



Sustainability Appraisal of Urban Design Guide SPD (Supplementary Planning Document)

draft report

May 2006

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1. Non-technical summary

This report is the Sustainability Appraisal (SA) of the Council's draft Urban Design Guide. The purpose of this Sustainability Appraisal Report is to assess the likely social, economic and environmental effects of the Islington Urban Design Guide.

The Islington Urban Design Guide (IUDG) is a supplementary planning document that provides design principles and standards for the whole of the borough that expand and develop the core policies in the Islington Unitary Development Plan (UDP) 2002, the London Plan 2004, and Islington's emerging Islington Local Development Framework (LDF).

The report sets out the need for the SA, and the requirements of the LDF and the Planning and Compensation Act 2004. The aims and objectives of the IUDG are described and its relationship to key strategic themes is set out.

The report shows that a comprehensive database (the 'evidence base' for the LDF) has been collated. This ensures that, so far as is reasonably possible, the SA is based on robust data.

The SA shows that overall the objectives, standards, principles and themes of the draft Islington Urban Design Guide contribute positively to a number of the sustainability objectives of the sustainability assessment framework. However, there are many areas where there is no relationship between the objectives of the IUDG and the sustainability objectives.

2. Introduction

2.1 Purpose of the report

This report is the sustainability appraisal (SA) of the Council's draft Urban Design Guide. This purpose of this Sustainability Appraisal Report is to assess the likely social, economic and environmental effects of the Islington Urban Design Guide. Sustainability Appraisal is mandatory for Supplementary Planning Documents¹. Its purpose is "to promote sustainable development through better integration of sustainability considerations into the preparation and adoption of plans"². It is an integral part of good plan-making and should not be seen as a separate activity.

The Islington Urban Design Guide (IUDG) will be a supplementary planning document that will expand and develop the core policies in the Islington Unitary Development Plan (UDP) 2002, the London Plan 2004, and Islington's emerging Islington Local Development Framework as well as a companion to the Islington Streetbook. Whereas the Streetbook concentrates on design issues that fall mostly within the scope of Street Management / Highways, the IUDG deals with design elements that fall within the scope of planning control. It therefore concentrates on the built environment rather than the layout of the spaces between them. Nevertheless because urban design inherently involves the relationship of buildings and spaces, the IUDG also considers the shape of urban spaces as they are defined by the buildings around them, as well as the use of the spaces and the relationship between pedestrian and vehicle access.

This appraisal follows on from the over-arching sustainability appraisal of the core strategy of the LDF³, which comprehensively assessed all the entire raft of policies that forms the core strategy. Therefore, much of the background and assessment work was undertaken at that appraisal stage, resulting in a more straightforward and concise appraisal report for the IUDG. One should refer to the report of the SA of the core strategy of the LDF (April 2006) for:

- Background on the (new) Planning and Compensation Act
- Planning and sustainable development
- Vision and objectives of the core strategy
- SA and SEA process
- Guidance on sustainability appraisal
- The sustainability appraisal process
- The inter-relationship of various planning documents that comprise the LDF

This report covers the following tasks, it:

- identifies other plans and policies, that will be relevant to undertaking the appraisal
- identifies relevant baseline data and any data gaps
- sets out Islington's sustainability objectives
- develops and applies the sustainability appraisal framework
- provides conclusions.

¹ Planning and Compulsory Purchase Act 2004

² Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks, Consultation Paper, Office of the Deputy Prime Minister, September 2004

³ See Sustainability Appraisal of the Core Strategy Submission Draft April 2006

3. Islington Urban Design Guide

3.1 Introduction

The Islington Urban Design Guide (IUDG) is a supplementary planning document that provides design principles and standards for the whole of the borough that expand and develop the core policies in the Islington Unitary Development Plan (UDP) 2002, the London Plan 2004, (and Islington's emerging Islington Local Development Framework). The IUDG responds to the ODPM Planning Policy Statement 1, which states that planning authorities should prepare robust policies on design. The IUDG also builds upon Government advice contained in **PPS1**, and other guidance including, By Design (Urban Design in the Planning System: Towards Better Practice); Safer Places (The Planning System and Crime Prevention); Urban White Paper; By Design (Better Places to Live), and applies them to Islington.

3.2 Overall Objectives and the Organisation of the Guide

Urban design is about making better places. There are two underlying elements: places should be pleasing in appearance, and should function properly: -

Urban design is simultaneously concerned with the design of urban space as an aesthetic entity and as a behavioural setting. It focuses on the diversity and activity which help to create successful urban places, and in particular, on how well the physical milieu supports the functions and activities taking place there. (Matthew Carmona et al - Public Places Urban Spaces p7)

These two elements are addressed in the advice contained within PPS1: -

Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted. (para 34)

This guide has been organised in three sections. This section sets out the background. The other sections, reflects these two elements of urban design. Section 2 deals more with aesthetic considerations, and the need for new buildings to fit in to their setting and reinforce local distinctiveness. Section 3 deals more with how the layout and organisation of places, spaces and buildings affect the way they are used.

This guide is organised in this way for the sake of clarity; the aesthetic and behavioural issues nevertheless need to always be considered together. Urban design involves an integrated approach. An essential role of urban design is to make the connections and identify shared solutions that resolve various different, and sometimes competing, demands. To achieve this, it needs to be collaborative and interdisciplinary, bringing together the skills and expertise of a wide range of professionals and others. Francis Tibbalds argued that we need to stand back and look at what we are producing as a whole:

We need to stop worrying quite so much about buildings as single artefacts and think instead of places in their entirety. (p)

As stated in *By Design: (Urban Design in the Planning System: Towards Better Practice)* there are a number of key areas that urban design can and should address:

It includes the way places work and matters such as community safety, as well as how they look. It concerns the connections between people and places, movement and urban form, nature and the built fabric, and the process for ensuring successful villages, towns and cities. (p8)

Connections between People and Places

Urban design can improve human communication and activity within the public realm while respecting the need for privacy and security within the private realm. It can also make places more usable by improving the links between places and accommodating the access requirements of everyone.

Community Safety

Urban design can provide many of the tools that make places feel safe. The relationship between buildings and their surrounding spaces strongly influence people's sense of personal safety.

Sustainability

Providing a safe and attractive environment can also contribute to a more sustainable environment. Getting the design right helps to safeguard against constant renewal. Urban design analysis also should identify the potential opportunities and benefits of re-use existing buildings rather than rebuild.

Regeneration

The economic success of an urban area is increasingly dependent on how it is perceived and remembered. Urban design has an important role in helping to deliver regeneration by creating high quality environment and sense of activity that make people want to live, work and visit.

