

King's Cross Regeneration Project

Managing Change – Maximising Benefits

DRAFT - May 2005

Sustainability Appraisal & Strategic Environmental Assessment
of the
Neighbourhood Framework Document

Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) on the Neighbourhood Framework Document

1. Summary and outcomes

This Neighbourhood Framework Document (NFD) was produced with the express aim of identifying projects within the King's Cross Regeneration Area that would support regeneration and sustainable communities. A key driver of the project is the potential redevelopment of the neighbouring King's Cross Central site. This development could offer tremendous opportunities and it is important to ensure that Islington's communities benefit fully.

The NFD comprises locally focussed projects that respond to the expressed wishes of local communities and the wider strategic aims of the council and its partners. Within the NFD there are eight areas which each contain action projects. Each of the areas have been separately taken forward and been adopted as Supplementary Planning Guidance.

Preparatory work for the NFD found that local communities identified with much that is positive in the area. However, a common theme was the concern with the street environment including the need to improve the image of the area, the need to reduce antisocial behaviour and the need to limit potential nuisance – noise, dirt and traffic - from developments in the neighbourhood

The projects set out in the NFD are a response to this concern. In this respect, they build on the work of the King's

Cross Partnership, a major (six year) regeneration project that preceded this project.

All of the projects were developed in close collaboration with local communities and partner agencies, especially the North King's Cross Neighbourhood Management Project. The issue of environmental, social and economic sustainability informed the process of devising and refining the individual projects.

This document sets out the background to the development of the NFD and concludes that the projects should have a beneficial affect on social, economic and environmental issues in the King's Cross Regeneration Area. Some projects seek directly to improve the biodiversity of the area, including tree planting which is featured in each of the neighbourhoods.

Projects that involve the development or redevelopment of buildings are identified in the NFD. Where the NFD seeks to create or encourage new opportunities for development, more detailed consideration is given to the projects (table 5.1).

Part of developing individual projects involved with local communities, stakeholders, other officers and members. Projects have been added, refined or deleted as each part of the NFD has been produced. The SA/SEA formally sets out how the decisions on individual projects were made. It explains what options were ruled in and which were ruled out as the NFD was developed.

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2.0 Appraisal methodology

Approach adopted to the SA/SEA

The approach has been guided by the consultation paper Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks produced by the Office of the Deputy Prime Minister (September 2004). Three factors in particular influenced the approach to the SA/SEA.

- (i) Firstly, the original Neighbourhood Framework Document was only completed and adopted as supplementary planning guidance in October of 2004 and had been subject to extensive consultation. Therefore, the original document – adopted prior to the requirement for SA/SEA - was considered to be current and robust.
- (ii) Secondly, the majority of the projects described in the document are small-scale, such as improvements to street lighting and improving the street scene.
- (iii) Thirdly, the original projects had all been designed with the specific purpose of supporting social and economic regeneration.

When the SA/SEA was carried out

The SA/SEA was commenced late December 2004. An initial scoping report was produced and sent out for comment in

January 2004 (2.4). Most of the baseline data drew on Census information from 2001; more recent data was used where it was available. The King's Cross Team (the report's authors) had already produced a Local Context Appraisal as part of their work. This brought together data from a range of sources and was used to inform priorities for the area. The Local Context Appraisal has been used to inform parts of this Sustainability Appraisal. The appraisal was completed during March of 2005.

Who carried out the SA/SEA

The SA/SEA was carried out within Islington Council, principally, by the King's Cross Team. Colleagues with other expertise were consulted, including in public protection and urban design.

