

Mount Pleasant Supplementary Planning Document

February 2012



	Summary	2
1	Introduction	3
2	Planning context	5
3	Site description	
3.1	Site location and context	7
3.2	Land use	10
3.3	Site and area characteristics	12
3.4	Site issues and design objectives	18
4	Development guidelines	
4.1	Development objectives	20
4.2	Planning considerations	21
4.3	Indicative site layout	25
5	Public consultation	35
	Appendix 1 – Planning requirements	
	Appendix 2 – Statement of community impact	
	Appendix 3 – Additional site information	

Summary

The owner of the Mount Pleasant site, Royal Mail, intends to redevelop a substantial part of the site following its consolidation of London wide services. Royal Mail currently operates the site as a sorting office with large service areas used for operational vehicles and parking. Royal Mail intends to redevelop these existing areas with a residential led, mixed use development.

The majority of the site is located in Islington with a quarter of the site in Camden. Islington Council, together with Camden Council, has produced this Supplementary Planning Document (SPD), and both councils intend to adopt it at the same time, following consultation.

The SPD, once adopted, will be used to guide development on the Mount Pleasant site. Camden Council currently has an adopted planning brief for the Camden part of the site to the west of Phoenix Place. Once the Mount Pleasant SPD is adopted, this SPD will supercede the current Phoenix Place brief.

This SPD contains some illustrations and drawings to show how the development of this site might look. These are for illustrative purposes only and are not intended as detailed proposals or options, but are designed to invite people to comment on the issues raised. This will assist the debate about what might happen on this site and what issues the planning guidance should cover.

Public consultation on the draft SPD took place from Monday 24th October to Monday 5th December 2011. Consultation brochures were circulated to residents, businesses, visitors and people who work in the area. The responses provided useful feedback on the draft SPD. The SPD has been amended to take relevant planning considerations into account. A full evaluation of the responses received is set out in the consultation report.

1. Introduction

Purpose

- 1.1 The Mount Pleasant Supplementary Planning Document (SPD) will form part of each of the Local Development Frameworks (LDF) for Islington and Camden. The SPD will be used by both councils to make decisions about future development and investment in the area.
- 1.2 This SPD sets out the relevant planning policies that should be addressed by redevelopment proposals for the site, any planning and design issues specific to the site, and some of the key information that an applicant should include in any future planning application.
- 1.3 The SPD for the Mount Pleasant site has been prepared to give the local community in Islington and Camden an early opportunity to comment on how the site could be redeveloped.

Background

- 1.4 Royal Mail bases their Central London mail operations on the Mount Pleasant site. They are based in the existing sorting office building on the south-east corner of the site, and the service areas located north and west of the sorting office are used for parking and loading.
- 1.5 Changes to its operations have recently been announced and Royal Mail is making plans to rationalise its sites across London. It will dispose of some sites elsewhere in London. However at Mount Pleasant, Royal Mail intends to intensify the use of this site with a number of operations being transferred there. This change will result in an increase in the number of jobs at the site (from approximately 1,500 to 2,000), as well as an increase in the number of anticipated vehicle movements to service the site (from around 2,000 movements a day back to 2003 levels of around 3,000 movements a day).
- 1.6 The operational changes proposed by Royal Mail will improve the efficiency of the operation and use of the existing buildings and therefore release the northern service yard and the car park for redevelopment. At Phoenix Place, options are being examined for the release of most of the site for redevelopment.

Councils' role

- 1.7 Islington and Camden Councils are the Statutory Planning Authorities with responsibility for determining all planning applications made for this site. The councils will take all material planning considerations into account when determining any future planning application, including comments made by members of the public during consultation on any planning application.
- 1.8 The SPD therefore seeks to give Royal Mail, the local community, future developers and other interested parties guidance over the land uses, design and impact of any future development that may be acceptable to the two councils.
- 1.9 As part of the adoption process of the SPD, Islington and Camden will consult with interested parties to enable them to engage with and provide feedback on planning guidance for the site at an early stage.

