yards at Albion Yard and Ironworks Yard, whilst works are also proposed to the front entrance of Jahn Court facing York Way. The objectives of the public realm include enchaining connections, improving safety, defining enclosed spaces, creating good quality spaces and identity, contributing to the vitality of streets and providing accessible spaces that can be used by all.

The primary entrance to Jahn Court from York Way has been designed to a high quality and seeks to provide a welcoming arrival to the site from the busy road. The existing historic built form either side of the entrance will provide a legible route and along with the high quality architecture and landscaping, it is considered that this entrance will be an exemplar example of public realm.



Figure 13 – CGI image of the rear entrance from Albion Yard

The scheme also seeks to provide improved visual permeability through the site. This will be achieved through the entrances on York Way, Railway Street and Balfe Street. These entrances will lead into the enhanced public spaces at Ironworks Yard and Albion Yard. It should be noted that whilst, these entrances will be open to the general public throughout the day, they will be closed after working hours (from 6:30pm) to preserve the quiet residential atmosphere of the northern block of Regent Quarter.

As noted above, the entrances to the yard will lead into the enhanced public spaces at Albion Yard and Ironworks Yard. Albion Yard works include the introduction of a pergola structure that will be accompanied by accessible seating below and soft landscaping that will cover the structure itself. This structure is considered to be an interesting feature for the external area, which will encourage people to use the space recreationally. The spaces will also include vertical greening, planters, low level planting and the retention of the existing trees to improve the amenity and biodiversity of the site.

It is noted that the Albion Yard cobbles are original, however they have been re-laid in a modern way during the redevelopment in the 2000's. To ensure that the space is accessible to all, it is proposed to remove an area of cobbles and adapt them with flats tops to be re-laid to provide north-south and east-west accessible routes through the yard. Ironworks Yard will also include high quality seating and soft landscaping, whilst the existing pink granite paving will be retained. The proposed public realm strategy has also considered servicing and delivery, cycle facilities and sensitive lighting, to ensure that the external spaces are functional in their purpose and provide the appropriate services to facilitate their use.



Figure 14 – CGI image showing Albion Yard and the rear

Overall, it is considered that the design of the public realm is to a high standard which will ensure the entrance and spaces are of a high amenity value and contribute towards the increased use of the site. In that respect, they are considered to be compliant with the UDG, London Plan Policy D8 and the NPPF.

6.5. Amenity (Inc. Outlook, Daylight and Sunlight, Air Quality and Noise)

Policy DM2.1 relates to design and states that for a development proposal to be acceptable, it is required to provide a good level of amenity including consideration of over-dominance, sense of enclosure and outlook; daylight, sunlight and overshadowing; air quality and noise.

6.5.1. Outlook

Outlook assessments have been based on existing residential developments and if the proposal would have an overbearing nature or provide a sense of enclosure. The existing building comprises a part 3, part 5 storey brick and glazed office building. To the north of the site sits the 4 storey Ironworks building, to the east lie 3 storey buildings within Albion Yard and further east 4 storey terrace properties on Balfe Street. These buildings are all in residential use and have been assessed below.

Ironworks

The building sits circa 13m from the north wing extension at Jahn Court, which is separated by the Ironworks Yard. The only element of the proposal that is considered relevant to the outlook of this building is the extension of the fourth floor, where the massing will be extended to sit above the existing north wing of the building on the third floor.

This extension will follow the existing building line and will therefore not appear incongruous. It is also noted that a terrace will be located on the fifth floor facing north, however given the set-back nature of this element, along with the existing separation distances, this is not considered to impact this building's outlook.

Although the extension will change the outlook from these flats, it is not considered to be to a degree which would amount to an overbearing nature or sense of enclosure. In terms of the other extension proposals, the fifth and sixth storey will be significantly set-back from the Ironworks building and therefore, it is not considered that their outlook would be impinged by these elements.

Albion Yard

Albion Yard consists of three 3 storey residential buildings which are also relevant to the outlook assessment. As shown below, the buildings which sit directly east of the site (shown with yellow dots), have limited windows facing Jahn Court and therefore it is considered that their outlook would not be impacted. Furthermore, given the oblique angles which would be associated with the proposed building extensions and the more southerly buildings northern element (orange dot), it is considered that no impacts of overbearing and sense of enclosure are relevant.



Figure 15 – map showing buildings within Albion Yard and Balfe Street (Source: Google, 2021)

The southern element of the most southerly building (green dot), will experience a change in outlook, which will be associated with the fifth and sixth floor extension of the building. However, given the angle of the existing buildings and close proximity, it is not considered that they will experience a sense of enclosure or overbearing nature.

Balfe Street

Finally, in respect of the outlook from the properties on Balfe Street (terrace to the east of the site, purple outline), whilst it is noted that the outlook from the rear windows will change, given the existing large separation distances of circa 45m, it is not considered that a two storey extension would impact their outlook in a detrimental way, nor would it cause an overbearing appearance or a sense of enclosure.

Overall, it is considered that the extensions to the existing building would not cause any detrimental impacts to the outlook of the surrounding residential properties. Furthermore, the high quality architecture and enhancements to the public realm are considered to be elements which will improve these properties experience of the site.

6.5.2. Daylight, Sunlight and Overshadowing

A Daylight, Sunlight and Overshadowing Report has been prepared by Point 2 Surveyors and is submitted as part of this planning and listed building consent application. The report considers the daylight, sunlight and overshadowing impact on the residential properties at the Ironworks (to the north), The Copperworks (to the north east), 1-10 Albion Yard (to the east), the Albion Buildings (to the east), 5-35 Balfe Street (to the east) and the Premier Inn Hotel (to the south).

Full details and analysis are included within the report, however the results show that any daylight and sunlight reductions to the surrounding residential properties are generally within the BRE guidelines and therefore unnoticeable to the occupants.

Flats within the Ironworks, 1-10 Albion Yard and Copperworks buildings which contain windows that fall short of the BRE Guidelines tend to be those which are located next to a projecting wing of a neighbouring building, which limits the amount of light that room currently enjoys, or are dual aspect flats what are located directly adjacent to the site where the secondary windows (those that do not have the outlook over amenity space) are only affected. The flats located next to the projecting wing, tend to also retain acceptable levels of daylight for an urban area, despite the limiting factor and the flats where the secondary windows are affected, their main windows meet the BRE guidelines and so it can be concluded that the rooms as a whole will continue to enjoy a good level of daylight.

The overshadowing results to the surrounding amenity spaces (including Ironworks and Albion yard) show that each space should experience very little additional overshadowing on the 21st March and any reduction will be well within the BRE. It should be noted that in the summer months, when the sun is higher in the sky, some additional overshadowing is likely to occur. However, we consider that the additional overshadowing, when compared to the amount of sunlight each space currently gets throughout the year, can be described as small and therefore should not be considered a material effect.

Overall, it is considered that the proposed works will not be to a degree which will cause a detrimental impact to the daylight, sunlight and overshadowing of the surrounding residential properties.

6.5.3. Air Quality

An Air Quality Assessment (AQA) and Air Quality Dust Management Plan have been prepared by Tetra Tech and are submitted as part of this planning and listed building consent application.

Policy DM6.1 states that developments in locations of poor air quality should be designed to mitigate the impact of poor air quality to within acceptable limits. Development proposals should also not cause significant harm to air quality, cumulatively or individually.

London Plan Policy SI 1 states that development proposals should not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits or create unacceptable risk of high levels of exposure to poor air quality. Policy SI 1 also requires developments to be at least Air Quality Neutral. The measures within London Plan Policy SI 1 are replicated in emerging ILP Policy S7.

Construction Phase

The potential effects during the demolition and construction phases include fugitive dust emissions from site activities, such as earthworks, construction and trackout. The impacts during the operational phase take into account exhaust emissions from additional road traffic generated due to the proposed development. During the construction phase, site specific mitigation measures detailed within the AQA will be implemented. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant.

Operational Phase

Detailed dispersion modelling of traffic pollutants has been undertaken for the proposed development. An operational year assessment for 2024 traffic emissions has been undertaken to assess the effects of the Proposed Development. The impacts during the operational phase take into account exhaust emissions from additional road traffic generated due to the proposed development.

The long-term (annual) assessment of the effects associated with the proposed development with respect to Nitrogen Dioxide (NO₂) is determined to be 'negligible'. With respect to PM10 and PM2.5 exposure, the effect is determined to be 'negligible' at all identified existing sensitive receptor locations.

Air Quality Neutral

The proposed development is to be installed with plant, in accordance with the Mayor of London's Sustainable Design and Construction Supplementary Planning Guidance, to heat the building. The building emissions are considered Air Quality Neutral. Both transport NOx emissions and transport PM10 emissions are below the transport emission benchmark. The development is therefore determined to be Air Quality Neutral.

As noted above, and detailed in the AQA, the development has taken the appropriate measures both in the construction and operation phase of development to ensure that the development does not cause significant issues in respect of air quality. An Air Quality Dust Management Plan has also been prepared as part of the submission and includes the measures that will be put in place during the work to control dust emissions from the site. The assessment has been undertaken in accordance with guidance in the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction'.

6.5.4. Noise

A Noise Impact Assessment (NIA) has been prepared by Scotch Partners and is submitted as part of this planning and listed building consent application. The NIA focuses on noise emissions from the external plant and rooftop terrace, with a view to protect the amenity of nearby residential neighbours. London Plan Policy D13 relates to agent of change and states that development proposals should ensure good design mitigates and minimises existing and potential noise nuisances, exploring mitigation where necessary. These matters are also noted within emerging LBI Policy DH5.

The assessment has found that noise from newly proposed plant is expected to be some 6 – 15dB below prevailing background sound levels, in line with Islington's Planning requirements. The assessment was completed using the methodology described in BS 4142:2014 and the results would indicate that the proposals will have a low impact upon neighbouring noise-sensitive receivers.