Who was consulted, when and how

Initially, a letter was sent to the organisations and individuals listed in Table 2.1, including a number of statutory bodies who are required to be consulted. This set out the intended process for the SA/SEA and asked those consulted to comment on the proposed process. Responses to this scoping and our actions are listed in table 2.1. **XX add more after final round of consultation in May**

Table 2.1 Consultation process – scoping prior to carrying out the SA/SEA

Who was consulted	When	How	Response
Countryside Agency (statutory)	January 2005	Letter (appendix one)	No comment.
English Heritage (statutory)	“	“	No comment.
English Nature (statutory)	“	“	Standard reply listing items that they recommend are covered. Where these are relevant they have been included.
Environment Agency (statutory)	“	“	Standard reply referring to other sources of information on SA/SEA. Specific reference to redevelopment of petrol stations – likely contamination issues. As any development would require remediation of contamination this may be viewed as a positive outcome.
Greater London Assembly (GLA) and the London Development Agency (LDA)	“		No comment.
London Borough of Islington including the Local Strategic Partnership		“	Generally agreed but with specific amendments on a numbers of design issue including that all projects should seek to support the need to achieve higher densities, produce more coherent street frontages and re-orientate development towards the canal.
Metropolitan Police - Mark Warwick	“		No comment.
London Borough of Camden	“		No comment.

Who was consulted	When	How	Response
Selected community groups in area	“		No comment.

3.0 Sustainability objectives, baseline and context

Sustainability objectives

As noted, the aim of the NFD is to further the council’s aims in relation to the regeneration of the King’s Cross Area. Specifically, it seeks to support improvements to the image of the area that will increase investment in the locality and improve the sense of well being of local communities by addressing specific sites and issues that currently detract from the quality of the local environment.

Links to other strategies, plans and programmes and sustainability objectives

The three key documents that have been used by the team to inform the preparation of the NFD were Islington Council’s Unitary Development Plan (UDP), the One Islington strategy and the Local Strategic Partnership’s Community and Neighbourhood Renewal Strategy. The original Neighbourhood Framework Document has been adopted as Supplementary Planning Guidance and conforms to the UDP. The Neighbourhood Framework Document, as the key output of the King’s Cross Team, seeks to support the work of the Local Strategic Partnership who were the primary funding agency of the King’s Cross Team.

Table 3:1 Key plans, strategies and targets that relate to the NFD

Key objectives relevant to plan and SA/SEA	Key targets and indicators relevant to plan and SA/SEA	Implications for the Plan
London Borough of Islington and the Local Strategic Partnership	One Islington is set around four key themes <ul style="list-style-type: none"> • regeneration • sustainability • customer focus • performance 	Need to ensure that the NFD addresses environmental, social and economic sustainability in the area. Need to ensure that the NFD supports partnership working with other agencies in the King’s Cross Regeneration area.

Key objectives relevant to plan and SA/SEA	Key targets and indicators relevant to plan and SA/SEA	Implications for the Plan
		The NFD should seek to continue the work of the King's Cross (Regeneration) Partnership - no longer in existence.
<p>Regional – Greater London Assembly (GLA) (London Plan) and the London</p>	<p>To support the London Development Agency's (LDA) 'swathe' concept – an area of opportunity running from King's Cross, north through to the Arsenal area.</p> <p>Locally identified neighbourhood needs should be basis for negotiating community benefit under section 106 (s106) [s106s are agreements made between developers and the council, these agreements seek to mitigate any negative affects of a development]..</p> <p>Need to increase housing.</p>	<p>The Neighbourhood Framework Document has been developed in collaboration with existing agencies including the LDA and the Arsenal Regeneration Team.</p> <p>The main expression of this collaboration comes through policies that seek to support local businesses especially on the Caledonian Road.</p> <p>The NFD will inform future s106 negotiation and spending.</p> <p>The NFD identifies a number of sites that could provide higher density development with more housing.</p>