In Summary

The IUDG draws all the above threads together by putting forward principles and standards governing new development that contributes to creating safe and attractive places that are sensitive to Islington's special character while also enabling the regeneration of the borough.

4. Overview of Islington

The London Borough of Islington lies north of the City of London, bordered by the boroughs of Camden, Haringey, and Hackney. It includes the suburbs of Highbury, Tufnell Park, Upper Holloway, Finsbury Park, Canonbury, Clerkenwell, Finsbury, and Tollington. It has approximately 86,000 dwellings that house a population of nearly 179,900. Population growth within the borough has increased over the past three years with an additional 2,500 residents compared to an increase of 4,000 residents between 1991 and 2001.

With an area of 1,486 hectares Islington is the third smallest authority in the country after the City of London and the Royal Borough of Kensington and Chelsea. However, it is at the same time the second most densely populated local authority with over 121 persons per hectare.

As well as a growing population Islington has a growing economy. The borough is home to many businesses with the majority categorised as service related (which in consequence have less significant direct environmental impacts). The borough is well known for its cultural activities and the 1,800 cultural businesses based in the borough give employment to many people and add to the diversity of life in the borough. Islington has experienced considerable development during the 1990s due to the growth of city offices and its attractiveness for new residential developments, resulting in increased pressure on land use and resources.

Figure 1: Map of London Boroughs



5. Influence of other plans, policies and objectives

5.1 Relevant plans, policies and objectives

The IUDG SPD will be influenced in various ways by other plans, policies and objectives⁴. This section lists the plans, policies and objectives that we consider to be relevant to the sustainability appraisal of the SPD. They are summarised below according to the scale of area that they cover, i.e. local, regional / London and national levels. The detail given in each table below is brief; however further information about them can be found in the Report of the Sustainability Appraisal of the Core Strategy Submission Draft April 2006.

The SA should take account of sustainability policies and objectives set at appropriate levels of the planning system, e.g. in relation to Regional Spatial Strategies and National Planning Policy Statements (or Regional Planning Guidance and Planning Policy Guidance, which they replace respectively). International policy and objectives should also be considered where they are relevant.

5.2.1 Local plans, policies and objectives

◆ Islington Local Development Scheme (2005)
◆ Islington Unitary Development Plan (2002) and related supplementary planning guidance, particularly core policies D1-D18 in chapter 12 Design and Conservation.
◆ Building Heights Planning Advice Note
◆ Islington Conservation Area Design Guidelines, including the Shopfront Guide
◆ Islington Draft Statement of Community Involvement (2005)
◆ Supplementary Planning Guidance: Affordable Housing, April 2003
◆ Islington Air Quality Action Plan, August 2003
◆ Wild Islington: Islington's Biodiversity Action Plan 2005
◆ Islington Crime, Disorder and Drug Misuse Strategy (2005-2008)
◆ Islington Community and Neighbourhood Renewal Strategy
◆ Islington Contaminated Land Inspection Strategy, January 2004
◆ Islington Corporate Equalities Action Plan, January 2004
◆ Islington Empty Property Strategy 2003-2004
◆ Islington Best Value Review, People Friendly Streets, Final Report and Improvement Plan (4/05/04)
◆ Islington Private Sector Housing Renewal Strategy 2004/05
◆ Islington Private Sector Housing Strategy 2004 - 2007
◆ Islington Social Services Annual Performance Plan 2004/05
◆ The Draft North London Joint Waste Strategy 2004 - 2020
◆ Islington Sustainable Transport Strategy 2006 - 2016
◆ Islington Performance Plan
◆ Islington Local Agenda 21 Strategy, February 2001

⁴ See Sustainability Appraisal of the Core Strategy Submission Draft April 2006 which refers to p.55 of ODPM guidance document *Sustainability Appraisal of Islington Urban Design Guide (SPD)*, Islington Planning Division, May 2006

5.2.2 Regional / London plans, policies and objectives

◆ The London Plan, GLA 2004
◆ London Cultural Capital - Mayor of London's cultural strategy, 2004
◆ Connecting with Nature - Mayor of London's Biodiversity Strategy, 2002
◆ Rethinking rubbish in London - Mayor of London's Municipal Waste Management Strategy, 2003
◆ Green Light to Clean Power - Mayor of London's Energy Strategy, 2004
◆ Cleaning London's Air - Mayor of London's Air Quality Strategy, 2002
◆ Sounder City - Mayor of London's Ambient Noise Strategy, 2004
◆ The Mayor's Transport Strategy (2001)
◆ Developing London's Economy, Economic Development Strategy
◆ The London Road Safety Plan (2001)
◆ RPG3A: Supplementary Guidance on the Protection of Strategic Views in London.
◆ GLA Supplementary Guidance on Employment Land
◆ NHS and Urban Planning in London - Final Report (2003)

5.2.3 National plans, policies and objectives

◆ 'Securing the Future', the UK Strategy for Sustainable Development
◆ Sustainable Communities Plan 2004
◆ Urban White Paper
◆ Energy White Paper
◆ U.K Air Quality Strategy
◆ The Future of Transport White Paper
◆ PPS1: Delivering Sustainable Development
◆ PPG3: Housing
◆ PPG4: Industrial, Commercial Development and Small Firms
◆ PPS6: Planning for Town Centres
◆ PPG8: Telecommunications
◆ PPG9: Nature Conservation
◆ Draft PPS9: Biodiversity and Geological Conservation
◆ PPG10: Planning and Waste Management
◆ PPS11: Regional Spatial Strategies
◆ PPS12: Local Development Frameworks
◆ PPG13: Transport (2001)
◆ PPG14: Development on Unstable Land
◆ PPG15: Planning and the Historic Environment
◆ PPG16: Archaeology and Planning
◆ PPG17: Planning for Open Space, Sport and Recreation.
◆ PPS22: Renewable Energy
◆ PPS23: Planning and Pollution Control
◆ PPG24: Planning and Noise
◆ PPG25: Development and Flood Risk

◆ Circular 5/94 Planning out Crime
◆ By Design (Urban Design in the Planning System: Towards Better Practice)
◆ By Design (Better Places to Live)
◆ Safer Places (The Planning System and Crime Prevention)
◆ Planning Employment Land Reviews, Guidance Note ODPM 2004
◆ Education and Skills - Delivering Results, a Strategy to 2006 (Revised 2002)
◆ Sustainable Development Action Plan for Education and Skills (2003)
◆ Delivering Choosing Health: Making Healthier Choice Easier (2004)
◆ Urban Design Compendium – English Partnerships/Housing Corporation (Oct. 2000)
◆ Moving towards Excellence in Urban Design and Conservation - CABE and English Heritage

Consultation with stakeholders

PPS1⁵ sets out the principles that the government believes should underpin community involvement in the planning process. The sustainability appraisal process should also involve the public, and time is built into the process for consultation at each stage.