Consideration has also been given to potential noise disturbances associated with the roof terrace and control measures to minimise noise emissions have been suggested. These include controlling the occupancy of the terrace, limiting its hours of use to less sensitive daytime hours and providing clear signage reminding patrons to be considerate to their neighbours would all serve to help control noise levels. It is recommended that a Noise Management Plan is implemented to minimise the risk of disturbance to nearby residents and is considered to be securable by a suitably worded condition.

Overall, it is considered that proposed development will not cause any significant noise issues and where there are potential noise concerns, appropriate mitigation has been proposed.

6.6. Sustainability and Energy

Norman Disney Young (NDY) have prepared a Sustainable Design and Construction Statement (SDCS) which is submitted as part of this planning and listed building consent application. The SDCS includes an Energy Statement; Sustainability Statement; Pre-BREEAM Assessment; Whole Life Cycle Assessment; Site Waste Management Plan and Circular Economy Statement and draft Green Performance Plan. Consideration has been given to all the relevant policies, along with Environmental Design SPD.

London Plan Policy SI2 relates to minimising greenhouse gas emissions and states that major developments should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- 1) be lean: use less energy and manage demand during operation
- 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- 4) be seen: monitor, verify and report on energy performance

The policy also requires a minimum on-site reduction of at least 35% beyond Building Regulations is required for major development. Non-residential development should achieve 15% through energy efficiency measures. Any shortfall in net-zero carbon should be provided through a cash in lieu contribution to a carbon offset fund.

LBI Emerging Policy S4 also relates to minimising greenhouse gas emissions and states that major developments must achieve a minimum on-site reduction in total (regulated and unregulated) emissions of at least 27% beyond Part L of the Building Regulations. The policy also includes an achievement 15% through energy efficiency measures as part of the overall total.

As set out within the SDCS, the proposed design results in a 59% reduction of CO₂ emissions over the baseline, which exceeds the minimum 35% reduction target set by Policy SI2. The SDCS also confirms that the proposed design achieves 17.5% reduction emissions through energy demand reduction measures, which exceeds the 15% reduction target set by Policy SI2.

In terms of LBI's emerging policy, the development achieves a overall reduction of 38.1% over the baseline emissions (regulated and unregulated), which exceeds the minimum 27% reduction target set by Policy S4. The SDCS also provides a breakdown of the reductions in respect of the new extensions and refurbished areas.

The Be Lean measures that will be undertaken include a wide range of elements, including passive design measures, active design measures and costs to future occupants. More detail on these can be found within Section 4.6 of the SDCS Part 1.

The Be Clean measures include consideration to an existing district heating and cooling network, measures to facilitate connection to a heat network connection and the centralised system which will be used for the heating, cooling and domestic water. More detail on these can be found within Section 4.7 of the SDCS Part 1.

The Be Green measures comprises of the consideration of numerous renewable energy technologies to offset carbon emissions. A number of technologies were considered as part of the assessment (more detail in section 4.8 of the SDCS Part 1). In this respect, it was considered that air source heat pumps (ASHP) and photovoltaics (PV) were the best solution for the site.

As part of the Be Seen energy hierarchy, the SDCS calculated the operational energy modelling of development. The results indicated that the overall energy consumption of the proposed Development during operation is estimated between 103.2 kWh/m²/year and 113.5kWh/m² /year, depending on the management strategy. It should be noted that the London Plan and the Be Seen Energy Monitoring Guidance do not currently set performance requirements for operational energy.

In accordance with London Plan Policy SI4, the SDCS also includes an overheating assessment (more detail in section 9 of the SDCS Part 1. Overall it is considered that assuming active cooling is applied to the building, the assessment demonstrates that the risk of overheating in the proposed development is considered to be low.

Policy DM7.4 and Emerging Policy S3 require major (or 500sqm and above in case of S3) non-residential development to achieve an Excellent BREEAM rating and make all reasonable endeavours to achieve Outstanding ratings. The sustainability credentials of the office areas of the proposed Development are also demonstrated by its assessment under BREEAM UK Refurbishment and Fit-Out (RFO) 2014. A BREEAM pre-assessment workshop was carried out and attended by all relevant design team members. The pre-assessment meeting concluded that a score of 74.59% can be achieved, which corresponds to a BREEAM “Excellent” rating,

In addition to the reductions and targets which have been met above, in order to deliver a fully sustainable scheme, the proposals include a range of other measures including:

- Water efficiency measures to aim to achieve at least the BREEAM Excellent standard for the ‘Wat 01’ water category and reduce potable water consumption by 40% over the BREEAM baseline via water efficient sanitary fittings;
- Implementing circular economy principles to the design of the proposed development, including retaining materials and using them at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste;
- No negative impact on air quality, through the incorporation of plant equipment which will contribute to minimum emissions;
- Emphasised on urban greening approach, maximising the areas that could be utilised for planting and soft landscaping, to increase the ecological value;
- The proposed development has emphasised on improving health and well-being of the building occupants, by incorporating certain measures;
- The management of the feasibility and construction stage to facilitate the sustainability targets; and
- The inclusion of sustainable transport measures to ensure that the proposals are sustainable in this respect.

The above measures are considered to be wholly sustainable in nature and represent a design which has had sustainability at its forefront. In line with Policy DM7.1, a draft Green Performance Plan (GPP) has also been prepared as part of the submission and included within the Appendix of the SDCS Part 2. As required by the Environmental Design SPD, a full GPP will be submitted within six months of occupation of the development.

As required by London Plan (SI7) and emerging ILP (S10) policies, NDY have also prepared a Site WASTE Management and Circular Economy Statement (CES). A Whole Life Cycle Carbon Assessment (WLCCA) has also been prepared as part of the submission. The CES approach is to retain refurbish the existing building on the site and construct a roof extension, aiming to maximise the reuse of existing resources on-site or off-site and divert 95% of waste from landfill. The WLCAA has been carried out in order to evaluate the environmental impact of the proposed development during their whole life cycle. It is important to note that from the outset of the design, the team set out a number of measures to reduce the whole life emissions of the proposed development. These included retention of existing building structure and façade, improvement of energy performance and use of environmental material selection.

Overall, sustainability has been fundamental to the design of the development and it is considered that all measures have been taken to ensure that the refurbished and extended building will perform to a highly sustainable nature. It is therefore considered to be compliant with Policy DM7.1, DM7.4, London Plan Policies SI2, SI3, SI4, SI5, SI7 and the NPPF.

6.7. Transport and Highways

RGP have prepared a Transport Statement, Travel Plan, Construction Management Plan and Delivery and Servicing Management Plan, all which submitted as part of this planning and listed building consent application.

6.7.1. Transport Statement

Section 2 of the Transport Statement (TS) sets out the baseline line conditions for the site, including the local highway network, highway safety and vision zero, accessibility credentials, walking and cycling and rail and bus services. In summary, the site is located within an area which has a highest public transport PTAL rating of 6b (Excellent). This is due to the sites location adjacent to Kings Cross Station and Kings Cross St Pancras Station. There are also numerous bus services in the close proximity, including York Way, Pentonville Road, and Euston Road.

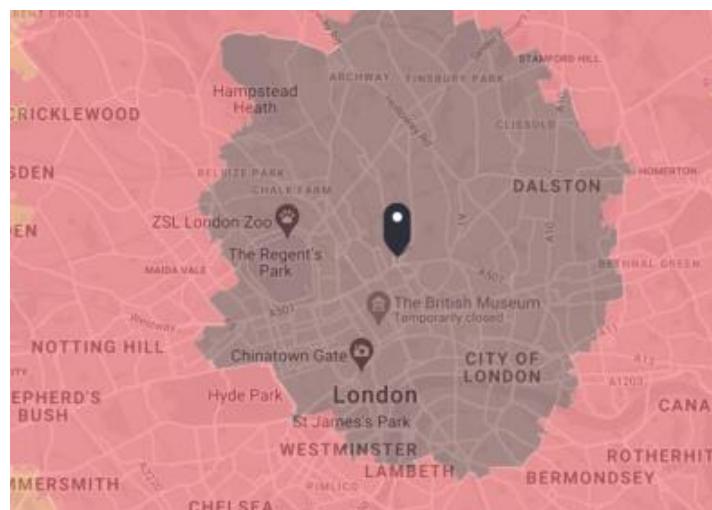


Figure 16 – PTAL Map

The surrounding area also includes excellent standards of pedestrian infrastructure, including pedestrian crossings and drop kerbs. There is also a network of pedestrian passages provided through the centre of Regent Quarter, providing a north-south route and convenient access to the various commercial and retail attractions within the wider development. The local area is well-suited to cycling with a number of designated cycle routes provided in proximity to the site. These include dedicated cycle lanes provided along Pentonville Road and Kings Cross Bridge to the south of the site, which connect to several 'cycle-friendly' routes across the network. There is a good provision of existing short-stay cycle parking spaces on the local highway network, including 20 spaces on Balfe Street, 22 spaces on Railway Street and 6 spaces on Caledonian Road, each comprising secure 'Sheffield style' cycle stands.

As required by transport assessments, the TS has undertaken a trip generation impact which established the likely net increase in multi-modal trips generated by the proposed uplift of office space. As explained within the TS, due to trips associated with commercial units, which may be associated with the fitness use have been omitted from the calculation due to their size. The results of this study can be found within Paragraphs 3.2.2 – 3.2.4 of the TS, however overall it concludes that there would be a minimal anticipated increase in vehicle trips and therefore it was not considered necessary to undertake detailed highway/junction capacity modelling.

Nevertheless, RGP did carry out an assessment on the likely impact associated with the surrounding pedestrian network. Paragraphs 3.3.1 – 3.3.11 set out the baseline conditions and survey results for the pedestrian network and include results on how pedestrians use the site and the surrounding area. As set out in paragraphs 3.3.12 – 3.3.15, the development impact on the pedestrian network has been assessed and relates to the additional footfall that the development will create.