Key objectives relevant to plan and SA/SEA	Key targets and indicators relevant to plan and SA/SEA	Implications for the Plan
<p>Development Agency (LDA) (Sustaining Success Developing London's Economy Draft Feb 2004).</p>	<p>Investment in infrastructure and places. Investment in people. Investment in knowledge and enterprise. Investment in marketing and promotion.</p>	<p>The NFD should seek to improve the image of the area making it more attractive for investment and increasing peoples' sense of well-being and their ambition for the neighbourhood.</p> <p>Key to the NFD is the idea that the area should be able to benefit from any major redevelopment at King's Cross. Improvements to the area would build on the work of the former King's Cross Regeneration Partnership. General improvements to the area would support more focussed marketing campaigns that seek to promote the area.</p>
<p>National ODPM Sustainable Communities Plan (London) -</p>	<p>Securing communities that are prosperous; have decent homes for sale or rent at a price people can afford.</p> <p>Safeguarding green and open space; enjoy a well-designed, accessible and pleasant living and working environment.</p> <p>LDA, Learning and Skills Council, GOL and other partners, through the London Skills Commission, is taking forward an overarching skills strategy for London, in particular by implementing the Framework for Regional Employment and Skills Action (FRESA).</p>	<p>The NFD should seek to identify all opportunities to increase the supply of affordable housing in the area.</p> <p>Need to ensure that densification of the housing stock is not at the expense of existing green/open space.</p> <p>The NFD needs to identify employment and training opportunities wherever possible.</p>

Difficulties in collecting data and limitations of the data.

The ward boundaries in the area have changed between the 1991 and 2001 Census. While this prevents easy direct comparison over time, the Indices of Multiple Deprivation serve to confirm that the neighbourhood continues to experience social pressure.

Main social, environmental and economic issues and problems identified

As noted, there was a strong desire, reported from consultation, to see improvements in the image of the area. Problems were associated with the general street environment. Linked to this was a concern with young people who were seen – in some instances - as problematic and in other cases as in need of more effective support and provision to ensure that they could take up the opportunities that the neighbourhood could offer them. The other dominant concern

was with the potential continuation of disturbance from building works.

Priorities for the local area

Using this baseline information the team drew up a Local Context Appraisal. This set of baseline indicators is summarised in table 3.2 below. The Local Context Appraisal is available from the King’s Cross Team (contact details on page three). These findings were distilled into a set of priorities that the NFD should address. These relate to the priorities of the Local Strategic Partnership and One Islington, most notably in relation to regeneration and sustainable communities. The key One Islington aims that the Local Context Appraisal addresses are listed in table 3.3.

Table 3:2 Description of the social, environmental and economic baseline characteristics

Indicator	Quantified data	Comparator	Issues for Plan/SA/SEA
Social indicators			
Indices of Multiple Deprivation. ODPM 2004	The overall indicator is made up of measures including health, education, employment and housing.	Islington is the sixth most deprived of 354 boroughs in England and Wales.	Good general indicator of need for positive change within the area.
Significant black & minority ethnic groups. Census 2001	Bangladeshi 4.8% Caledonian	2.4% Islington 0.6% Eng. & Wales	Ensure that the views of these BME groups are captured and any special needs understood.

Indicator	Quantified data	Comparator	Issues for Plan/SA/SEA
	African 6.5% Caledonian ward	6.0% Islington 1.0% Eng. & Wales	
Low levels of owner occupation. Census 2001	28.6% Caledonian ward	32.2% Islington 68.9% Eng. & Wales	Social housing is an important element of housing supply. Need to seek opportunities to increase provision.
Relatively high crime levels. Home Office 2004	Violence against the person 3.1% Islington residents per annum	1.1% Eng. & Wales	Importance of good urban design and the need to design out crime at every opportunity.
Economic and environmental indicators			
High level of households with no car. Census 2001	58.7% Caledonian ward	57.6% Islington 26.8% Eng. & Wales	Good public transport is particularly important. This is sometimes used as an indicator of low incomes, but in this context, is also positive as it indicates the potential to improve public transport – through high demand – and reduce dependence on the car.
High density of population. National Statistics 2004	80.2% population in flats Islington	19.2% Eng. & Wales	Need to ensure good quality open spaces are provided for residents. Positive potential of the local population to support local businesses and public transport.
Levels of economically inactivity are above average. Census 2001	8.2% in Caledonian ward	5.4% in Islington 3.1% England and Wales	Ensure accessibility of training for local people.
Caledonian Road, local shopping centre, appears to be struggling. Interviews with local traders carried out by Arsenal	Informal view from local traders - no quantitative data available.		Seek to encourage east - west movement across the area to draw in potential trade from any new development at King's Cross Central.