Central government has designated that the contents of the sustainability appraisal must be consulted on with the following ‘authorities with environmental responsibility’⁶:

- Countryside Agency
- Environment Agency
- English Nature; and
- English Heritage.

Additional bodies may be designated as “*specific consultation bodies*”⁷. The public and the statutory authorities must be consulted on the plan issues and options, and on the sustainability appraisal of these issues and options, at the appropriate time.

Consultation at the appropriate stage ensured that the sustainability appraisal possessed adequate scope and would be sufficiently comprehensive and robust to support the appraisal of the Core Strategy via the later stages of consultation and independent examination. It helped to ensure that all the key local and wider environmental, social and economic issues relevant to the plan were identified.

⁵ Planning Policy Statement 1: Delivering Sustainable Development

⁶ Environmental Assessment of Plans and Programmes Regulation, 2004

⁷ Regional Planning and Local Development Regulations

6. Baseline data

This task, which was undertaken as part of the Sustainability Appraisal of the Core Strategy, involves the identification, collection and analysis of information about how Islington is today. This is called baseline information. This information provides a basis for *'predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them'*⁸.

*'Sufficient information about the current and likely future state of the plan area should be collected to allow the plan's or programme's effects to be adequately predicted'*⁹.

The baseline information is referred to in the Sustainability Appraisal of the Core Strategy Submission Draft April 2006 and consists of:

- Islington State of the Environment Report 2005 (LBI/ Entec 2005);
- Annual Monitoring Report (2005);
- Islington Employment Study 2005; Atkins/ LBI 2005;
- Islington Land Use Survey 2004/05;
- Islington Survey of Shops and Local Service Uses, LBI July 2005
- Retail Study, Donaldsons, December 2005.

6.1 Gaps in Islington's Baseline

Analysis of the baseline data showed that, in general, social, environmental and economic issues are well covered, although there are some specific data gaps at present. For example under 'Water', there is no yearly data for water consumption per head in Islington and insufficient information about the environmental effects of urban run-off. However, there is sufficient baseline information in order to effectively undertake the sustainability appraisal.

6.2 Proposals for monitoring

The Council has produced an Annual Monitoring Report as a requirement of the Planning and Compulsory Purchase Act 2004. This will be published no later than December each year, and will report on LDF Policies, Development Plan Documents and Supplementary Planning Documents. It will update the evidence base (Baseline Data) described above.

⁸ see footnote 4 above, p. 55

⁹ ditto

7. The sustainability appraisal framework

7.1 Purpose of the sustainability appraisal framework

The SA framework provides a way in which sustainability effects can be described, analysed and compared. It is central to the SA process.

As stated above, *'the purpose of a sustainability appraisal is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation...of...DPDs'*¹⁰.

However, in order to meet the requirements of the SEA Directive, the Appraisal must also report on the likely significant effects of the SPD on the environment¹¹.

The Sustainability Assessment Framework (SAF), [see Table in section 9 on page 20](#) below, contains the sustainability appraisal objectives to which the IUDG DPD objectives will be subject. It also contains the corresponding targets and indicators for each objective.

Overall the framework consists of a set of 20 sustainability objectives, which arise from a number of sustainability issues for Islington identified and crystallised into three themes as part of the development process work of the LDF core strategy. These sustainability objectives are based on the work undertaken in collecting baseline data, e.g. the Islington State of the Environment Report 2005, for the LDF and from the local knowledge held by the Council. The sustainability objectives have been the subject of consultation and revision and/or addition following the consultation process.

For each objective one or more indicators were identified and each indicator has an associated quantitative target, usually dependent on the availability of appropriate baseline information.

7.2 Methodology for the Sustainability Appraisal:

The methodology for the SA of the IUDG DPD is the same as that of the Sustainability Appraisal of the Core Strategy Submission Draft April 2006.

7.3 The Sustainability Assessment Table

This sets out a straightforward range of scores to which the IUDG DPD objectives/ themes will be assessed against their ability in meeting the sustainability objectives. This method was developed and applied in the Sustainability Appraisal of the Core Strategy Submission Draft April 2006.

¹⁰ Ditto

¹¹ A Practical Guide to the Strategic Environmental Assessment Directive, p.13: ODPM, September 2005
Sustainability Appraisal of Islington Urban Design Guide (SPD), Islington Planning Division, May 2006

Figure 2: Sustainability Appraisal scores

Level of Significance	Rating	Definition
Very positive	++	The policy makes a very positive contribution to the achievement of the sustainability objective
Positive	+	The policy makes a positive contribution to the achievement of the sustainability objective
Neutral	0	No contribution is made, but neither are there any negative impacts
Unclear	?	Impacts, whether + or -, are uncertain and no assessment can be made
Negative	-	The policy makes a negative contribution to the achievement of the sustainability objective
Very negative	- -	The policy makes a very negative contribution to the achievement of the sustainability objective
Positive and Negative impacts	+/-	The policy has both +ve and -ve outcomes in terms of achieving the sustainability objectives

FIGURE 3 - SUSTAINABILITY APPRAISAL OBJECTIVES

Obj. No.	SUSTAINABILITY OBJECTIVE	INDICATORS	TARGETS	SOURCE OF TARGET/ INDICATOR
ECONOMIC				
1	To encourage economic growth and increased job opportunities	VAT registrations	No Target. Aim to improve	NOMIS Planning
2	To increase the quantity and range of employment premises	Amount of floorspace gained, by type Amount of floorspace lost, by type	Aim for a net increase with a mix of business types	Planning Planning
3	To reduce poverty and social exclusion.	Number of economically inactive people Number of unemployed people	No Target. Aim to reduce No Target. Aim to reduce	Census Census
4	To provide for the improvement of education and skill levels.	People Aged 16-74 with no qualifications. Percentage of pupils achieving 5 or more GCSE's at grades A*-C or equivalent. Number of learners completing adult education basic skills programme.	No target. Aim to reduce this number. As per BV Target. As per Best value target	Census KS13 Best Value 038, CEA