Overall, the additional footfall generated by the redevelopment at Jahn Court would have a negligible impact on existing pedestrian flows through the locality. For completeness, a cumulative impact with the Times House and Laundry Building site has also been undertaken. This confirms that given the considerable footprint of both the sites, the anticipated increase in pedestrian trips generated by the uplift in commercial space would result in a minimal impact in context of the wider operation of Regent Quarter. In conclusion, it is considered that the existing capacity of each network would comfortably accommodate the new trips to / from the site without resulting in a detrimental impact to their operation.

In respect of parking, as the site is located within a PTAL 6b (Excellent) rated area, the London Plan states that developments should be car free. This is the case for both office and retail uses. With these standards in mind, the development will be car-free in nature. In terms of disabled parking, the existing site does not include any dedicated parking facilities, due to the excellent provisions for disabled access at Kings Cross Station. It is anticipated that many disabled staff and visitors of the site would continue to utilise the accessible rail and bus services available in the vicinity of Regent Quarter. Those requiring the use of a private vehicle, motorists will be required to utilise the existing on-street parking provision in accordance with relevant restrictions. These include parking in resident parking bays and on double yellow lines, both of which are found on Railway and Balfe Street.

The proposal will provide a total of 143 secure cycle parking spaces, within the basement level, as well as 9 Sheffield stands within the external (accommodating 18 cycle spaces) areas adjacent to the building. Of the 125 secure spaces proposed, the split in type will include:

- 90 two-tier cycle parking spaces;
- 3 cycle parking spaces would be dedicated as accessible spaces for the use of 'oversized' bike;
- 2 spaces will be adaptable spaces provided by Sheffield stands which could be used as oversized spaces;
- 30 spaces will be provided as folding bike lockers; and there will be
- 1 scooter charging point.

The London Plan states that office development should provide 1 space per 75sqm of office floorspace. As this site is a refurbishment and extension scheme, there are active constraints on the floor area and therefore the basement is required for cycle parking, showers, lockers, storage, bin storage and plant facilities. This removes 10% of the floor areas and as this space would not generate trips, it should be removed from the cycle space provision calculation. As set out within the TS, if we are just taking the active floors of the building (ground and above) then the site would provide 1 cycle parking space per 78sqm. Whilst this is below the London Plan standard, given the site constraints, it should be considered acceptable. It should also be noted that 18 short-stay cycle parking spaces would also be provided for visitors, comprising 9 Sheffield stands.

Showers and lockers would also be provided for staff within the basement level of the site to facilitate and encourage a greater uptake of cycling as a primary means of travel to the site on a daily basis. The nearby Santander cycle hire docking stations would be retained post-development, accommodating a degree of staff and visitor cycle trips to the site.

6.7.2. Delivery and Servicing Management Plan

The Delivery and Servicing Management Plan (DSMP) sets out a series of clearly defined procedures relating to the anticipated delivery arrangements and waste storage/removal requirements associated with the proposed redevelopment of Jahn Court. It is expected that the future occupiers of the site will sign up to these outline procedures through the final DSMP to be implemented prior to the occupation of the development.

This principle procedures of this framework DSMP can be summarised as follows:

- i. Delivery and servicing activity will be accommodated on York Way, Caledonia Street, Railway Street, Balfe and Albion Yard, as per existing arrangements adopted at the site;
- ii. The largest delivery vehicle required by the site will be a 9.2m x 2.5m refuse collection vehicle. The vast majority of deliveries would be carried out by 4.6t light vans, whilst occasional deliveries using larger 7.5t panel / box vans would also be generated by the office or fitness uses;
- iii. The proposed development would likely result in up to 3 additional deliveries per day when compared to the site's existing operation. This is not considered to be a detriment to the adjacent highway network;

- iv. Three secure refuse stores will be provided on-site for the use of the shared use of the office and retail unit;
- v. The site will generate 2-3 weekly refuse collections, which would be undertaken from Railway Street and Balfe Street by a private waste removal contractor;
- vi. All deliveries to the site will be encouraged to partake in the Fleet Operator Recognition Scheme (FORS) scheme where appropriate, which will assist in providing a quality and performance benchmark for deliveries to the site; and
- vii. Deliveries and waste collections will be coordinated and monitored to ensure that only one vehicle is present at the site at a given time. A range of other measures have also been proposed to reduce any potential impacts on the neighbouring properties or the local highway network.

Overall, it is considered that all reasonable measures have been provided to ensure that the proposed development will be efficient in its delivery and servicing and would not impact the local highway network or neighbouring properties.

6.7.3. Constriction Traffic Management Plan

It is intended that the Framework CTMP will form the basis for a detailed CTMP to be developed by the applicant's appointed Contractor and approved by LBI in due course. The Framework CMP provides an outline for the management of environmental impacts associated with the construction of the proposed development. The report has been prepared in line with relevant guidance from Transport for London (TfL) and LBI.

The plan will clearly identify environmental management responsibilities and activities, monitoring and auditing processes, complaints response procedures, and community and stakeholder liaison processes. The CTMP shall make reference to, and provide compliance with all legislation relevant to the construction phase. This shall be updated as new legislation is introduced. The CTMP shall be developed in liaison with the Environmental Health Department of LBI.

The CTMP outlines that careful consideration will be given to the following areas to minimise impact:

- Noise;
- Vibration Levels;
- Potential Impacts on Air Quality;
- Waste Management;
- Prevention;
- Re-use and Recycling;
- Other Recovery; and
- Disposal

The Framework CTMP will provide an outline for environmental management of the entire construction process and demonstrates the client's commitment minimising the impact of construction traffic and potential impacts on amenity, safety, highway capacity.

6.7.4. Travel Plan

The Travel Plan submitted with the application proposals identifies the measures the managers of the operators of the office and commercial units will seek to put in place to encourage staff/businesses to use sustainable modes of transport. An appointed Travel Plan Co-ordinator will be allocated to operate and manage the initiatives within the Travel Plan. The interim target of the Travel Plan is to increase the proportion of staff walking and cycling to 40% / 50% with a corresponding decrease in vehicular and public transport use. This is based on a review date of the end of year 3 / year 5 after occupation begins.

The Action Plan includes the following proposed measures, which relate to objective 1, promote and actively encourage sustainable travel to and from the site:

- Appoint Travel Plan Co-ordinator
- Local Recruitment Policy
- Smart/Flexible Working Policy
- Promote Use of Nearby Facilities
- Promote Walking/Cycling Routes
- Bicycle Purchase Scheme
- Local Bike Shop Discounts
- Cycle Training
- Bicycle Maintenance
- Cycle Hire Schemes
- Provision of Public Transport System
- Public Transport Discounts
- Interest Free Loans
- Provide Car Sharing/Car Club Information
- Staff Welcome Packs
- Travel Plan Events

Objective 2 relates to the provision of infrastructure to facilitate sustainable travel.

- Shower / Changing Facilities and Lockers
- High-Visibility Clothing / Personal Attack Alarms / Umbrellas
- Cycle Parking / Storage
- Puncture Repair Kit
- Example Travel Poster (see Appendix E of Travel Plan)

The principal aim of the Travel Plan will be to facilitate access to services and promote healthy travel. The reports undertaken by RGP demonstrate that the proposals meet the transport aspiration for sustainable development and that the scheme is acceptable in terms of highway and transportation in accordance with the NPPF, the London Plan parking and cycle standards and Policies DM8.2, DM8.3, DM8.4 and DM8.6.

6.8. Ecology

A Preliminary Ecological Appraisal and Preliminary Roost Assessment and Biodiversity Net Gain Assessment and Urban Greening Factor review has been prepared by MKA Ecology and is submitted as part of this planning and listed building consent application.

Policy DM6.5 states that developments must, protect, contribute to and enhance the landscape, biodiversity value and growing conditions of the development site. London Plan Policy G5 concerns urban greening and states that major non-residential development should contribute to the greening of London, whilst also reaching a score of 0.3. London Plan Policy G6 relates to biodiversity and states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. The aim of net gain is also included within ILP emerging Policy G4.

As noted within the report, the site is predominantly built form and has limited ecological interest. Nevertheless, the following ecological constraints and recommendations were identified as part of the ecological assessment:

- Retention of trees on site;
- Removal of butterfly-bush;
- Schedule vegetation and building clearance works between specific months, to avoid nesting birds;
- Light pollution minimisation both during and after the construction phase, including sensitive lighting scheme;
- Provision of a green roof;
- Bat bricks and boxes;
- Bird Boxes;
- Planters; and
- Deadwood features or bug hotels

In terms of urban greening factor, the development will score a total figure of 0.18. Whilst it is noted that this score does not reach the 0.3 target set by the London Plan, this is due to the nature of the proposals that are limited to the refurbishment of the existing building and due to the historical context (cobbles) and size of the external yard, there are limited areas on the ground floor which can be adapted to increase greening at this level.

Nevertheless, the proposals have sought to introduce greening where possible and also include a number of biodiversity enhancements (above). Furthermore, it should be noted that the targets within Policy G5 are a mayoral recommendations, and when sites are constrained for urban greening enhancements, it should not be considered negatively against the proposals.

The proposed enhancements on biodiversity will also score a total of 59% net gain in biodiversity, which is considerably larger than the 10% requirement of the upcoming Environmental Bill.

Overall, the proposal has considered all the ecological elements on the site, whilst also proposing enhancements to ensure that it reaches the urban greening and biodiversity net gain targets. In this respect, the proposals are compliant with Policy DM6.5, London Plan Policy G5 and G6 and the NPPF.

6.9. Arboriculture

An Arboricultural Report has been prepared by Tom Moya Associates and is submitted as part of this planning and listed building consent application.

Policy DM6.5 seeks to minimise any impacts on trees, shrubs and other significant vegetation. London Plan Policy G7 states that development proposals should ensure that, wherever possible, existing trees of value are retained.

The report confirms that there are 11 existing trees on site. This includes 9 lime trees within Ironworks Yard and 2 sweet-gum trees within Albion Yard. There are also some Ginkgo trees located adjacent to the site on York Way. None of these trees have Tree Preservation Orders (TPO's).