Indicator	Quantified data	Comparator	Issues for Plan/SA/SEA
Regeneration 2003.			

Table 3.3 Priorities for King's Cross based on the Local Context Appraisal

One Islington
Specific regeneration projects. These schemes [former King's Cross Partnership] are very important to the council.
It is important that we co-ordinate and target the support we provide to vulnerable young people and help them to become responsible citizens in our community.
We have an aspiration that everyone in Islington should live in a decent home with modern facilities.
More people want to live in Islington than are able to do so. There is not only a high level of demand from external sources, but many people who have been born and brought up in the borough cannot find any affordable way in which to continue to live close to their roots, and to friends and family.
We face pressures for more social housing and to support key workers in our public services.
The quality of our environment is key to the quality of life of all of us, and supporting a sustainable lifestyle is essential for our future. We are committed to having a 'Greener Islington'.
As part of our push for a healthier Islington we need to ensure that our leisure centres provide appropriate programmes in modernised facilities.
Making our streets even more people friendly is a major objective. We endeavour to ensure that the environment is attractive, safe and healthy, and that every effort is made to reduce crime and vandalism.
We are committed to playing our part in improving the health of the people of our community in partnership with the Primary Care Trust. That involves developing joint programmes to tackle health problems, the social causes of poor health and health inequalities.

Table 3.3 Priorities for King’s Cross based on the Local Context Appraisal

Priorities for King’s Cross based on the Local Context Appraisal
To reduce crime and anti-social behaviour by changes to the physical environment.
To reduce fresh opportunities for crime in new developments and work towards the area being perceived of as safe for all.
To minimise the negative, and maximise the positive impacts on health of ongoing and proposed development.
To seek opportunities to provide new health facilities where there is a proven need.
To support capacity building within local communities including through facilities and services.
To increase the quantity and quality of affordable accommodation in the area.
To improve the social and physical integration of the estates with the wider area.
To improve the existing open spaces and the public realm.
To secure new open space and a high quality public realm as part of future development.
To increase the range and quality of sports provision.
To make the most of the excellent transport connections at King’s Cross whilst improving public transport where provision is weaker.
To create a safer and more pleasant pedestrian environment and improve cycling routes and parking facilities.
To manage the adverse transport impacts of major new development and associated construction activity.
To improve overall retail and general commercial provision.

Priorities for King's Cross based on the Local Context Appraisal
To maximise education and training for all in the area.
To foster the development of the student economy and the higher education sector.
To help secure a range of new employment opportunities and maintain existing sources of employment.
To improve and fully develop the tourist & leisure sector both domestic and international.
To develop Kings Cross as an area for the development and growth of creative industries.
To improve the image and perception of Kings Cross.

4.0 Plan issues and options

Main strategic options considered and how they were identified

Perhaps the most fundamental question to ask is what the result would be of having no policy? If the NFD were not in existence most of the redevelopment projects could go ahead under the planning system. The NFD has the effect of identifying priorities within the area. Without the NFD the most likely outcome is that projects would take longer to come forward and so the regeneration of the area would be delayed.

The purpose of the NFD is to further the council's regeneration aims and to support sustainable communities. Therefore, projects were not considered that could be seen as

detrimental to these aims. Some proposed projects were changed or removed during the course of public consultation.

Two examples of projects that have been removed are a proposed bus route along Copenhagen Street and opening up York Way Court Estate to York Way and the canal. Although a bus along Copenhagen Street could provide better east – west transport links for residents, there was real concern about the effect of a bus on this already heavily trafficked route. Opening up the closed off estates along York Way could help to integrate existing and new communities, should King's Cross Central be developed. However, at present many local residents experience antisocial behaviour and take the view that increased access onto the estates would worsen this situation. While the council believes that in the long-term there are still benefits in securing greater ease of east – west

movement, it was accepted that any opening up of routes would only create an obvious benefit once changes had occurred and the area was less prone to antisocial activity than it is now. Therefore, a number of the projects that proposed the opening of east – west links were set aside.