Vision and objectives

1.10 The key priorities that are shared by both boroughs for this site are set out below and in Section 4.1. They are to:

- Create a new neighbourhood which integrates fully into the local area and supports a new mixed and balanced community;
- Provide new housing, particularly affordable housing, much of which would be homes suitable for families;
- Help promote a strong local economy that provides a range of opportunities for different types and sizes of businesses;
- Open up the site with both new and improved streets that make better connections between Mount Pleasant and the surrounding neighbourhoods;
- Create new high quality and inclusive public spaces for local people both on the site and at its four corners; and
- Promote high quality design for buildings and public spaces which sustain and enhance the historic significance of the site and its surrounding area.

2. Planning Policy context

- 2.1 The planning policy context comprises a series of planning policy documents from national to local level. More detail of key planning policies is provided in Appendix 1 and key planning considerations are summarised in Section 4.2.
- 2.2 Islington and Camden Councils make decisions about land use in the boroughs based on national, regional (London) and their own local planning policy.
- 2.3 At a national level the Government is undertaking a radical review of planning. Its Localism Bill is currently passing through Parliament, and a draft National Planning Policy Framework has been published. A final version of the National Planning Policy Framework is scheduled to be published by April 2012.
- 2.4 The London Mayor produces a development strategy for greater London, called the London Plan (adopted July 2011) which forms part of the Development Plan (see Figure 1). Local councils have, and continue to develop, local policies that are consistent with both national policy and the London Plan.
- 2.5 Islington's and Camden's respective local planning policies fit together to make up their respective Local Development Framework (LDF) (structure shown in Figure 1). The key document in the respective LDFs is the Core Strategy. It sets out the strategic vision for what the councils want to achieve in the future and where and how change will happen. Islington's Core Strategy was adopted in February 2011. Camden's Core Strategy and Development Policy documents were adopted in November 2010.

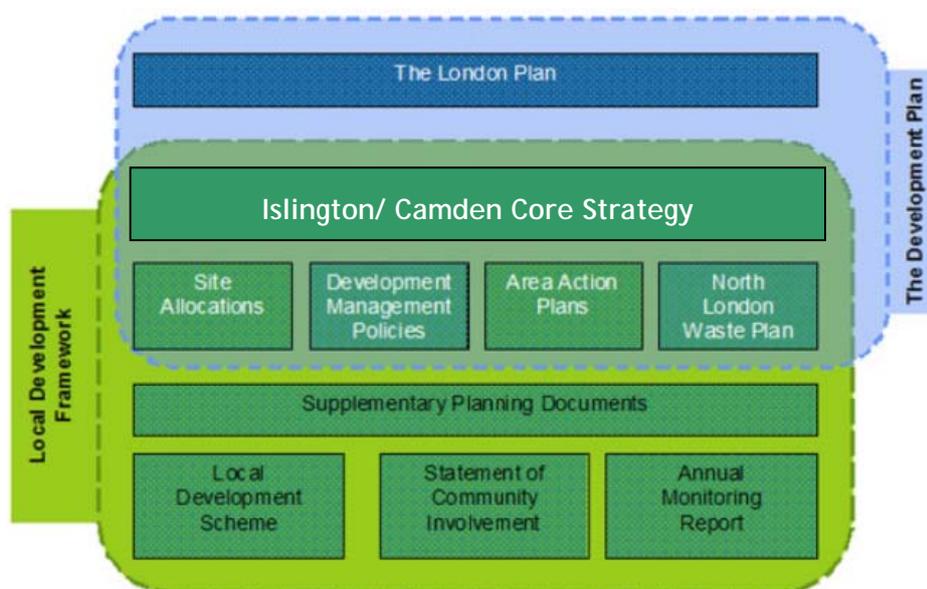


Figure 1: Documents in the Local Development Framework

Other policy documents

- 2.6** Further key planning documents for Islington and Camden are outlined below. More information about relevant policies and guidance, with links to the councils' web sites, is provided in Appendix 1.