None of these trees will be removed to facilitate the development. Further to this, the construction of the main built elements will not require excavation or other works within the root protection (RPAs) of the retained trees. Minor pruning activities will be required on the trees on York Way and within Albion Yard, however these works are not considered to be detrimental to the trees and will improve their future relationship with the building and landscaping works.

Tree protection measures have also been incorporated within the report and ensure that the trees within and adjacent to the site will not be damaged while construction is undertaken.

Overall, it is considered that the appropriate study and measures will be put in place to ensure that the retained trees will be protected for their incorporation within the site and therefore the proposals are compliant with Policy DM6.5, London Plan Policy G7 and the NPPF.

6.10. Drainage and Flood Risk

A Flood Risk Assessment and Drainage Strategy Report has been prepared by Arup and is submitted as part of this planning and listed building consent application.

Policy DM6.6 states that major developments are required to demonstrate that Sustainable Urban Drainage Systems (SuDs) have been incorporated. London Plan Policy SI12 states that drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improve water quality and enhance biodiversity, urban greening, amenity and recreation.

The site is located within Flood Zone 1 and also a Critical Drainage Area. It should be noted that the north-eastern corner of the Times House and Laundry Building site falls within a Local Risk Flood Zone.

A flood risk assessment has been undertaken and found that flood risk from tidal/fluvial sources, groundwater, artificial sources and infrastructure failure are all considered to be low. Residual mitigations measures to reduce the risk of flooding from pluvial sources are proposed and include one way valves and a levels strategy. These are proposed to prevent the basement from flooding. Overall, with the understanding of the site setting and the proposals, it is considered that the development can be constructed and operated safely and will not increase flood risk elsewhere.

In terms of discharge rates, Policy DM6.6 states that major developments must be designed to reduce flow to a “greenfield rate” of run-off (8 litres/second/hectare) where feasible. Where it is demonstrated that a greenfield run-off rate is not feasible, rates should be minimised as far as possible, and the maximum permitted run-off rate will be 50 litres/second/hectare. It should however be noted that emerging ILP Policy S9 removes the maximum permitted run-off rate and states that *“run-off rates must be minimised to as close to the greenfield rate as possible”*.

As the project is a refurbishment and extension of an existing building, there are many constraints which restrict the available space for attenuation. As set out in Paragraph 5.2.1 of the Flood Risk Assessment and Drainage Strategy Report, the constraints of the site are:

- Structural load capacity and pitch of roofs which make blue roofs unsuitable in areas;
- Geocellular storage is unviable in areas due to foundation capacity, below ground services or heritage cobblestones; and
- A buried attenuation tank is an unviable option as it could risk structural integrity of the existing buildings

Due to these constraints the building will not achieve the green-field run off rate, yet there will be no increase in total combined foul & surface water discharge rate, compared to the existing building. In terms of the SuDs appraisal, blue roofs are considered to provide the majority of the storage required within the surface water drainage proposals. Furthermore, to offset the increase in foul discharge rates, and provide resilience to climate change, attenuation will be provided at basement level to reduce the surface water discharge rates.

Overall, it is considered that the appropriate measures have been adopted to ensure that there will be no increase in flood risk and a high quality and efficient sustainable drainage strategy. The proposals are therefore considered to be compliant with Policy DM6.6, London Plan Policy SI12 and the NPPF.

6.11. Contamination

A Geoenviromental and Geotechnical Desktop Study has been undertaken by Campbell Reith and is submitted as part of this planning and listed building consent application.

The geology of the site is expected to comprise made ground overlying the London Clay. Overall, the site is considered to have a very low sensitivity with respect to hydrogeology and hydrology given the presence of unproductive strata and the distance to the nearest surface water receptor.

Planning Statement

Jahn Court, Regent Quarter

savills

The site was historically occupied by buildings associated with foundry and lead works until circa 1953 when part of the site was occupied by a warehouse. The site remained largely unchanged until circa 2003 when the buildings on site were currently constructed.

Given the development history of the site and surrounding and, and the proposal to retain existing structures on the site, with limited external ground works, the site is generally considered to present a very low risk in relation to contamination issues. The report advises that there is a low-moderate risk considered in respect to vapour generation from the underlying soils, associated with the historic site uses. However, it is though that remedial works may have been undertaken at the site during development in circa 2003 and we would welcome confirmation from the Council on this point.

Ground investigation is not currently considered to be necessary, however if the development changes in any particular way that could affect contamination, this will be reassessed. It is considered that the submitted desk top study is sufficient to satisfy planning conditions relating to former site uses and provision of a preliminary risk assessment.

7. Planning Conditions and Obligations

7.1. Planning Conditions

Paragraph 55 of the NPPF states that Planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

The PPG notes (paragraph 007, ID 21a-007-20140306) that it is important the local planning authority limits the use of conditions that require their approval of further matters after the permission has been granted unless they are specifically justified. Such conditions should be discussed with the applicant before permission is granted to ensure that unreasonable burdens are not being imposed and that these conditions ensure that the timing of submission meets the planned sequence of developing the site. From October 2018, planning permission for the development of land may not be granted subject to pre-commencement conditions without agreement of the applicant.

Planning conditions that unnecessarily affect the ability to bring a development into use, allow a development to be occupied or otherwise impact on the proper implementation of the planning permission, should not be used. If the Council requires additional information in order to fully assess the proposal, we would welcome the opportunity to be able to provide this to the Council during the consideration of the application to avoid the need for pre-commencement conditions which would otherwise prohibit our client from meeting their programme.

In addition to the standard time limit and approved documents, it is anticipated that planning conditions may be necessary in respect of the following matters:

- Samples and details of external materials;
- Detailed plans and elevations of parts of the development (e.g window/doors details);
- Hard and Soft Landscaping Details;
- Noise Management Plan;
- Secure by Design;
- Drainage Details (inc. maintenance plan);
- Details of Ecological Enhancements;
- Post development BREEAM assessment
- Compliance in Respect of:
 - Noise Limits
 - Construction Traffic Management Plan;
 - Delivery and Servicing Management Plan;
 - Cycle Parking;
 - Refuse Storage;
 - Travel Plan
 - Sustainability Features
 - Fire Design

7.2. S106 – Heads of Terms

Planning obligations can assist in mitigating the actual or potential impacts of development. They can only constitute a reason for planning permission if they meet the tests set out in paragraph 56 of the NPPF. This states that the obligation must be:

- Necessary to make the development acceptable in planning terms
- Directly related to the development
- Fairly and reasonably related in scale and kind to the development

At this stage, we propose the following Heads of Terms, which will be subject to ongoing discussions with the Council:

- Employment and Training (Construction Phase);
- Employment and Training (Operational Phase);
- Affordable Workspace;
- Accessible Parking and Transport;
- Construction Practice;
- Highways and footways reinstatement;
- Transport for London Contribution;
- Carbon Offsetting;
- Decentralised Energy;
- Green Performance Plan;
- Travel Plan;
- Legal Costs

Policy DM5.1 states that within the CAZ, major development proposals that result in a net increase in office floorspace should also incorporate housing. Where housing comprises less than 20% of the total net increase in office floorspace, an equivalent contribution will be sought for the provision of housing off-site. This policy was based on an old London Plan Policy (Policy 4.3), which has now been superseded by the London Plan adopted in 2021. No policies within the London Plan include this requirement and therefore this requirement has now become outdated and is not considered to be required. It should also be noted that the final pre-application letter did not include this requirement within the draft heads of terms section.

7.3. Community Infrastructure Levy

Both sites fall within the Islington Charging Zone A for CIL, as shown below. For developments that provide Office (B1a) floorspace, a charge of £80 metres squared will be charged.

Both sites also fall within the Central London MCIL2 charging area for office, retail and hotel use. For developments that provide office floorspace, a charge of £185 metres squared will be charged.

8. Conclusions

This document has been prepared in support of scheme proposals at Jahn Court, Regent Quarter for an office led refurbishment and extension scheme, with flexible office and fitness uses within ground floor units.

The comprehensive and detailed submission demonstrates clearly, in our view, that the submitted scheme proposals should be supported. It accords with planning legislation and guidance at local, regional and national levels; and the development proposals make effective use of a highly sustainable site, embrace high quality design principles, and have been developed by paying close attention to detail in its aesthetic composition in its immediate townscape.

This high-quality office led scheme seeks to provide sustainable, interesting and well-designed development within Kings Cross (an identified Employment Growth Area for development). In accordance with Paragraph 11 of the NPPF which provides a presumption in favour of sustainable development, planning permission should be granted in this instance as there are no adverse impacts which would significantly and demonstrably outweigh the benefits to be delivered by the scheme, when assessed against the policies in the NPPF.

The scheme proposals accord with the key considerations of Islington's Development Plan Policies, The London Plan and the NPPF. In summary, the development:

- Will involve the refurbishment and extension of a building within a brownfield site within a highly sustainable location. The development will increase and improve the existing office use, whilst also proposing two uses on the ground floor (office/fitness) which complement the main office use;
- The site lies within an identified Employment Growth Area for development of offices and the provision of improved and increased office development is therefore policy compliant.
- The development will provide an affordable workspace offer which equates to 5% of the net increase in floorspace over both sites and is therefore policy compliant;
- The development will deliver significant social value in terms of job generation and local economic benefits, health and wellbeing and environmental improvements as summarised in the Infographic in Appendix 2 and through the delivery of S106 Contributions and CIL payments.
- The development has been designed to a high quality standard, retained as much of the building fabric as possible, whilst proposing high quality extensions that are respectful of the existing site and surrounding context;
- The design has sensitively responded to existing heritage asset to ensure that the proposals preserve and enhancement the conservation areas and the setting of listed buildings and locally listed buildings;

Planning Statement

Jahn Court, Regent Quarter

savills

- The development is highly sustainable. It complies with the GLA's Energy Hierarchy and will meet the environmental performance standards of BREEAM Excellent;
- The scheme will be car free and includes cycle parking spaces to respond to the site's high PTAL rating of 6B and policy requirements;
- A Daylight, Sunlight and overshadowing assessment has been undertaken which confirms that the impact of the proposed development to surrounding residential properties and amenity space is acceptable;
- The proposals are acceptable in respect of Air Quality (air quality neutral) and Noise Considerations;
- The proposals will provide a biodiversity net gain on the site and also reach an urban greening score of 0.18. Tree measures have also been considered to ensure that trees within and adjacent to the site are protected;
- A public consultation exercise was undertaken. The outcome of the public consultation showed that overall the scheme is supported by the local community. The NPPF advises that where proposals have been developed and have taken account of the views of the community, proposals should be looked on more favourably.