Some of the projects do involve building works, either to bring buildings back into use or to seek building on vacant sites. As these might reasonably be expected to have some environmental impact they are considered in more detail below.

Table 4.1 Assessment of individual projects

Project (project number in brackets)	Description	Evaluation
Refurbishing buildings/bringing buildings back into use		
8-12 York Way (1.2)	Bring shop premises back into use.	This would improve the image of the area along with the Regent's Quarter development which is adjacent to the premises. This has the potential to produce local business opportunities and to offer some local employment.
200 Pentonville Road (1.4)	Return property to active use by conversion from office to key worker or student accommodation.	This office block has not been let for a number of years and it seems unlikely that it will return to an employment use in the foreseeable future. Any redevelopment could provide a significant number of units of housing for either key workers or students.
97 Caledonian Road (1.7)	Secure refurbishment of an empty building in a conservation area.	This corner site contains a derelict building in a poor state of repair. Its refurbishment would improve the image of the area and could provide housing and/or business accommodation.
Stable Buildings, Regents Quarter (1.17)	Seek a use that would support the cultural industries quarter.	This refurbished building is not let currently and could provide employment and act as a draw to the area if a suitable use were found.
EGA school (2.1)	Seek redevelopment that leads to the school overlooking the street.	The council has recently been successful in bidding for Building Schools for The Future

Project (project number in brackets)	Description	Evaluation
		funding. Therefore, redevelopment of the site is probable in the near future. This presents an opportunity for the school to face out to the surrounding community rather than presenting a series of blank walls and fences, as is the case presently. Good urban design would result in the area feeling safer for pedestrians.
Bemerton Estate (7.8)	Seek uses for redundant internal spaces.	Current 'dead space' could be brought back into use – see below.
Bemerton Estate (7.9)	Seek uses for redundant car parking.	A similar space has already been turned into office use for the Tenants' Management Organisation. Other spaces remain that currently are not used. There is the potential for a youth space in one. This was supported during the consultation and could offer up the possibility of a facility for those providing services to young people in the area.
355-379 Caledonian Road (8.1)	Identify measures to encourage the restoration and/or return to use of shops in this parade.	This parade serves as a gateway into Caledonian Road. Improving these shops and the trading activity there would greatly help the image of the shopping street and could offer up some local opportunities for employment. Improvements to this area could, in the longer-term – help to enhance the image of the Caledonian Road and so support links between regeneration at King's Cross and Arsenal to the north.

Project (project number in brackets)	Description	Evaluation
Building on brownfield (previously used) sites		
Clearly there is an environmental impact (noise, use of energy during construction etc.) associated with any new development and a view must be taken on the balance of advantage and disadvantage. It is government policy – as part of its environmental agenda – to seek development on brownfield land and to reduce pressure on the countryside by encouraging better use of available land in cities; all of these projects fit with this aim. During the planning application stage mitigation measures and the application of particular environmental standards would be considered in more detail on a site-specific basis.		
86-92 York Way (1.1)	Remove existing one storey warehouse and replace with a mixed-use development.	Planning permission has since been granted for the redevelopment of this site. An Environmental Statement accompanied the application. This development will bring a large number of jobs to the area and a concert hall that will house an orchestra that will work with local schools.
Omega Place (1.3)	Secure a development of housing for the site – currently warehouse buildings, some in operation others vacant.	This development would bring new residential accommodation into the area. The site was formerly the site of a coach park and other commercial (warehousing) uses. An applicant would have to confirm that there were no contamination issues on the site.
210 – 234 Pentonville Road (1.5)	Seek new mixed-use development (homes and employment uses).	The site could provide new housing and employment opportunities. In combination with projects on Pentonville Road the project has the potential to address urban design issues that could improve the look and feel of the street. Larger-scale buildings would better reflect the width and importance of this major thoroughfare.
62 York Way (1.6)	Seek development of site.	This corner site contains advertising hoardings and a small phone mast. Its refurbishment would improve the image of the area and could provide housing and/or business accommodation.
Corner of Collier Street and Northdown Street. (1.10)	Secure redevelopment of this site.	This is a small site which could provide new housing.
122 – 128 and 134 – 152 Pentonville	Bring forward a site brief to encourage	There are currently low-rise buildings on these