Obj. No.	SUSTAINABILITY OBJECTIVE	INDICATORS	TARGETS	SOURCE OF TARGET/ INDICATOR
ENVIRONMENT				
5	To minimise the need for new development			
6	To minimise the impact of new development on the quality of the environment. Environmental impacts should be reduced such that the aggregate of overall impacts on the borough, and wider environment, does not increase.	<p>BREEAM rating for all major developments</p> <p>Number of car-free housing developments</p> <p>Number of mixed-use development schemes</p> <p>Number of sites for which sufficient detailed information is available to decided whether remediation of the land is necessary</p> <p>Percentage of strategic developments that commit to a Green Procurement Plan.</p> <p>Percentage of applications for major developments that are accompanied by a Sustainability Assessment.</p>	<p>'Very good' BREEAM rating on ALL large scale developments of which 50% should achieve 'Excellent' rating</p>	<p>Planning division performance plan</p> <p>UDP</p> <p>UDP</p> <p>BVPI, State of the Environment Report</p> <p>Planning division performance plan</p> <p>Planning division performance plan</p>
7	To minimise waste	Total tonnage of waste generated within North London Waste Authority Area	No target. To be established through joint waste plan	Planning Policy

Obj. No.	SUSTAINABILITY OBJECTIVE	INDICATORS	TARGETS	SOURCE OF TARGET/ INDICATOR
8	To increase recycling rates	Total tonnage of household waste generated, which has been sent by Islington for recycling. Percentage of households served by collection for recyclable waste	Recycle or compost 25% of household waste by 2005/6 and to the national targets to recycle or compost 30% of household waste in 2010	Waste Management BVPI 82a (ii)/ DEFRA sustainable development headline indicator kg waste recycled pp pa
9	To encourage the re-use of waste products and materials for secondary and tertiary uses			
10	To encourage sustainable use of water resources	Number of new major developments incorporating water saving devices, use of locally sourced groundwater and SUDS (Sustainable Urban Drainage Systems). Chemical and biological water quality of the Regent's canal	No target Aim to improve	Planning State of the Environment Report State of the Environment report

Obj. No.	SUSTAINABILITY OBJECTIVE	INDICATORS	TARGETS	SOURCE OF TARGET/ INDICATOR
11	To improve, maintain and enhance biodiversity, flora and fauna.	<p>Number of nest boxes installed on street trees, private houses and new developments p.a.</p> <p>Condition of trees</p> <p>Number of trees on council owned land</p> <p>Total area of green roofs on new developments</p> <p>Population level of the House sparrow</p> <p>Loss and gain of sites of Nature Conservation Importance</p> <p>Areas of Natural Deficiency</p>	<p>Target: Install 3000 nest boxes on street trees, private houses and new developments over 5 years. (BAP)</p> <p>1 acre of green roof space on new developments per annum</p> <p>Aim to increase through provision of suitable nesting sites and food sources</p> <p>BVPI</p>	<p>Greenspace</p> <p>Greenspace</p> <p>Greenspace</p> <p>Planning</p> <p>Islington Biodiversity Action Plan</p> <p>Islington Biodiversity Action Plan</p>

Obj. No.	SUSTAINABILITY OBJECTIVE	INDICATORS	TARGETS	SOURCE OF TARGET/ INDICATOR
12	To improve air quality	Concentration of nitrogen dioxide in air Concentration of PM ₁₀ in air	200µm/m ³ hourly mean concentration of NO ₂ not to be exceeded more than 18 times a year. 40µm/m ³ annual mean concentration of NO ₂ . 50µm/m ³ hourly mean concentration of PM ₁₀ not to be exceeded more than 35 times a year. 40µm/m ³ annual mean concentration of PM ₁₀ .	Pollution Team Pollution team Pollution team Pollution team
13	To reduce greenhouse gas emissions and encourage energy efficiency	Energy generated by renewable technology in new developments Carbon dioxide emissions Average SAP rating of local authority owned dwellings	Aim to increase (MW) No target. Aim for reduction BVPI	Planning Policy DEFRA State of the Environment
14	To reduce traffic and encourage the use of sustainable modes of transport	Volume of traffic in Islington Volume of cycling trips per day Volume of walking trips per day Total car ownership	15% reduction in traffic Increase by 80% between 2001 and 2011 Increase of 25% between 2001 and 2015 No target	Sustainable Transport Strategy Sustainable Transport Strategy Sustainable Transport Strategy Census

Obj. No.	SUSTAINABILITY OBJECTIVE	INDICATORS	TARGETS	SOURCE OF TARGET/ INDICATOR
15	To improve the quality of the built environment.	Unacceptable levels of litter and detritus, graffiti and flyposting Unacceptable levels of flytipping Public perception of whether the council is doing a good job of looking after the borough's environment	As per BV Target. As per BV Target. As per BV Target.	Best Value 199e, Greenspace Best Value 199a,b,c, Local Best Value 199d, Local Local/ Islington Annual Residents Survey Feb 2005, every other year use E&R Customer Satisfaction Survey Dec.2005
SOCIAL				
16	To provide everybody with the opportunity to live in a decent home.	Number of Net Additional Dwellings (permissions) Percentage of social housing meeting Decent Homes Standards	900 as per Core Strategy	Annual Monitoring Report (Housing Trajectory) Homes for Islington Strategy

Obj. No.	SUSTAINABILITY OBJECTIVE	INDICATORS	TARGETS	SOURCE OF TARGET/ INDICATOR
17	To improve the health of the population.	The PCT has started work on these this year and have said they will make available a figure for the next AMR - towards the end of 2006. Number of people killed or seriously injured in road traffic accidents.	40% reduction between 1994-98 and 2010	Sustainable Transport Strategy
18	To reduce crime, anti-social behaviour and the fear of crime.	Domestic burglaries per 1,000 households Vehicle crimes per 1,000 population Violent crimes per 1,000 population Areas of Person Concern - crime as an area of personal concern reducing each year.	As per BV Target As per BV Target As per BV Target No target. Aim to reduce.	Best Value 126a, Community Safety Unit Best Value 128a, Community Safety Unit Best Value 127, Community Safety Unit Islington Annual Residents Survey
19	To encourage a sense of community identity and welfare.	No indicator as yet		
20	To improve accessibility to community infrastructure and services.	Population within easy walking distance of open space, shops and health facilities.	Local	Planning Policy

9. Assessing the IUDG DPD effects aims and objectives against the SA Framework

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
1. To encourage economic growth and increased job opportunities	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	++	Redevelopment schemes will increase economic growth.	Economic growth – see Ref.1, Appendix 4, AMR (based on ONS, Nomis, GLA data 2004). Environmental aspects of the baseline such as biodiversity, habitats, energy and CO ₂ emissions and waste may be adversely affected if the aggregate of the impacts from the quantity of comprehensive redevelopment are greater than the capacity of the environment to assimilate them. Currently, Islington is 'over-budget', in environmental terms, on the above aspects as highlighted in the State of the Environment Report.
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
Fenestration/ Window types	0			
Balconies and Balconettes	0			