Overall, the development proposals comply with National, Strategic and Local Planning Policies and benefit from the presumption in favour of sustainable development, as set out in Paragraph 11 of the NPPF. We therefore respectfully request that the Council favourably determine the application.

Appendix 1 – Planning History Table

Planning History Table – Regents Quarter

Savills

Applications that relates to both North and South Site or multiple buildings	
831277 (North Site: 23/30 York Way; 21,23 and 25-31 Caledonian Road; 1 Balfe Street and 15-25 Caledonia Street and South Site: 20,22,22A York Way; 2,4,6 Caledonia Street and land between 4 Caledonia Street and 19 Caledonian Road; 1,3 and rear of 7 Caledonian Road; 278, 280,282,290 and 292 Pentonville Road and 17 Balfe Street.	Redevelopment of the sites (except 17 Balfe Street) to provide; - a) 213,700 sq.ft of offices; four squash courts, restaurant, shops (not exceeding 13,580 sq.ft) with ancillary servicing and car parking, and landscaped pedestrian deck and Change of use of 17 Balfe Street from offices to community centre.
851255 (related to above)	Extension of period for submission of details pursuant to Condition (2) of the outline permission dated 25th November 1983. The period of extension shall be until 25th November 1989.
911140 (Block Bound by York Way, Caledonia Street, Caledonian Road, rear of properties in Balfe Street and Railway Street, n1 ("Albion Yard Block")	Demolition of unlisted buildings in a Conservation Area (as amended by applicants letter dated 11 June 1992)
P000433	Conservation Area Consent for demolition of buildings are specified in RHWL Brochures 5 and 6 Blocks B, C, D dated August 2001
P000434 (Site bounded by Pentonville Road, Caledonian Road, Balfe Street, Wharfdale Road and York Way, N1)	Redevelopment and refurbishment in connection with provision of 8,815 sq.m. of B1 office space, erection of 266 bed hotel, 138 residential units, two no live/work units, A1, A2, A3 uses, gymnasium and gallery, 19 car parking spaces, pedestrian links and security gates, including demolition, refurbishment, associated landscaping and traffic works
P000434(S106A) (Block C, Regent Quarter, Kings Cross (site formerly known as Albion Yard, bound by Caledonia Street, Caledonian Road, Balfe Street, Railway Street and York Way), Islington, London, N1 9DB)	S106A application to modify planning obligations of S106 Agreement P000434, dated 5th June 2002, to vary the definition of the Prescribed Hours of the Block C Internal Walkways
P031100	Part refurbishment and part redevelopment for office (Class B1), retail (A1,A2 and A3) and showroom (sui-generis) uses and associated new access plant landscaping and other related works - variation to scheme approved 4th April 2003 Ref: P022525

P022525	Revisions and extensions to the previously approved refurbishment scheme approved on 10th June 2002 (Ref: P000434) to provide 5020m ² of B1 office accommodation in two buildings (one a refurbished basement and three storey building; one a new basement and five storey building); a range of food and drink and mixed use commercial and showroom accommodation (A1, A2, A3, Sui- generis); nine residential units (five x 1 bed and four x 2 bed) and elevational alterations to ground of 13-17 Caledonian Road	Approved April 2003
P052733	Variation of Conditions 11, 12 and 13 of P031100 and Conditions 12, 13 and 14 of P022525 all dealing with noise and vibration.	Approved January 2006
P050311	Revisions to planning permissions P000434 (as amended by P022525 and P031100) to provide revised restaurant and office accommodation and public space.	Approved May 2005
P040725	Variation of conditions (Block B & C) 16, 17, 18, 19 & 20 (noise and vibration control) of planning permission reference P000434 dated 10th June 2002.	Approved May 2005
P040751	Variation of Conditions (Block D), 13, 15, 16, 17 & 18 (noise and vibration control) of Planning Permission P000434 dated	Approved May 2005
P080281	Redevelopment of Regent Quarter Block D, comprising part demolition, part conversion of existing buildings and erection of part 2 to 6 storey buildings to accommodate 5439m ² Business (Use Class B1), 175m ² Restaurant (Use Class A3) and 54 Residential units (19x1, 30x2 and 5x3 beds), with 135 cycle spaces, 3 disabled spaces and associated landscaping.	Approved September 2008
P062410 (8, Caledonia Street; 2 Varnishers Yard & Part of 5 Times House, Bravington's Walk, Islington, London, N1)	Change of use to restaurant	Approved February 2007
P2015/4279/ADV (Advert consents relating to whole site)	Installation of 1no. rear halo illuminated fascia sign on entrances fronting Pentonville Road, 1no. non-illuminated hanging sign to Albion Walk entrance fronting Caledonia Street and 13no. wall mounted non-illuminated replacement signs for directions and branding.	Approved November 2015

North Site

Cottam House, 36-40 York Way	900818	Change of use from light industrial (B1) use to warehousing (B8) use (ground floor right hand front part).	Approved October 1990
P061086		Renovation of existing building for use as Class B1	Approved July 2006
P2019/3552/FUL		Change of use of ground floor from office (Class B1) to clothing manufacturing place and showroom (Sui Generis) for a temporary period of 2 years.	Approved May 2020
P2020/0021/FUL		Installation of new doors to York Way entrance; erection of a ground floor infill extension to rear and installation of new doors to provide additional B1 floorspace; replacement of existing ground floor windows to rear elevation; replacement store room door; replacement of existing rooftop plant equipment; new stepped terrace and platform lift at rear ground floor; and associated works.	Approved May 2020
The Brassworks, 32, York Way	P2017/4073/PRA	Installation of a payphone kiosk on the public highway.	Refused December 2017 (Dismissed at appeal)
	P2015/0128/ADV	Installation of a projecting sign to the front of the property.	Approved January 2015
	P2015/0734/FUL	Installation of an additional roof mounted air conditioning plant on the second roof terrace.	Approved February 2015
	P043002	External alterations including: new front entrance threshold, fire exit stair to side elevation, bicycle stands, hard/soft landscaping feature, new cowls in roof, new door and stair to rear 2nd floor elevation and installation of plant on flat roof.	Approved February 2005
	P041459	Change of use of ground floor to A3, D2 and B1 office	Approved June 2004
The Gallery, 34B York Way	P000432 (also associated with 7 Caledonian Road and stables to the rear of 55 Balfe Street.	Listed Building Consent in connection with refurbishment, alteration and repair at 34B York Way, 7 Caledonian Road and the stables to the rear of 55 Balfe Street.	Approved June 2002

	APPLICANT'S PLAN NOS.: 3357/BEA 20 P00,P01,P02a,P03a,P-1,E01. 3357/A001B-A005B,A006A; 10380/35,001a,002a,003,004a-008a; 10380/35 030a-038a These plan numbers exclude drawings as existing. As existing drawing numbers are 3357/T-94-P01B; 4180/11; 4405/02-04,06,08; 4406/05-07,13,14	
P032689	Approval of details pursuant to conditions 15a (window design), 15b (fire proofing columns, 15d (rooflight), 15e (ground floor window infill), 16 (ground floor surface), 17 (first floor repairs), 18 (elevation behind fascia panel), 19 (method of external paint removal), 21 (external point removal) and 24 (treatment of exposed flanks) of Listed Building Consent ref P000432 dated 10/06/02 (which included the sites of 7, Caledonian Road and the stables to the rear of 55 Balf Street).	Approved October 2003
P070909	Listed building consent in connection with internal alterations.	Approved May 2007
16-17 Railway Street (The Copperworks) 821287	Continued use for further limited period as a car park	Approved (no date)
P072450	Change of use of ground floor from Class A3 use to B1 office use	Approved December 2007
P080276 21 and 23 Caledonian Road (Focus Point, Tesco) 871806	Alterations to ground floor doors and windows to front and side (north and west elevations) Demolition of buildings situated in a conservation area.	Approved March 2008
P041192	Retention of new shopfronts and acoustic louvres at roof level.	Approved February 1988
P041136	Display of internally illuminated fascia signs, projecting signs and box signs to South and East elevations.	Approved February 2005
P061507	Installation of through the glass ATM with associated alterations.	Refused August 2006
P2013/3015/FUL	Creation of new entrance/exit on eastern elevation. Advertisement application P2013/3023 also submitted.	Approved November 2013
P2013/3023/ADV	Internally illuminated fascia sign to the eastern elevation. Full Planning application P2013/3015 also submitted.	Approved November 2013