Project (project number in brackets)	Description	Evaluation
Road. (1.12)	the redevelopment of this site.	sites fronted by large areas for car parking. The redevelopment of this site could facilitate improvements to the look and feel of the street. Larger-scale buildings would better reflect the width and importance of this major thoroughfare. Additional housing and new business uses would also be created, although, some existing business uses might be displaced.
'Backpackers' York Way. (3.2)	Produce a planning brief that encourages the redevelopment of the site to produce mixed commercial and residential uses.	This site, next to residential areas, is not ideal for its current nightclub use. However, it is currently a successful business. Should the owners seek to sell, as the area changes, the site offers the potential for conversion or redevelopment to accommodate housing and new businesses uses at ground floor. Conversion would have less environmental impact in terms of energy use, but redevelopment would offer the prospect of gains in accommodation and an opportunity to address urban design issues in the area – making the street more attractive to pedestrians.
143 – 155 Caledonian Road (3.7)	Produce a planning brief that would facilitate the redevelopment of the site into mixed commercial and residential uses.	Potential to increase density of use on site, with residential above commercial uses. This would cause disruption to the existing business and any proposal would have to be carried out in close co-operation with them.
All Saints Church Caledonian Road (4.1)	Secure redevelopment of site to provide improved church with residential above.	The church is keen to redevelop the existing building. The present building was not built as a church and does not provide a very flexible space. The provision of new housing would be a wider benefit to the area.
Vittoria School (4.2)	Seek potential redevelopment – possibly as part of the Full Extended	There is the possibility of providing additional services for the community on the site.

Project (project number in brackets)	Description	Evaluation
	Schools Initiative – that could intensify the use of the site.	
'The Triangle' York Way (5.1)	Secure development of mixed-use development on former railway land.	A major planning application has been lodged for this site. The developers have submitted an Environmental Statement (ES) and the statutory consultees for this SA/SEA have been consulted separately in respect of this application. The ES is available from the contact details on page 3).
176-178 York Way (5.2)	Secure redevelopment of former garage site to produce mixed-use scheme that overlooks York Way and provides good passive surveillance.	Existing storage tanks have been foam filled. Any developer of the site would need to confirm that there are no contamination issues. The site sits over railway tunnels and vibration would be an issue. Any proposal would need to satisfy the council that these site specific issues could be resolved.
York Road Underground Station on York Way (5.3)	Closed in the 1930s. Transport for London (TfL) is currently reviewing the business case for opening the station again.	Considerable regeneration benefits could flow from opening the station again as the neighbourhood is currently in an area poorly served by public transport (TfL figures). Detailed consideration of the environmental impacts of refurbishing or rebuilding the station would be furnished by TfL.
Former William of York School site (5.7)	Cleared site adjacent to Bingfield Park.	The owner of the site demolished the old school building in 2000. A planning application for the site has been the subject of negotiation with the council. There is outline permission for the site. The project was included to give weight to the council's desire to achieve a perimeter design that would be desirable in urban design terms as it would reinforce a traditional, more pedestrian friendly, street environment.
Caledonian Road Pool (6.1)	This project would only be considered	There is a potential gain in terms of better use of