	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
	Create safe and coherent layouts	0		
	Continuity and enclosure	0		
	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	0		
	Impact of vehicles: reducing the impact of vehicles on the built environment			

	Surface level car parking and front forecourt parking)	0		
	Underground parking			
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0		

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
2. To increase the quantity and range of employment premises	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	+	Redevelopment schemes will increase the quantity and range of employment premises, since any scheme is likely to be mixed use and will therefore include employment space.	Increases in employment space – see Ref.2, Appendix 4, AMR 2005 (DMS data). Environmental aspects of the baseline such as biodiversity, habitats, energy and CO ₂ emissions and waste may be adversely affected if the aggregate of the impacts from the quantity of comprehensive redevelopment are greater than the capacity of the environment to assimilate them. Currently, Islington is 'over-budget', in environmental terms, on the above aspects as highlighted in the State of the Environment Report.
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
Use of Materials/ Quality of materials	0			
Uniform / consistent street frontages	0			

	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
	Create safe and coherent layouts	0		
2. To increase the quantity and range of employment premises	Continuity and enclosure	0		
	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	0		
	Impact of vehicles: reducing the impact of vehicles on the built environment			
	Surface level car parking and front forecourt parking)	0		
	Underground parking			

	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0		
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Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
3. To reduce poverty and social exclusion	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
Roof plant and enclosures	0			

	Create safe and coherent layouts	+	This will meet the sustainability objective since socially excluded groups are most likely to suffer 'fear of crime'/ feeling unsafe.	According to Metropolitan Police Bull's Eye survey, only 24% of Islington residents felt 'safe' where they live or work in Islington, while 15% believe that crime is rising quickly where they live. Islington community safety audit 1998-2001. Ref.L37, Appendix 4, AMR 2005 (2001 Census data) Best Value 126a, Community Safety Unit.
3. To reduce poverty and social exclusion	Continuity and enclosure	0		
	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		

	Strengthening connections Create safe routes	+	This will meet the sustainability objective since socially excluded groups are most likely to suffer 'fear of crime'/ feeling unsafe.	According to Metropolitan Police Bull's Eye survey, only 24% of Islington residents felt 'safe' where they live or work in Islington, while 15% believe that crime is rising quickly where they live. Islington community safety audit 1998-2001 Ref.L37, Appendix 4, AMR 2005 (2001 Census data) Best Value 126a, Community Safety Unit
	Balancing traffic safety with community safety	0		
	Encouraging cycling	0		
	Impact of vehicles: reducing the impact of vehicles on the built environment			
	Surface level car parking and front forecourt parking)	0		
	Underground parking			
3. To reduce poverty and social exclusion	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	+	This will meet the sustainability objective since socially excluded groups are most likely to suffer 'fear of crime'/ feeling unsafe.	Islington community safety audit 1998-2001 Ref.L37, Appendix 4, AMR 2005 (2001 Census data) Best Value 126a, Community Safety Unit

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
4. To provide for the improvement of education and skill levels.	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
Create safe and coherent layouts	0			
	Continuity and enclosure	0		

4. To provide for the improvement of education and skill levels.	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	0		
	Impact of vehicles: reducing the impact of vehicles on the built environment			
	Surface level car parking and front forecourt parking)	0		
	Underground parking			
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0		

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
5. To minimise the need for new development	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	--	This does not meet the sustainability objective.	Environmental aspects of the baseline such as biodiversity, habitats, energy and CO ₂ emissions and waste may be adversely affected if the aggregate of the impacts from the quantity of comprehensive redevelopment are greater than the capacity of the environment to assimilate them. Currently, Islington is 'over-budget', in environmental terms, on the above aspects as highlighted in the State of the Environment Report.
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
Uniform / consistent street frontages	0			
Protecting unaltered rooflines	+	The policy is against inappropriate development		

	Rooflines with existing alterations / extensions	+	Ditto	
	Side extensions on the street frontage	+	Ditto	
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	+	The policy is against inappropriate development such as this.	
	Roof plant and enclosures	+	Ditto	
	Create safe and coherent layouts	0		
5. To minimise the need for new development	Continuity and enclosure	0		
	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	++	The IUDG standard meets the sustainability objective.	
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	0		
	Impact of vehicles: reducing the impact of vehicles on the built environment			
	Surface level car parking and front forecourt parking)	0		

	Underground parking	0	This may or may not result in environmental impacts via use of materials and resources during construction and give rise to the usual impacts of traffic once completed.	Environmental aspects of the baseline such as biodiversity, habitats, energy, CO ₂ emissions and waste may/ may not be adversely affected – see Islington State of the Environment Report.
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0		

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
<p>6. To minimise the impact of new development on the quality of the environment. Environmental impacts should be reduced such that the aggregate of overall impacts on the borough, and wider environment, does not increase.</p> <p>Sustainability objective amendment: Replace 'quality of the environment' with 'environmental sustainability'.</p>	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	-	Redevelopment will increase overall environmental impacts unless the entire development was carbon neutral, BREEAM excellent etc. – unlikely.	Environmental aspects of the baseline such as biodiversity, habitats, energy and CO ₂ emissions and waste may be adversely affected if the aggregate of the impacts from the quantity of comprehensive redevelopment are greater than the capacity of the environment to assimilate them. Currently, Islington is 'over-budget', in environmental terms, on the above aspects as highlighted in the State of the Environment Report.
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
Rooflines with existing alterations / extensions	0			
Side extensions on the street frontage	0			

	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
6. To minimise the impact of new development on the quality of the environment. Environmental impacts should be reduced such that the aggregate of overall impacts on the borough, and wider environment, does not increase. Sustainability objective amendment: Replace 'quality of the environment' with 'environmental sustainability'.	Create safe and coherent layouts	0		
	Continuity and enclosure	0		
	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	0		
	Impact of vehicles: reducing the impact of vehicles on the built environment	0		
	Surface level car parking and front forecourt parking)	0		
Underground parking				

	<p>The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance</p>	<p>0</p>		
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Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
7. To minimise waste	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	--	Redevelopment schemes will increase waste during the demolition, construction and operational phases.	Environmental aspects of the baseline such as biodiversity, habitats, energy and CO ₂ emissions and waste may be adversely affected if the aggregate of the impacts from the quantity of comprehensive redevelopment are greater than the capacity of the environment to assimilate them. Currently, Islington is 'over-budget', in environmental terms, on the above aspects as highlighted in the State of the Environment Report.
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
Balconies and Balconettes	0			