P2013/3533/FUL	Relocation of the existing ATM to the north-eastern corner of the property.	Approved November 2013
P2013/3536/ADV	Display of replacement fascia signs, projecting signs and vinyl applied to shopfront.	Approved December 2013
P2013/4731/FUL	Relocation of an existing ATM on the south elevation of the building.	Approved January 2014
P2014/5049/COL Certificate of Lawfulness (Existing)	Certificate of lawfulness in connection with the operation of the first floor of the subject property as B1A (Office) Use.	Approved February 2015
26-30 York Way (Premier Inn)		
P011055	Conservation Area Consent for demolition of existing buildings	Approved July 2001
P050464	Erection of various externally illuminated and non illuminated signs	Approved June 2005
P071025	Change of use of part of ground floor to A3 (cafe use) and insertion of new door.	Approved June 2007
P080866	Installation of extraction flue	Approved August 2008
P092698	Display of external signage	Approved February 2010
P102161	Installation of a replacement 2x roof mounted air conditioning units	Approved December 2010
P111444	Installation of three No.'flagpoles' each containing a triband antenna, two No. equipment cabinets and ancillary equipment on the roof of King's Cross Premier Inn	Approved August 2011
P2015/4306/FUL.	Infilling of undercroft terrace area at ground floor level with associated external alterations comprising new glazing and formation of a new pedestrian entrance and replacement windows	Approved December 2015
P2016/3113/FUL	Amendment to planning application P2015/4306/FUL dated 07/12/2015 for the infilling of undercroft terrace area at ground floor level with associated external	Approved September 2016

	alterations comprising new glazing and formation of a new pedestrian entrance and replacement windows. Amendments to include the introduction of bi-fold doors and glazed balustrade to the western elevation, the removal of the balustrade on the southern elevation and replacement of opening windows with fixed windows.	
P2019/3113/FUL	Proposed telecoms works to include: 1) The installation of 3no. new VF antenna on new wall mounted support poles; 2) The replacement of 3no. VF/TEF antenna and flagpoles with 3no. new VF/TEF antenna and 850mm diameter flagpoles; 3) The installation of 1no. VF GPS module above the antenna; 4) The installation of 15no. wall mounted ERS units 5) Ancillary equipment to hotel building.	Approved December 2019
P2019/3750/FUL	Installation of boiler flue to northern elevation of hotel building	Approved May 2020
P2020/1716/S73 278-284 Pentonville Road	Section 73 application (Minor Material Amendment) to vary condition 2 (approved drawings) of Planning Permission Ref: P2019/3750/FUL dated 20/05/2020; namely rerouting of the previously approved boiler flue.	Approved October 2020
841421 (no.278)	Change of use of the ground floor shop with ancillary storage in the basement and part first floor to ground and part first floor restaurant and basement wine bar.	Approved September 1984
P060479 (no.280)	Installation of new shopfront.	Approved May 2006
P060480 (no.280)	Change of use from A1 on ground floor and basement to A1/D1 to operate as opticians centre.	Approved May 2006
P2013/3150/FUL (no.280)	Change of use from A1/D1 (Shop/clinic use) to Class A1 (Shop) at basement and ground floor.	Approved November 2013
P2014/1089/ADV (no.280)	Erection of an internally illuminated fascia sign and an internally illuminated projecting sign.	Refused May 2014
P2014/2618/ADV (no.280)	Display of one non-illuminated fascia sign and one non-illuminated projecting sign	Approved August 2014
P2017/3804/TRE (yard to the rear of 278-284)	G1 - Group of 4 x Lime trees Reduce all 4 crowns in size by 30% Raise crowns to 2.5m from ground level Remove major dead wood Clear all structures of branches by 1m	No date of approval
P060037 (no.282)	Installation of fascia sign.	Approved March 2006
P060516 (no.282)	Installation of new shopfront including Disabled Access entrance door.	Approved May 2006

P061146 (no.282)	Alterations to fascia sign (amended scheme to that granted advertisement consent Ref: P060037 dated 3 March 2006.)	Approved September 2006
P112805 (no.282)	Installation of an internally illuminated fascia sign and one projecting sign.	Approved April 2012
P080051 (no.284) 286-292 Pentonville Road	Installation of new shopfront	Approved May 2008
P06033516 (no.286-292)	Installation of externally illuminated projecting sign	Approved April 2006
P060362 (no.290-292)	Installation of a shopfront with glass doors.	Approved May 2006
P060363 (no.290-292)	Installation of an illuminated shop fascia sign.	Approved May 2006
P061215 (no.290-292)	Installation of two shop signs located internally behind shop front with cut out stencil lettering illuminated by internal fluorescent tube lighting, each measuring 5000mm x 610mm.	Approved August 2006
P061665 (no.286-292)	Installation of illuminated projecting signs.	Approved September 2006
P090738 (no. 286-292)	Creation of a new door in front elevation of shop.	Approved July 2009
 294-300 Pentonville Road		
P051356 (no.296-298)	Installation of one projecting externally illuminated sign.	Approved July 2005
P052918	Installation of air conditioning plant at roof level.	Approved December 2005
P052457	Installation of air conditioning plant at roof level.	Approved December 2005
P052918 (no.296-298)	Installation of one fascia externally illuminated sign (halo lighting)	Approved February 2006
P053034 (no.296)	Installation of new shop front and location of external air conditioning plant on flat roof at 4th floor level.	Approved February 2006

P053037 (no.296)	Installation of a new fascia and projecting sign (externally illuminated)	Approved February 2006
P2015/5226/FUL (no.296)	Replacement of the existing green powder coated panels to the fascia signage with new black aluminium fascia panels including re-lamp of existing fascia sign and projecting sign to LED bright white.	Approved February 2016
941047 (no.300)	Change of use of ground floor from retail to snack bar/ restaurant/take-away.	Approved October 1994
2 York Way (also known as 302-304 Pentonville Road)		
P071099	Redecoration of existing shopfront, installation of timber batons and new doors.	Approved June 2007
P071092	Redecoration of existing shop front, installation of timber batons and new doors in new location.	Approved June 2007
P061242 (2B York Way)	Change of use to A3 (Coffee bar) including alterations to the shopfront and installation of air conditioning units to the rear.	Approved October 2006
P061243 (2B York Way)	Installation of new externally illuminated fascia sign above shop front.	Approved October 2006
P070396 (2A York Way)	Installation of internally illuminated fascia and projecting signs at frontages on Pentonville Road and York Way. NB Parallel Planning application Ref P070397 also made.	Refused March 2007
P070397 (2A York Way)	Alterations to existing shopfront involving installation of timber battens & new doors.	Refused March 2007
P2014/2569/ADV (2 York Way)	Installation of a scaffold shroud screen to the Pentonville Road and York Way frontages incorporating advertising inset within the two frontages, for a period of six months during construction work.	Refused August 2014
P2020/1692/FUL	Refurbishment of shopfront to include new aluminium fascia panels and glazing, infill of recess and installation of new entry/exit doors, installation of new delivery door and black granite effect stall risers and installation of 3 no. LCD screens and replacement fascia signage.	Refused August 2020
P2020/1725/ADV	Refurbishment of shopfront to include new aluminium fascia panels and glazing, infill of recess and installation of new entry/exit doors, installation of new delivery door and black granite effect stall risers and installation of 3 no. LCD screens and replacement fascia signage.	Refused August 2020

P2021/0467/FUL	Installation of new shopfront to ground floor unit.	Approved April 2021
20 -22 York Way		
P021569	Change of use of access yard and erection of a ladder and platform for emergency access and egress from York Curve tunnel for a temporary period, to facilitate engineering works. APPLICANTS' PLAN NOS.: D213/AD/NTH/UE/920 - Rev. C1; Site J/SK01.	Approved October 2002
9618457 (first floor)	Retention of use as a meeting hall for community and religious services.	Approved March 1997
24 York Way		
P042650	Rear first floor extension and general improvements.	Approved December 2004
P080381	Creation of decked roof terrace on existing rear flat roof at first floor level, including replacement of existing door with a new sash window.	Approved June 2008
P080670	Erection of 4x external fabric awnings to the north façade of the existing building and a plain wall clock to the curved corner of the property. (Parallel to Advertisement Consent application re. P080682).	Refused May 2008
P2016/4150/FUL	Partial replacement of render to frontage of public house with glazed brick slip tiling and repainting	Approved December 2016
P2017/1312/FUL	Installation of a replacement timber frame door and timber side panel.	Approved June 2017
2-10 Caledonia Street		
P0526998	Approval of detail pursuant to condition 29 of P022525. Details of new entrance door, railings repair, reglazing rooflight.	Approved November 2005
P031100 (and rear of 7 Caledonian Road)	Part refurbishment and part redevelopment for office (Class B1), retail (A1,A2 and A3) and showroom (sui-generis) uses and associated new access plant landscaping and other related works - variation to scheme approved 4th April 2003 Ref: P022525	Approved December 2003
P022525 (and ground floor or 13-17 Caledonian Road)	Revisions and extensions to the previously approved redevelopment and refurbishment scheme approved on 10th June 2002 (Ref: P000434) to provide 5020m ² of B1 office accommodation in two buildings (one a refurbished basement and three storey building; one a new basement and five storey building); a range of food and drink and mixed use commercial and showroom accommodation (A1, A2,	Approved April 2003

	A3, Sui-generis); nine residential units (five x 1 bed and four x 2 bed) and elevational alterations to ground of 13-17 Caledonian Road	
8 Caledonia Street P101970	Change of use from A3 (restaurant) to A4 (bar/drinking establishment) on semi-basement floor.	Approved December 2010
P2019/3116/FUL	Change of use of the ground floor from restaurant (Class A3) and bar (Class A4) to flexible mix of uses, including as retail, restaurant and bar, gym or event space (sui generis), for a temporary period of two years.	Approved December 2018
15-25 Caledonia Street P040726	Conservation Area Consent in connection with part demolition of 13-17 Caledonia Street	Approved March 2004
3 Caledonian Road P080350	Use of ground and basement as D1 (physiotherapy clinic)	Approved March 2008
P2015/3992/FUL	Change of use of basement and ground floor unit of the building from use class D1 (physiotherapy clinic) to use class A1 (shops).	Approved February 2016
7 Caledonian Road 911136	Demolition of Listed Building.	Approved September 1992
P2014/3940/FUL (to the rear)	Installation of an air conditioning condenser unit into the gated plant area	Approved November 2014
P2015/1365/LBC	Creation of a doorway at 1st floor level within the party wall between No.3 Bravingtons Walk and 7 Caledonian Road	Approved May 2015
13-17 Caledonian Road P080016 (13, Caledonian Road (part of nos:15-17 Caledonian Road)	Retention of new fully glazed contemporary style shopfront	Approved September 2008