Project (project number in brackets)	Description	Evaluation
	by the council as part of its wider strategy on leisure. This project is included to highlight the potential of the site.	the site through redevelopment. The site is currently developed to a low density. This part of the Caledonian Road could support a larger-scale development.
Petrol Station next to Orkney House, Caledonian Road (6.4)	This project is included to highlight the potential of the site. There would be the possibility of creating mixed-use development (commercial on ground floor, residential above)	There is the potential for contamination issues on the site due to its current use. However, former filling stations have been successfully decommissioned. There is a potential gain in terms of better use of the site which is currently developed to a low density.
Orkney House (6.7)	Seek redevelopment of concrete and grass area that surrounds the block.	In urban design terms, Orkney House provides a 'weak corner' on Copenhagen Street/Caledonian Road. The building does not offer good passive surveillance of the street. Both this, and the presence of blank walls, are believed to encourage antisocial behaviour. As well as providing potential accommodation for shops or services, the extension could provide a greater sense of security for pedestrians. The project would lead to the loss of a modest grass strip to the south of Orkney House. A green roof on any new building could mitigate the environmental impact of this loss.
386 Caledonian Road (7.2)	This is an empty site following demolition of the building. Proposed development of mixed use café (ground floor) with residential above.	This site has planning permission for a mixed-use residential/commercial development. The project is included to encourage the early enactment of this permission as the site – in its current state – detracts from the visual amenity and image of the area.

Project (project number in brackets)	Description	Evaluation
Open spaces and streetscape		
Grimaldi Park (1.9)	Improve visibility of the park from the road.	If all of the above projects were realised they would introduce a number of new residents into the area. One impact would be increased demand for high quality open spaces. Further, some of these new residents would be families with children. Therefore, improvements to parks and playgrounds in the neighbourhoods have been proposed as being vital in generating sustainable communities.
Weston Rise (1.14)	Improve open space on western side.	
York Way/Copenhagen Street open space fronting shops (3.1)	Improve the relationship of this open space to the surrounding roads making it more welcoming to users.	
Play areas on Vibart Walk and Delhi Street (5.8)	Refurbish both play areas.	
Nailour Estate (8.12)	Seek improvements to ground level play area and establish a future use for the former sunken play area.	
All of the Area Action Plans encourage new planting in the neighbourhoods covered. Funding has already been identified for tree planting in the King's Cross Creative Industries Quarter (AAP1). None of the projects involve loss of trees, but the intention is to increase the amount of planting across the project area. This has to take into account under pavement services and other demands such as the need to maintain clear sightlines for CCTV cameras.		

5.0 Plan Policies (whole NFD)

Significant social, environmental and economic effects of the preferred policies

As stated, the aim of this document is to present a range of policies that aim to improve the present social, economic and environmental elements in the area concerned. If implemented, the projects have the potential to improve the image of an area previously blighted by stalled development and a reputation for antisocial activity. The projects have the potential to increase the supply of affordable housing and to provide an increase in commercial premises – bringing the potential for new employment to the area. Redeveloping the existing sites has the potential to bring an increase in population and this would generate additional demand on open spaces and other facilities such as health services and education. On a site-by-site basis these impacts would be minimal but together the effects could be significant. Individual Section 106 agreements would be necessary to secure community benefits from the larger developments.

Uncertainties and risks

Currently the area is the subject of intense interest because of a major planning application at King's Cross Central and the imminent completion of the Channel Tunnel Rail Link. Should this application fail or the developer not proceed, it is likely that general investment in the neighbourhood will decline.

6.0 Implementation

- 7.1. **Links to other tiers of plans and programmes and the project level (environmental impact assessment, design guidance, etc).**
- 7.2. Any applications for development would have to conform to the UDP and other council policy such as the Islington Streetbook. All of the projects in the NFD seek to support the Local Strategic Partnership's Community & Neighbourhood Renewal Strategy and One Islington.

Proposals for monitoring

In line with the requirements of the Planning and Compulsory Purchase Act 2004 for monitoring the new Local Development Framework, the Neighbourhood Framework Document will be monitored on an annual basis (from the time of adoption by the Executive).