Islington

- 2.7** Islington's Unitary Development Plan (UDP) (adopted June 2002) has been partly superseded by the Core Strategy. The 'saved' UDP policies will continue to be used until the adoption of the relevant LDF documents. For this reason, this draft SPD for the Mount Pleasant site refers to these 'saved' UDP policies where appropriate.
- 2.8** A number of other planning policy documents that will make up Islington's LDF are currently in preparation. A key document that will be relevant to this site is the Development Management Policies document. This will set out land use controls, design standards, and promote sustainable development. There were public consultations during November and December 2012 on the Development Management Policies.
- 2.9** Islington Council is preparing the Finsbury Local Plan (an Area Action Plan for Bunhill and Clerkenwell wards). This will become part of the council's Local Development Framework and will set out a vision for the south of Islington for the period up to 2025. The draft Finsbury Local Plan includes Policy BC6 which refers to North Clerkenwell and Mount Pleasant and a Site Allocation policy for the Islington part of the site (BC46).

Camden

- 2.10** Camden Council is currently drafting a Site Allocations document which refers to the Phoenix Place part of the Mount Pleasant site. The Submissions Draft is due to begin consultation in early 2012. Until this document is formally adopted the land use schedule of Camden's 2006 UDP remains a 'saved' policy.
- 2.11** In September 2011 Camden Council adopted revised Planning Guidance documents that bring the Planning Guidance in line with the LDF Core Strategy and Development Policies and replace the 2006 Planning Guidance. This provides a single point of reference for a range of issues from affordable housing to sustainable design and construction.

Future planning applications

- 2.12** All planning applications will be determined by both Islington and Camden against their Development Plans that includes the policies that are in place at the time that the decision on an application is made.
- 2.13** The adopted SPD will provide planning guidance for development management purposes and be considered as a material consideration in the determination of any planning applications for the redevelopment of the site.

3. Site description

3.1 Site location and context

3.1.1 The Mount Pleasant site, shown in Figure 2, is located in Clerkenwell Ward (Islington) and straddles the borough boundary with Camden along Phoenix Place, with that part of the site in Holborn & Covent Garden Ward (Camden). Part of the site is located within the Rosebery Avenue Conservation Area and is adjacent to four other Conservation Areas (CA): Bloomsbury CA, Hatton Garden CA, Clerkenwell Green CA and New River CA, and is adjacent to a number of listed buildings which are set out in Appendix 3.

3.1.2 The site is 4.8 hectares overall, with 3.6 hectares in Islington and 1.2 hectares in Camden, and is located within the Central Activities Zone, as defined by the Greater London Authority. The Mount Pleasant site is located between the more residential areas to the north, and the more commercial areas to the south. There is a large change of level across the site dropping from north to south.