P080941 (15-17, Caledonian Road)	Retrospective application for installation of a new shop front	Approved August 2008
P082102 (15-17, Caledonian Road)	Installation of an automated teller machine (ATM) This application may affect the character and appearance of the conservation area. Town and Country Planning (Listed Building and Conservation Areas) Act 1990 (as amended) Section 73.	Approved December 2008
P2020/1366/FUL (15-17, Caledonian Road)	Installation of new shopfronts and retractable awnings, the installation of an extract duct to the rear elevation, and the installation of two no. plant units to the rear in association with the change of use of ground and basement from retail (Class A1) to restaurant (Class A3); and other associated physical works. Associated advert consent (P2020/1412/ADV)	Approved February 2021
The Varnish Works, 3 Bravingtons Walk	Installation of air conditioning condensers at roof level.	Approved September 2012
P121230	Installation of new air conditioning condensers and relocation of existing condensers to roof level adjacent to Times House	Approved September 2013
P2013/1553/FUL	Installation of an external condenser unit (in addition to the previously approved units under application ref P2013/1553/FUL) installed within the existing flat roof plant area, with associated pipework running directly in to the adjacent plant room.	Approved February 2014
4 Bravingtons Walk	Change of use to health club.	Approved March 2007
P062489	Change of use of basement and ground floor to D2 Health Club with ancillary Cafe.	Approved July 2007
P071269	Erection of a single storey extension to the south for use as additional gym space.	Approved September 2012
Other Planning History of Interest		
P052019 (10-18, York Way)	Demolition of the existing 3 storey commercial property with the retention of the facade of 12-18 York Way. Erection of 11 residential units with a restaurant/bar (A3, A4 use) at ground/basement level and fronting York Way. Erection of a two storey theatre/cinema to the rear of the site with roof top bar and plant enclosure. (Also Conservation Area Consent Ref: P052020)	Approved August 2006

P052019(MA01) (10-18, York Way)	Minor amendment to planning permission of 21 August 2006 (decision reference P052019) involving non-material alterations to appearance of window openings.	Approved December 2007
P2013/3106/FUL (11 Caledonian Road)	Change of use of basement and ground floor from A1 use class (retail) to a mixed class for the remainder of the basement and ground floors. Construction of two storey rear extension, all to be A3 class, new plant equipment to rear, new shopfront to Caledonian Road and associated works.	Approved October 2013
P111832 (London Studio Centre, 42-50, York Way, 9 Railway Street, Islington, London, N1 9AB)	<p>Change of use of the existing building to B1 offices. Provision of a roof extension to part fourth and fifth floor levels, including roof terraces and comprising of an additional 651sqm floorspace (total gross internal floorspace of 4832 sqm).</p> <p>Creation of new lightwells on Railway Street to basement, creation of new entrance at corner of Railway Street and York Way, removal of existing brickwork and windows from Railway Street and York Way frontages, cantilevering of building façade above ground floor level, provision of new cladding and windows to York Way and Railway Street elevations with over cladding of rear elevation and provision of new windows to rear elevations.</p>	Approved October 2011
Kings Cross Redevelopment	Outline permission for the Kings Cross Central redevelopment was first approved in 2006 (Ref: 2004/2307/P). Zones A and B of the redevelopment are the closest to the application site. Since the outline permission above, a number of reserved matters applications have been approved (2017/3133/P; 2014/6968/P; 2014/4125/P; 2013/4001/P; 2011/4713/P; 2011/4090/P; 2010/0870/P; 2010/0868/P and 2010/0864/P) which relates to buildings ranging from 7-13 stories in height.	(Pending Consideration)
2020/3881/P (Belgrave House, Belgrave Street)	Redevelopment of Belgrave House as a part 5 part 10 storey building plus 2 basement levels for use as office and research and laboratory floorspace; with café, flexible retail and office floorspace at ground floor; an auditorium at basement; incorporating step free entrance to Kings Cross Underground station in place of two entrance boxes along Euston Road; together with terraces at fourth and fifth floor levels, servicing, cycle storage and facilities, refuse storage and other ancillary and associated works	(Pending Consideration)

2020/3880/P (314-320 Acorn House Gray's Inn Road)	Redevelopment of Acorn House as a part 6, part 10 storey mixed-use building with 33 affordable homes (with external playspace at level 6, a community room and terrace at level 9), affordable office space and retail unit at ground and basement level; together with cycle parking facilities and associated ancillary uses.	(Pending Consideration)
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Appendix 2 – Economic Benefits and Social Value Infographic

The Proposal

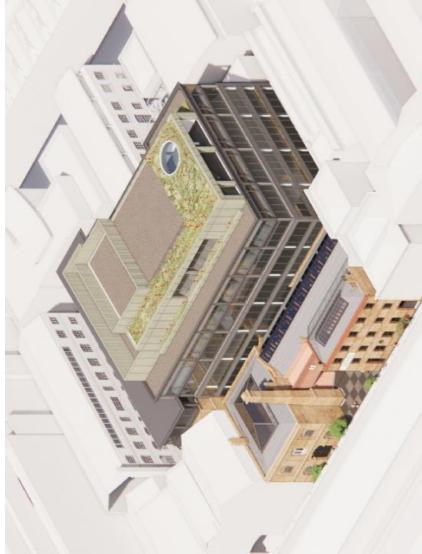
Jahn Court Regents Quarter

Savills Economic Benefits and Social Value

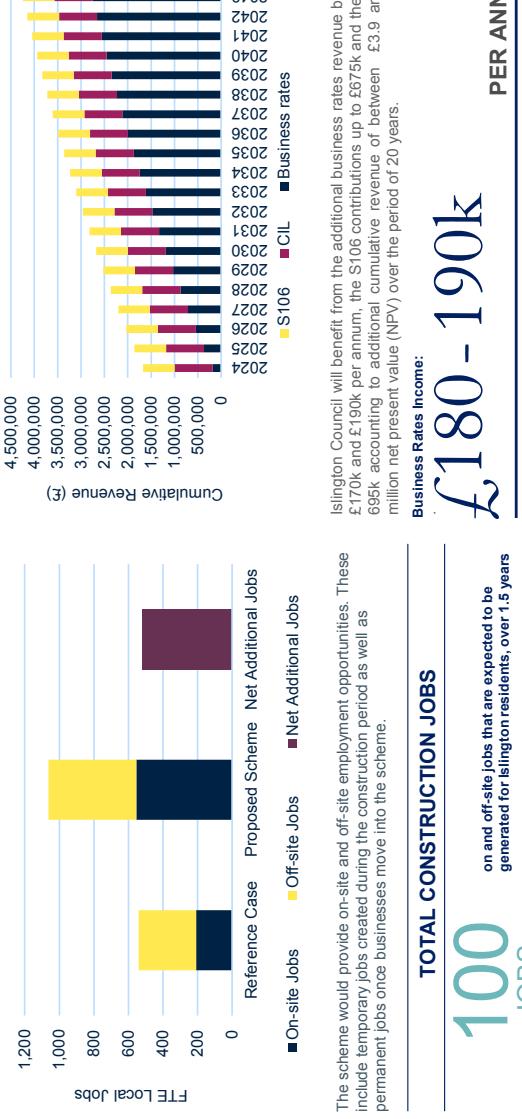
Savills have been commissioned by Endurance Land LLP to undertake an assessment of the economic benefits and social value of the Jahn Court development proposal in the administrative area of the London Borough of Islington.

This infographic summarises the key findings.

The figures presented in this infographic are net additional. Therefore the benefits presented take into account the efficiency gains from the proposed development and discount any benefits associated with the existing development.



Economic Benefits



The scheme would provide on-site and off-site employment opportunities. These include temporary jobs created during the construction period as well as permanent jobs once businesses move into the scheme.

TOTAL CONSTRUCTION JOBS

100
JOBS
on and off-site jobs that are expected to be generated for Islington residents, over 1.5 years

TOTAL NET ADDITIONAL OPERATIONAL JOBS

480 to 510
JOBS
permanent on- and off-site jobs for residents of North London

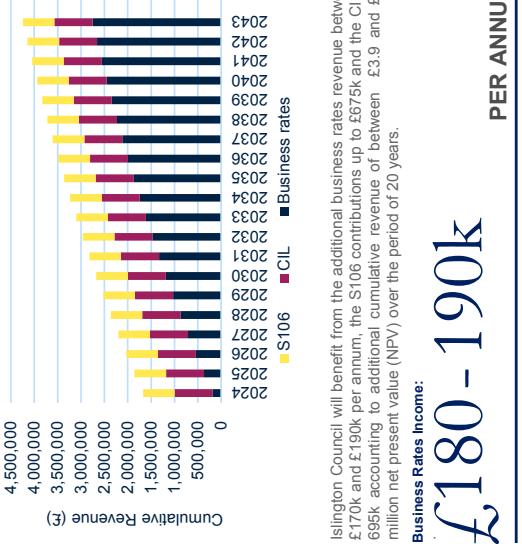
GROSS VALUE ADDED

£33 - £35 MILLION
net additional Gross Value Added (GVA) associated with the additional number of jobs

ADDITIONAL LOCAL SPEND OF WORKERS

£1.1 MILLION
per annum
Assuming 80% of employees buy lunch and drinks locally

Public Sector Revenues (NPV)



Islington Council will benefit from the additional business rates revenue between £170k and £190k per annum, the S106 contributions up to £675k and the CIL of £695k accounting to additional cumulative revenue of between £3.9 and £4.1 million net present value (NPV) over the period of 20 years.