	Use of Materials/ Quality of materials	+	Using good quality materials, ideally sought via a green procurement plan, that are durable and will outlast inferior materials will help to minimise waste in the medium to long-term.	Wastes arising in the commercial sector will decrease from the current level of 35% of total waste p.a. (see Islington State of the Environment report, 2005).
	Uniform / consistent street frontages	+		
	Protecting unaltered rooflines	+		
	Rooflines with existing alterations / extensions	+		
	Side extensions on the street frontage	+		
	Basements	0	This may/ may not increase waste during the demolition and construction phases of the basements.	Wastes arising in the commercial sector may/ may not increase from the current level of 35% of total waste p.a. (see Islington State of the Environment report, 2005). See data from North London Waste Authority in Appendix 2, AMR, 2005.
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
7. To minimise waste	Create safe and coherent layouts	0		
	Continuity and enclosure	0		
	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		

Street trees	0		
Encouraging vitality / mix of uses	0		
Residential layout – creating active street frontages and secure homes	0		
Adaptability	++	The adaptability principle of the IUDG has been constructed with ease of conversion in mind. This may reduce waste in the longer-term.	Ditto
Strengthening connections Create safe routes	0		
Balancing traffic safety with community safety	0		
Encouraging cycling	0		
Impact of vehicles: reducing the impact of vehicles on the built environment			
Surface level car parking and front forecourt parking)	0		
Underground parking	0		
The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0		

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
8. To encourage the re-use of waste products and materials for secondary and tertiary uses	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	+	Using good quality materials, ideally sought via a green procurement plan, that are durable and will outlast inferior materials will help to minimise waste in the medium to long-term.	Wastes arising in the commercial sector will decrease from the current level of 35% of total waste p.a. (see Islington State of the Environment report, 2005). See data from North London Waste Authority in Appendix 2, AMR, 2005.
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
Side extensions on the street frontage	0			
Basements	0			
Scope for end of terrace infill development	0			

	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
	Create safe and coherent layouts	0		
8. To encourage the re-use of waste products and materials for secondary and tertiary uses	Continuity and enclosure	0		
	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	0		
	Impact of vehicles: reducing the impact of vehicles on the built environment			
	Surface level car parking and front forecourt parking)	0		
	Underground parking			
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0		

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
9. To increase recycling rates	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
Create safe and coherent layouts	0			
	Continuity and enclosure	0		

9. To increase recycling rates	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	0		
	Impact of vehicles: reducing the impact of vehicles on the built environment			
	Surface level car parking and front forecourt parking)	0		
	Underground parking	0		
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0		

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
10. To encourage sustainable use of water resources	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
Create safe and coherent layouts	0			
	Continuity and enclosure	0		

10. To encourage sustainable use of water resources	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0	Incorporation of more street trees into urban design will help retain water in the sub-soil thus reducing urban run-off.	No baseline data in State of the Environment Report for extent and impacts of urban run-off.
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	0		
	Impact of vehicles: reducing the impact of vehicles on the built environment			
	Surface level car parking and front forecourt parking)	+	Consequence of IUDG standard is to retain front gardens	
	Underground parking	0		
The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0			

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
11. To improve, maintain and enhance biodiversity, flora and fauna.	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
Create safe and coherent layouts	0			
	Continuity and enclosure	0		

11. To improve, maintain and enhance biodiversity, flora and fauna.	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	++	The IUDG aim is contained within Islington's Biodiversity Action Plan (BAP).	Improvements in nos. of trees, habitats and key species (e.g. Black Poplar) – see Islington BAP and Islington State of the Environment Report 2005. See L17 (species loss), L18 (no. of trees on council land), App. 4, AMR 2005.
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	0		
	Impact of vehicles: reducing the impact of vehicles on the built environment			
	Surface level car parking and front forecourt parking)	0		
	Underground parking			
The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0			

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
12. To improve air quality	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0			
Roof plant and enclosures	0			

	Create safe and coherent layouts	0		
12. To improve air quality	Continuity and enclosure	0		
	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	+	Trees and shrubs can ameliorate air pollution.	Marginal improvements to levels of air pollutants including PM ₁₀ and NO ₂ . (See State of the Environment Report 2005). See L23 and L24, App. 4, AMR 2005.
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	+	Improvements in the sustainability of travel will benefit air quality.	Any net decreases in the use of pmvs and increases in cycling/ walking will result in decreased levels of air pollutants PM ₁₀ and NO ₂ . See L29 (volume of cycling trips per day), App.4, AMR 2005.
	Impact of vehicles: reducing the impact of vehicles on the built environment	+	Ditto	Ditto See L28 (volume of traffic in Islington) App.4, AMR 2005.
Surface level car parking and front forecourt parking)	0			

	Underground parking	-	This could have the opposite effects to those described immediately above.	Any measures which facilitate increases in the use of pmvs will result in increased levels of air pollutants PM ₁₀ and NO ₂ . See L23 and L24, App. 4, AMR 2005.
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0		

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
13. To reduce greenhouse gas emissions and encourage energy efficiency	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	-	Redevelopment schemes will increase energy use and therefore carbon dioxide emissions.	Increases in CO ₂ levels will result in the short-term via the construction and development phases. The operational phases of the new development could be accompanied by lower emissions if it was carbon neutral – unlikely. See L26 (Carbon dioxide emissions) App. 4, AMR 2005.
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0	Use of materials with low embodied energy could help achieve the sustainability objective.	Decreases in embodied energy and CO ₂ releases. See L26 (Carbon dioxide emissions) App. 4, AMR 2005. NB - materials affected are not necessarily sourced in Islington.
	Uniform / consistent street frontages	0		
Protecting unaltered rooflines	0			
Rooflines with existing alterations / extensions	0			

	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
	Create safe and coherent layouts	0		
13. To reduce greenhouse gas emissions and encourage energy efficiency	Continuity and enclosure	0		
	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	+		
	Impact of vehicles: reducing the impact of vehicles on the built environment	++		
	Surface level car parking and front forecourt parking)	0		
Underground parking	0			

	<p>The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance</p>	0		
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Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
14. To reduce traffic and encourage the use of sustainable modes of transport	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
	Create safe and coherent layouts	0		
	Continuity and enclosure	0		