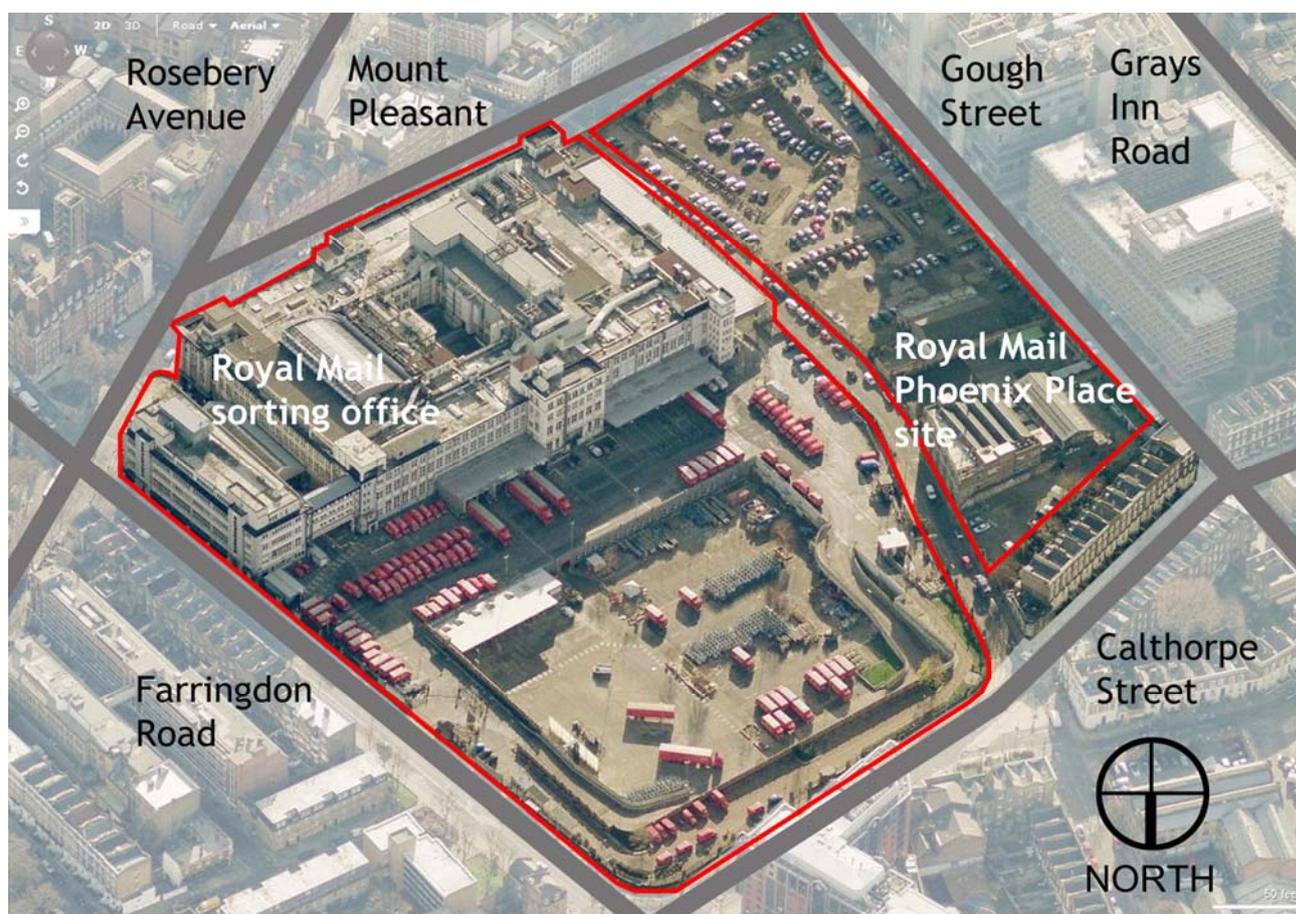


Figure 2: Site location, looking south

Transport

- 3.1.3 The Mount Pleasant site is located in Zone 1 and is well served by public transport, as shown in Figure 3 and Figure 4. It lies between Kings Cross/ St Pancras and Farringdon stations, both of which are within a 10 minute walk.
- 3.1.4 Kings Cross/ St Pancras is served by six London Underground lines (Victoria, Northern, Metropolitan, Circle, Hammersmith & City and Piccadilly) as well as regional, national and international train services. Farringdon station is also served by three London Underground lines (Circle, Metropolitan and Hammersmith & City). When Crossrail opens in 2018, Farringdon will also be served by Crossrail trains.
- 3.1.5 Other London Underground Stations at Angel, Chancery Lane, Holborn and Russell Square are also within a ten minute walk of the site.