Business rates income:
£180 - 190k PER ANNUM
Section 106 up to:
£675k (subject to change)
Community Infrastructure Levy
Local

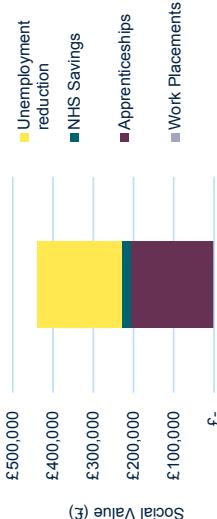
£260k Local
Mayoral
Cumulative Income:
£435k

£4.0-4.1 million OVER 20 YEARS
* Net present value at 3.5%
Cumulative Income:
£4.0-4.1 million OVER 20 YEARS



Community Benefits

Skills and Employment



The Social Value Assessment considers the benefits for the local community resulting from the Proposed Development according to the following themes:

- Skills and Employment - benefits from returning to work, apprenticeship opportunities and NHS Savings;
 - Community benefits – such as local procurement opportunities, public realm improvements and Construction Careers Information, Advice & Guidance Events
- The construction of the proposed development would have a positive social value impact delivering multiple benefits to the local community. An assumption can be made regarding the number of construction workers who have been previously unemployed (10), based on similar projects and number of Job Seeker's Allowance (JSA) claimants. Associated NHS savings with returning to work are estimated based on the Oxford Economics findings from Cost-benefit analysis for the Department for Work and Pensions (2010). The scheme would also deliver training opportunities for young people and positions for new entrants which are estimated based on benchmarks from the National Skills Academy for Construction. The social value of employment and training opportunities is estimated based on the National Themes Output Measures (TOMs) proxies (2021).

UNEMPLOYMENT REDUCTION



NHS SAVINGS FROM UNEMPLOYMENT REDUCTION



APPRENTICESHIPS



WORK PLACEMENTS



Community Benefits



The design has been developed in consultation with a security consultant and the development seeks to achieve secure by design accreditation. The retain and refurbish strategy aims to maximise the reuse of existing resources on-site or off-site and divert 95% of waste from landfill. The carbon emissions savings achieved through the incorporation of passive design, energy efficiency measures and low and zero carbon technologies achieve 38.1% CO2 reduction over the baseline emissions.

SUSTAINABLE TRANSPORT

A car free development with 143 high quality short and long stay cycle parking places.

SECURE BY DESIGN

The proposals seek to achieve the Secure by Design accreditation.

CIRCULAR ECONOMY

of the total floorspace uplift (Jahn Court; and Times House and Laundry Building sites) being provided within 'The Hub' at 34 York Way

CO₂ REDUCTION

an overall CO₂ reduction of 38.1% over the baseline emissions (regulated and unregulated)

TOTAL SOCIAL VALUE

£4.3 million

over the construction period (1.5 years)

Appendix 3 – Retail and Town Centre Use Impact Assessment

Jahn Court, Regent Quarter Retail and Town Centre Use Impact Assessment

Background

The application proposes a new office development for Jahn Court with commercial uses at ground floor level, together with public realm improvements to Ironworks Yard and Albion Yard, as part of the Vision for Regent Quarter to create a vibrant mixed use community for the Estate.

It is intended for this part of Regent Quarter to provide quieter uses to respect the existing residential community in this part of the Estate, in comparison to southern block, which has more active and night time economy uses. The development proposals for Jahn Court comprises a flexible office and fitness use on the ground floor.

Site Context

Jahn Court (and The HUB) comprises a total of 8,270.2 sqm of existing office use only.

A table identifying the floorspace for the existing and proposed uses on the ground floor and associated office development is provided below.

Existing Use	Sqm
Flexible Class E (g) (i) Office	8,270.2
Total	8,270.2
Proposed Use	Sqm
Flexible Class E (g) (i) Office	10,263
Flexible Class E (g) (i) Office and (d) Fitness	382.5
Total	10,645.6

The site is located within the CAZ which is suitable for Town Centre uses. Part of Regent Quarter, north and south blocks are also located within the Kings Cross Local Shopping Area (as shown below). This is also replicated in the emerging Local Plan.



Figure 1 – Screenshot of LSA map (Source: LBI DMPD, 2013)

Planning Policy Context

The retail elements of the proposed development are defined as 'main town centre uses', as defined by the NPPF. Paragraph 89 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. Paragraph 89 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 do not require a Sequential Test to be submitted for applications which include more than 80 sqm (GIA) of town centre uses within the CAZ. However, Policy DM4.4 does require an impact assessment to be undertaken.

Policy DM4.4 A. States, Part A states 'Applications for more than 80m² of floorspace for uses within the A Use Classes, D2 Use Class and for Sui Generis main Town Centre uses (7) 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.

Policy DM4.4 Part B states, 'For applications proposing more than 80m² of floorspace within the A Use Classes, D2 Use Class and for Sui Generis main Town Centre uses within the Central Activities Zone, Part A does not apply. Applications for such uses within the Central Activities Zone must demonstrate that:

- iv) the development would not individually, or cumulatively with other development, have a detrimental impact on the vitality and viability of Town Centres within Islington or in adjacent boroughs, or prejudice the prospect for further investment needed to safeguard their vitality and viability;
- v) proposed uses can be accommodated without adverse impact on amenity;
- vi) the proposal would support and complement existing clusters of similar uses within or adjacent to the Central Activities Zone, particularly important retail frontages.

DMPD Policy DM4.1 therefore supports proposals for retail, services, entertainment, assembly and leisure uses within the Central Activities Zone where these would not detrimentally affect the vitality and viability of Town Centres and/or local amenity. London Plan Policy SD4 supports CAZ related retail clusters including the support of locally-oriented retail and related uses. It also supports other strategic functions of the CAZ to nurture culture, leisure and the evening economy uses

The supporting text to policy DM4.1 states that 'London's Central Activities Zone (CAZ) has a unique role in the retail hierarchy. This area contains significant clusters of retail premises. Proposals for retail, services, entertainment, assembly and leisure uses within the Central Activities Zone may be appropriate where these would not detrimentally affect the vitality and viability of Town Centres and/or local amenity. The council recognises that most proposals involving these uses (especially those of a small scale) are unlikely to result in detrimental impacts; and that active ground floor uses are often sought through other policies or allocations due to their likely benefits. The policy therefore takes a flexible, judgement-based approach, with a full impact assessment only being required where a proposal may have a potentially adverse impact on one or more designated Town Centres. The additional requirement for proposals for such uses to support and complement existing retail clusters (which may also include sensitive extension of existing clusters) will help to protect the vitality and viability of existing retail clusters in the CAZ, including designated Local Shopping Areas.

In line with the NPPF, a full impact assessment is not required as the proposed retail space is below 2,500 sqm. The NPPG also states that impact assessments should be "proportionate" and "appropriate"; we have therefore undertaken an assessment in relation to the retail /town centre use component(s) of the proposed development, in accordance with Policy DM4.4 Part B.

Assessment

Policy DM4.4 Part B (i) states that 'the development would not individually, or cumulatively with other development, have a detrimental impact on the vitality and viability of Town Centres within Islington or in adjacent boroughs, or prejudice the prospect for further investment needed to safeguard their vitality and viability.'

The nearest centres include Angel Town Centre which is approximately 750m to the east of the site and Kings Cross Local Shopping Area which is located circa 50 m to the south of the site. In terms of impact, the proposed new town centre use (flexible office and fitness use), comprising 382.5 sqm of floorspace is considered to be minor, particularly in relation to the overall development which comprises 10,263 sqm (GIA) of office space.

The proposed development will provide an increased quantum of employment floor space with a corresponding increase in employees on site. The provision of a new fitness use in this location will therefore support the new office uses and meet an identified local need, as there will be an increase in the number of people working in this location. The facilities will also provide a valuable amenity for local residents. The scale of the proposed is therefore considered to be appropriate in the context of the scale of the site and for this location.

In addition to this, the Times House and Laundry Buildings site comprises an existing gym comprising 618.8 sq m. This use will cease as part of the redevelopment proposals for the site. Overall across both sites, there will therefore not be a net increase in Class E (d) fitness use. The Times House and Laundry Buildings site also comprises a further 661.2 sq m (GIA) of Sui Generis flexible town centre uses (retail, food and drink, gym and event space), providing a total of 1,280 sqm of existing town centre uses on the site. As part of the planning application proposals, it is intended to provide 1,069.4 sqm of new Class E (a), (b) and Sui Generis bar/drinking establishment uses. It is evident that the proposals will therefore provide less town centre uses than is currently existing and as such this would not cause any harm.

Given the nature and size of the space and the overall development, the proposals will therefore not individually or cumulatively have an adverse impact on the vitality and viability of the nearby Kings Cross Local Shopping Area or Angel Town Centre in close proximity to the site, both of which are well established. The Islington Retail and Leisure Study (2017), demonstrates that all town centres are healthy, vital and viable.

Policy DM4.4 (ii) states that the proposed uses can be accommodated without adverse impact on amenity. These uses will allow for continued office use or a yoga /fitness use to complement the main office use of Jahn Court. The uses will also provide active frontages to Ironworks Yard to interface with the public realm. These specific uses have also been positioned in this location to respond to the quieter character of this Yard which is surrounded by residential buildings. The uses can therefore be accommodated without any adverse impact on amenity.

Policy DM4.4 (iii) states the proposal would support and complement existing clusters of similar uses within or adjacent to the Central Activities Zone, particularly important retail frontages. Due to the specific nature of the proposed development, which seeks to redevelop and enhance the site to provide a mixed use community campus environment, it is considered that the use will complement other uses within the CAZ and the retail frontages. The development forms part of the delivery of a wider Vision for the development of Regent Quarter and is integral to the implementation of this Vision, which further reinforces this position.

Overall, it is considered that the proposals will not have an individual or cumulative adverse impact on the surrounding Town Centre and adjacent Local Shopping Area and amenity. In fact, the increased footfall arising from the development will benefit the shops and business within the area. Given these considerations, it is considered that the proposals are in accordance with Policy DM4.4, the London Plan and the NPPF.

Nicola Forster
Director

+44(0) 20381 09844
+44(0) 75847 98986
nicola.forster@savills.com

Edward James Assoc RTPI
Planner

+44(0) 20381 09849
edward.a.james@savills.com