14. To reduce traffic and encourage the use of sustainable modes of transport	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	+	The aim of a mixed-use development I to improve local accessibility and reduce the need to travel to work or for shopping/leisure.	Any net decreases in the use of pmvs and increases in walking will result in decreased levels of air pollutants PM ₁₀ and NO ₂ . See L23 and L24, App. 4, AMR 2005.
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	0		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	++	IUDG measures that encourage cycling will meet the aims of the sustainability objective.	See L29 (volume of cycling trips per day), App.4, AMR 2005. Decreased levels of pmv use and of corresponding air pollutants PM ₁₀ and NO ₂ . See L23 and L24, App. 4, AMR 2005.
Impact of vehicles: reducing the impact of vehicles on the built environment	++	IUDG aim and sustainability objective are the same.	Reductions in levels of pmv use. Decreased levels of pmv use and of corresponding air pollutants PM ₁₀ and NO ₂ . See L23 and L24, App. 4, AMR 2005.	
Surface level car parking and front forecourt parking)	0			

	Underground parking	-	Provision of parking will make it easier for motor vehicle use and less easy for alternative, environmentally sound, travel modes to be sought.	New parking may facilitate car use.
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	0		

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
15. To improve the quality of the built environment.	Context and local distinctiveness	++	Each of the IUDG themes aims to improve the quality of the built environment, as well as the public realm.	Impacts to the baseline should be positive. See L31, L34, Appendix 4, AMR 2005.
	Height and scale	++	Ditto	Ditto
	Views, landmarks and the high buildings guidance	++	Ditto	Ditto
	Comprehensive redevelopment	++	Redevelopment schemes have the potential to improve the environment or otherwise.	
	Height / Width Ratios	++	Each of the IUDG themes aims to improve the quality of the built environment, as well as the public realm.	Impacts to the baseline should be positive. See L31, L34, Appendix 4, AMR 2005.
	Rhythm, Scale and Proportions	++	Ditto	Ditto
	Sloping sites	++	Ditto	Ditto
	Corner sites	++	Ditto	Ditto
	Elevational treatment	++	Ditto	Ditto
	Fenestration/ Window types	++	Ditto	Ditto
	Balconies and Balconettes	++	Ditto	Ditto
	Use of Materials/ Quality of materials	++	Environmental considerations should be a component of this quality objective.	
Uniform / consistent street frontages	++	Each of the IUDG themes aims to improve the quality of the built environment, as well as the public realm.	Impacts to the baseline should be positive. See L31, L34, Appendix 4, AMR 2005.	

	Protecting unaltered rooflines	++	Ditto	Ditto
	Rooflines with existing alterations / extensions	++	Ditto	Ditto
	Side extensions on the street frontage	++	Ditto	Ditto
	Basements	++	Ditto	Ditto
	Scope for end of terrace infill development	++	Ditto	Ditto
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	++		
	Roof plant and enclosures	++		
15. To improve the quality of the built environment.	Create safe and coherent layouts	++	Each of the IUDG themes aims to improve the quality of the built environment, as well as the public realm.	Impacts to the baseline should be positive. See L31, L34, Appendix 4, AMR 2005.
	Continuity and enclosure	++	Ditto	Ditto
	Building line	++	Ditto	Ditto
	Perimeter block	++	Ditto	Ditto
	Alternative layouts	++	Ditto	Ditto
	Safe open spaces	++	Ditto	Ditto
	Street trees	++	Ditto	Ditto
	Encouraging vitality / mix of uses	++	Ditto	Ditto
	Residential layout – creating active street frontages and secure homes	++	Ditto	Ditto
	Adaptability	++		
	Strengthening connections Create safe routes	++	Ditto	Ditto
	Balancing traffic safety with community safety	+		
	Encouraging cycling	++	Ditto	Ditto

	Impact of vehicles: reducing the impact of vehicles on the built environment	++	Ditto	Ditto
	Surface level car parking and front forecourt parking)	+		
	Underground parking	+	Underground parking would have less of an obvious visual impact than surface parking. However, if this is as part of an overall increase in car parking levels then this may give rise to more vehicular use and impacts which would affect the quality of the environment.	Increased levels of pmv use and of corresponding air pollutants PM ₁₀ and NO ₂ . See L23 and L24, App. 4, AMR 2005.
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	++	Each of the IUDG themes aims to improve the quality of the built environment, as well as the public realm.	Impacts to the baseline should be positive. See L31, L34, Appendix 4, AMR 2005.

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
16. To provide everybody with the opportunity to live in a decent home.	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0	Redevelopment schemes may offer, assuming that they include a residential component, opportunities for affordable housing.	The numbers of people living in 'Decent Homes' will increase from the baseline figure of 42% (Homes For Islington April 2004, in Annual Monitoring Report 2005).
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
Create safe and coherent layouts	0			

Continuity and enclosure	0		
Building line	0		
Perimeter block	0		
Alternative layouts	0		
Safe open spaces	0		
Street trees	0		
Encouraging vitality / mix of uses	0		
Residential layout – creating active street frontages and secure homes	++		
Adaptability	0		
Strengthening connections Create safe routes	0		
Balancing traffic safety with community safety	0		
Encouraging cycling	0		
Impact of vehicles: reducing the impact of vehicles on the built environment			
Surface level car parking and front forecourt parking)	0		
Underground parking			
The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	++		

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
17. To improve the health of the population.	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
Create safe and coherent layouts	0			
	Continuity and enclosure	0		

17. To improve the health of the population.	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	0		
	Street trees	0		
	Encouraging vitality / mix of uses	0		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	++		
	Balancing traffic safety with community safety	0		
	Encouraging cycling	++	An increase in cycling rates will be accompanied by an improvement in health of the cyclists.	See L29 (volume of cycling trips per day), App.4, AMR 2005. Decreased levels of pmv use and of corresponding air pollutants PM ₁₀ and NO ₂ . See L23 and L24, App. 4, AMR 2005.
	Impact of vehicles: reducing the impact of vehicles on the built environment	++	There are 2 links between health and transport. 1) There may be some marginal improvement of the health of the population, via improved air quality, if green travel plans are applied comprehensively to developments (and no net increase in traffic occurs). 2) Road Traffic Accidents	1) Reductions in levels of pmv use. Decreased levels of pmv use and of corresponding air pollutants PM ₁₀ and NO ₂ . See L23 and L24, App. 4, AMR 2005. 2) L36, Appendix 4, AMR 2005 - number of people killed or seriously injured in road traffic accidents, 101 p.a. (Sustainable Transport Strategy, 2004)

	Surface level car parking and front forecourt parking)	0		
	Underground parking	0		
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	+		

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
18. To reduce crime, anti-social behaviour and the fear of crime.	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
Create safe and coherent layouts	++	The IUDG theme is the same as the sustainability objective.	See L37,38, 39, 40, Appendix 4, AMR 2005 (Sources: BVPIs and Annual Residents' Survey).	