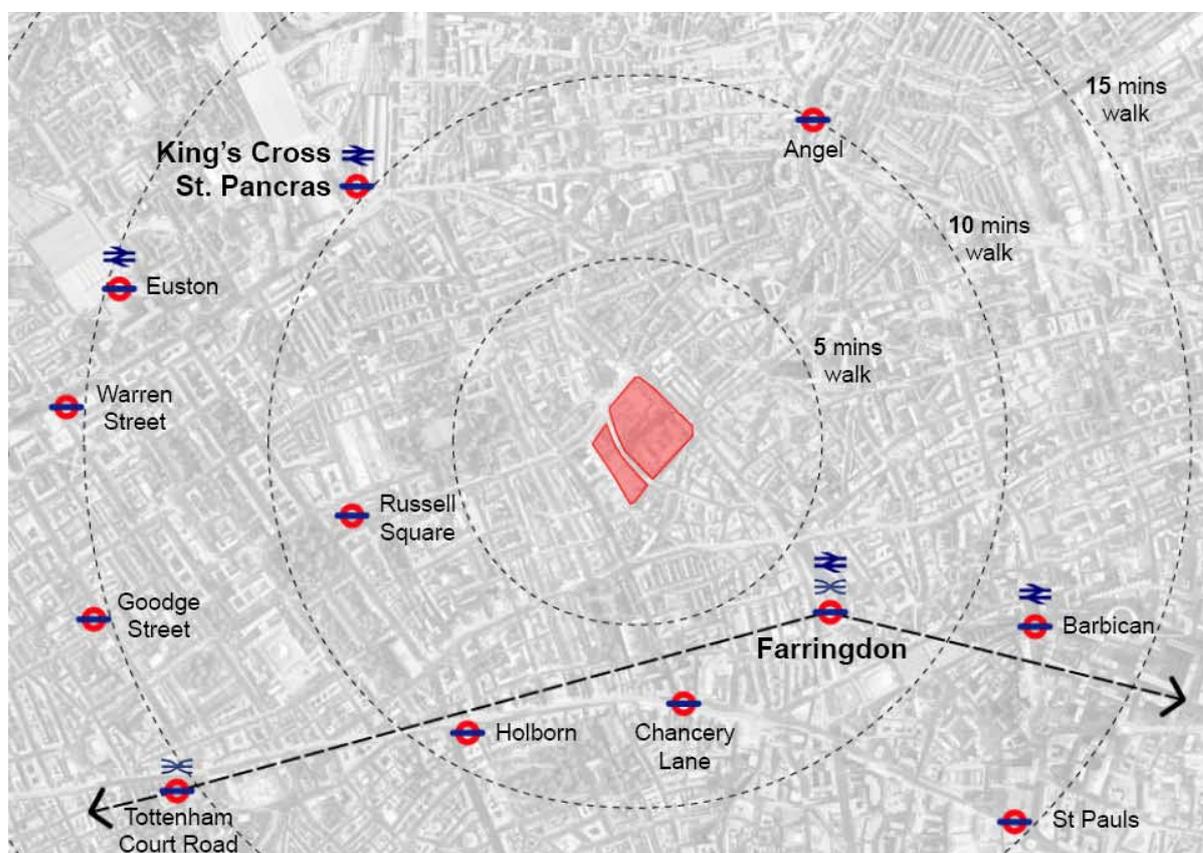


Figure 3: Local trains and walking distances

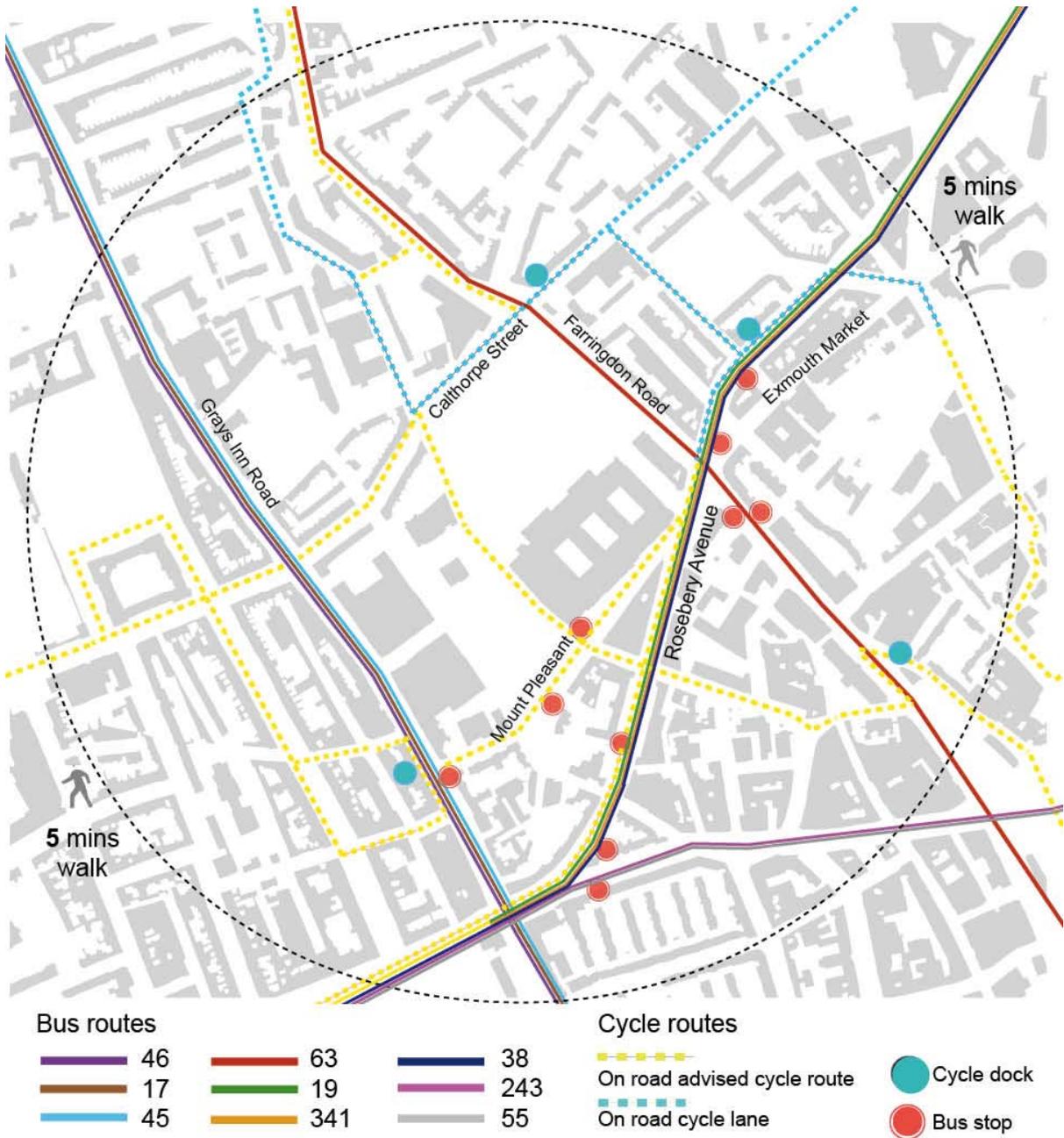


Figure 4: Local Transport

3.2 Land use

- 3.2.1** The site currently comprises the Central London Mail Centre, some international distribution operations, the City Delivery Office and associated operations of Royal Mail.
- 3.2.2** The site also incorporates the British Postal Museum and Archive (BPMA) which is located within the south-western block of the main building. There is an underground Mail Rail depot located on the site that ceased operation in May 2003.
- 3.2.3** These uses of the site and ground floor uses of the wider area are shown in Figure 5, and the building heights are shown in Figure 6.
- 3.2.4** The service yard located north and west of the sorting office is used for operational vehicle parking and loading. The area located south-west of the main building adjacent to Phoenix Place is used for staff car parking. The Phoenix Place site also accommodates a separate three storey office building.
- 3.2.5** The main access to the site is currently positioned on the eastern boundary on Farringdon Road. Vehicles can currently exit the site onto Phoenix Place or Farringdon Road, or alternatively onto Mount Pleasant in emergencies.