18. To reduce crime, anti-social behaviour and the fear of crime.	Continuity and enclosure	+		
	Building line	+		
	Perimeter block	+		
	Alternative layouts	+		
	Safe open spaces	+		
	Street trees	+		
	Encouraging vitality / mix of uses	+	24-hour movement and occupancy can assist with crime reduction.	See L37,38, 39, 40, Appendix 4, AMR 2005 (Sources: BVPIs and Annual Residents' Survey).
	Residential layout – creating active street frontages and secure homes	+	The SPD theme partially meets the aims of the sustainability objective.	See L37,38, 39, 40, Appendix 4, AMR 2005 (Sources: BVPIs and Annual Residents' Survey).
	Adaptability	0		
	Strengthening connections Create safe routes	+		
	Balancing traffic safety with community safety	+		
	Encouraging cycling	+	Studies show that cycling, as opposed to car use, can provide a safer environment.	See L37,38, 39, 40, Appendix 4, AMR 2005 (Sources: BVPIs and Annual Residents' Survey).
	Impact of vehicles: reducing the impact of vehicles on the built environment	+		
	Surface level car parking and front forecourt parking)	+		
Underground parking	+			
The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	++	The SPD theme is similar to the sustainability objective.	See L37,38, 39, 40, Appendix 4, AMR 2005 (Sources: BVPIs and Annual Residents' Survey).	

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
19. To encourage a sense of community identity and welfare.	Context and local distinctiveness	+		See L41, Appendix 4, AMR 2005
	Height and scale	+		Ditto
	Views, landmarks and the high buildings guidance	+		Ditto
	Comprehensive redevelopment	+		Ditto
	Height / Width Ratios	+		Ditto
	Rhythm, Scale and Proportions	+		Ditto
	Sloping sites	+		Ditto
	Corner sites	+		Ditto
	Elevational treatment	+		Ditto
	Fenestration/ Window types	+		Ditto
	Balconies and Balconettes	+		Ditto
	Use of Materials/ Quality of materials	+		Ditto
	Uniform / consistent street frontages	+		Ditto
	Protecting unaltered rooflines	+		Ditto
	Rooflines with existing alterations / extensions	+		Ditto
	Side extensions on the street frontage	+		Ditto
	Basements	+		Ditto
	Scope for end of terrace infill development	+		Ditto
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	+		Ditto
	Roof plant and enclosures	+		Ditto
Create safe and coherent layouts	+		Ditto	
19. To encourage a sense of community identity and welfare.	Continuity and enclosure	+		Ditto
	Building line	+		Ditto
	Perimeter block	+		Ditto

identity and welfare.	Alternative layouts	+		Ditto
	Safe open spaces	+		Ditto
	Street trees	+		Ditto
	Encouraging vitality / mix of uses	+		Ditto
	Residential layout – creating active street frontages and secure homes	+		Ditto
	Adaptability	0		Ditto
	Strengthening connections Create safe routes	+		Ditto
	Balancing traffic safety with community safety	+		Ditto
	Encouraging cycling	+		Ditto
	Impact of vehicles: reducing the impact of vehicles on the built environment	+		Ditto
	Surface level car parking and front forecourt parking)	+		Ditto
	Underground parking	+		Ditto
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	+		Ditto

Sustainability Objective	IUDG SPD objective/ theme	Score	Appraisal Comments	Changes to the sustainability baseline
Economic				
20. To improve accessibility to community infrastructure and services.	Context and local distinctiveness	0		
	Height and scale	0		
	Views, landmarks and the high buildings guidance	0		
	Comprehensive redevelopment	0		
	Height / Width Ratios	0		
	Rhythm, Scale and Proportions	0		
	Sloping sites	0		
	Corner sites	0		
	Elevational treatment	0		
	Fenestration/ Window types	0		
	Balconies and Balconettes	0		
	Use of Materials/ Quality of materials	0		
	Uniform / consistent street frontages	0		
	Protecting unaltered rooflines	0		
	Rooflines with existing alterations / extensions	0		
	Side extensions on the street frontage	0		
	Basements	0		
	Scope for end of terrace infill development	0		
	Miscellaneous structures Advertising and signs Telecommunication aerials and equipment	0		
	Roof plant and enclosures	0		
Create safe and coherent layouts	0			
	Continuity and enclosure	0		

20. To improve accessibility to community infrastructure and services.	Building line	0		
	Perimeter block	0		
	Alternative layouts	0		
	Safe open spaces	+		
	Street trees	0		
	Encouraging vitality / mix of uses	+		
	Residential layout – creating active street frontages and secure homes	0		
	Adaptability	0		
	Strengthening connections Create safe routes	++		
	Balancing traffic safety with community safety	+		
	Encouraging cycling	+		
	Impact of vehicles: reducing the impact of vehicles on the built environment	+		
	Surface level car parking and front forecourt parking)	0		
	Underground parking	0		
	The attributes of safer places Access and movement: structure/ surveillance/ ownership/ physical protection/ activity/ management and maintenance	+		

10. Conclusion

Overall the objectives, standards, principles and themes of the draft Islington Urban Design Guide contribute positively to a number of the sustainability objectives of the sustainability assessment framework. Particularly, sustainability objectives 15, 17, 18, 19 and, to a lesser extent, number 20.

Sustainability objective 5 'To minimise the need for new development' is not met by objective 4 'Comprehensive redevelopment' of the draft Islington Urban Design Guide, since Islington's environmental baseline is already over-budget.

The sustainability appraisal has highlighted the need to amend one of the sustainability objectives – number 6. 'To minimise the impact of new development on the quality of the environment'. This is for reasons of clarity and to avoid ambiguity, rather than for substantive reasons.

It is proposed that the sustainability objective will be amended to replace '*quality of the environment*' with '*environmental sustainability*'. This amendment is proposed in order to reflect the objective's intention to consider the environmental sustainability baseline as opposed to its environmental quality i.e. aesthetics, form and function.

This document is a Sustainability Appraisal Report into the draft Supplementary Planning Document Islington Urban Design Guide. It is subject to public consultation along with the Urban Guide itself.

Please send any comments on this Sustainability Appraisal to:

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The deadline for comments to be received **by is 5pm ????? June 2006** 4-6 weeks from deposit of draft.

For further information please contact Miles Duckworth on 020 7527 2001