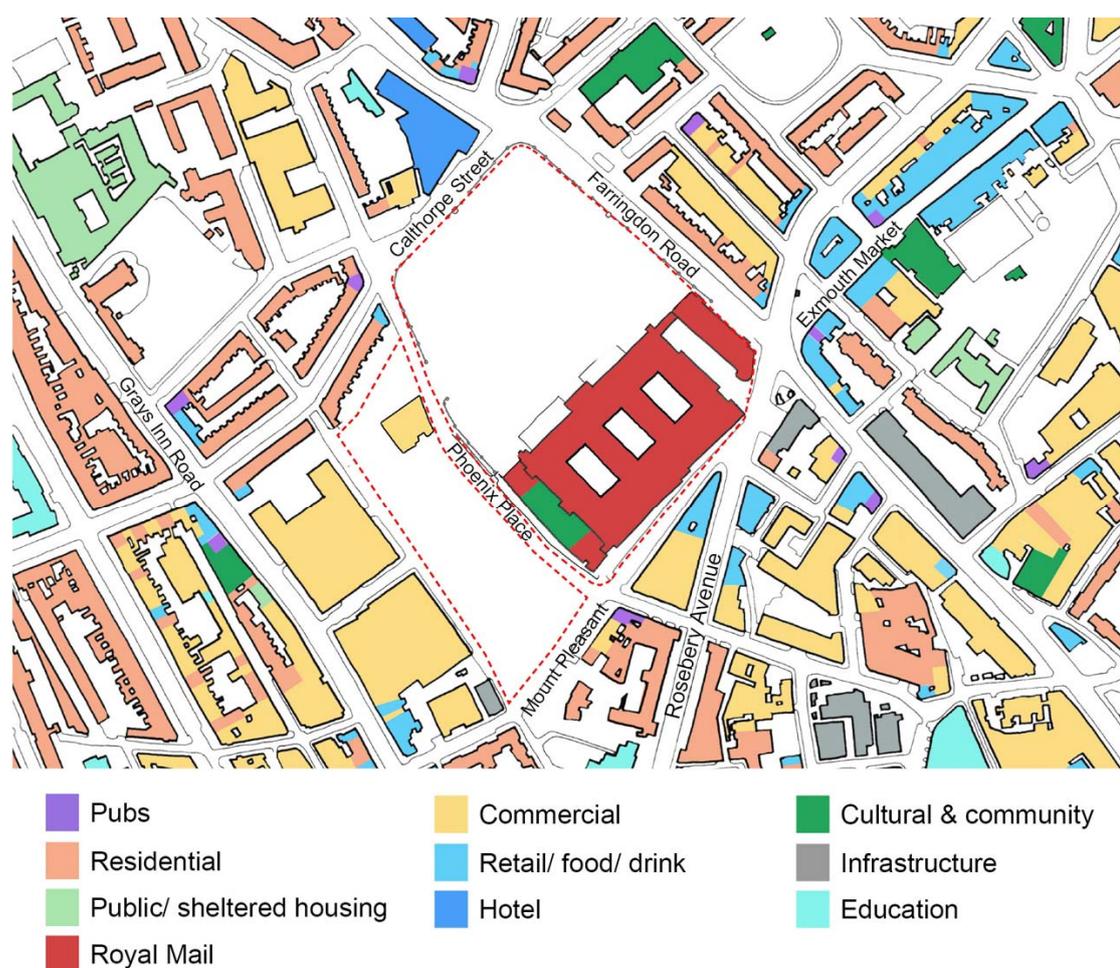


Figure 5: Existing ground floor uses

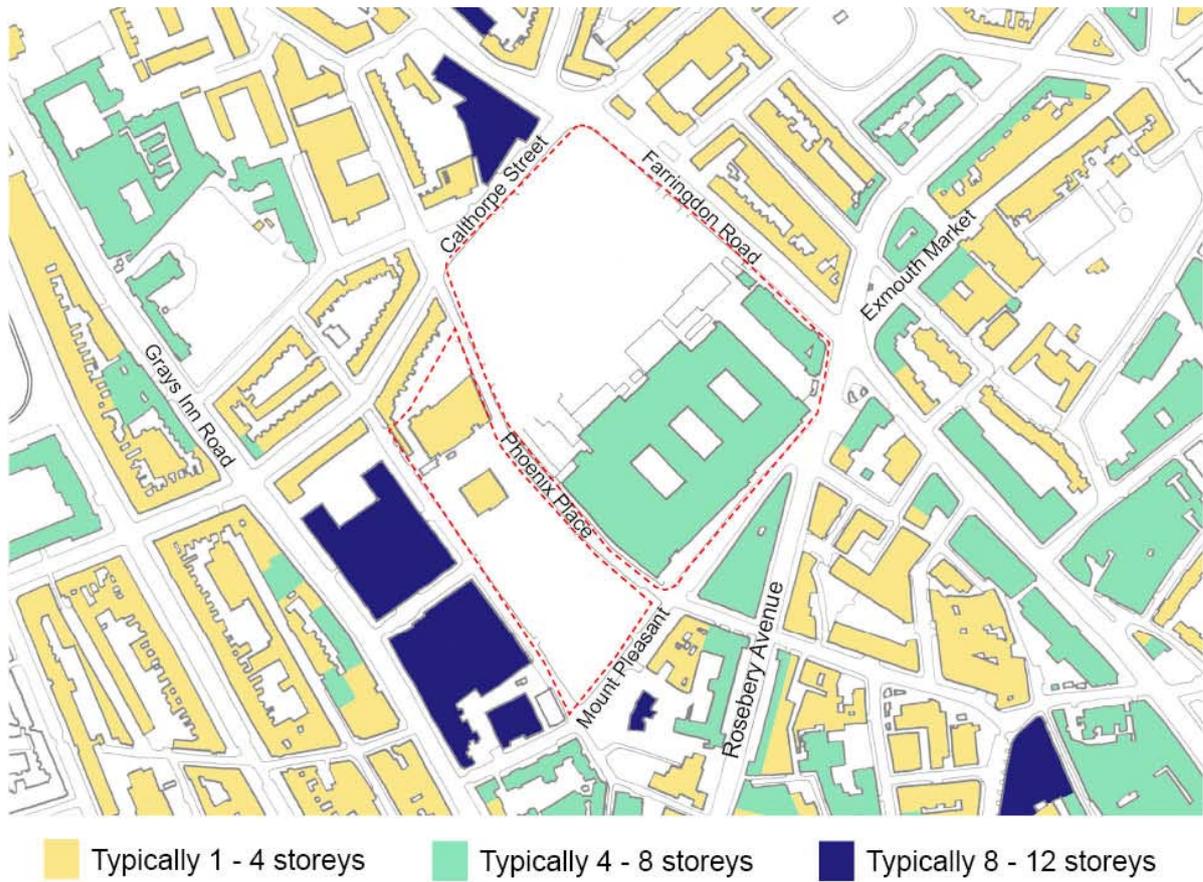


Figure 6: Existing building heights

3.3 Site and area characteristics

3.3.1 In this section the predominant characteristics of the site and the surrounding area are described and the factors that would be relevant for any new development are highlighted.

3.3.2 Addressing such characteristics as the historic character, local heritage and local public space, in particular the four corners of the site, will ensure any proposals relate to the surrounding area and integrate with it in a balanced and coherent way.

Historic character

3.3.3 Since the area was first developed in the mid 18th century, the Mount Pleasant site has been home to a series of large single functions and lacked streets running through it.

3.3.4 The site was first used as a large rubbish tip in the 18th century, as shown in Figure 7, then a prison in the 19th century, and finally a postal sorting office in the 20th century.

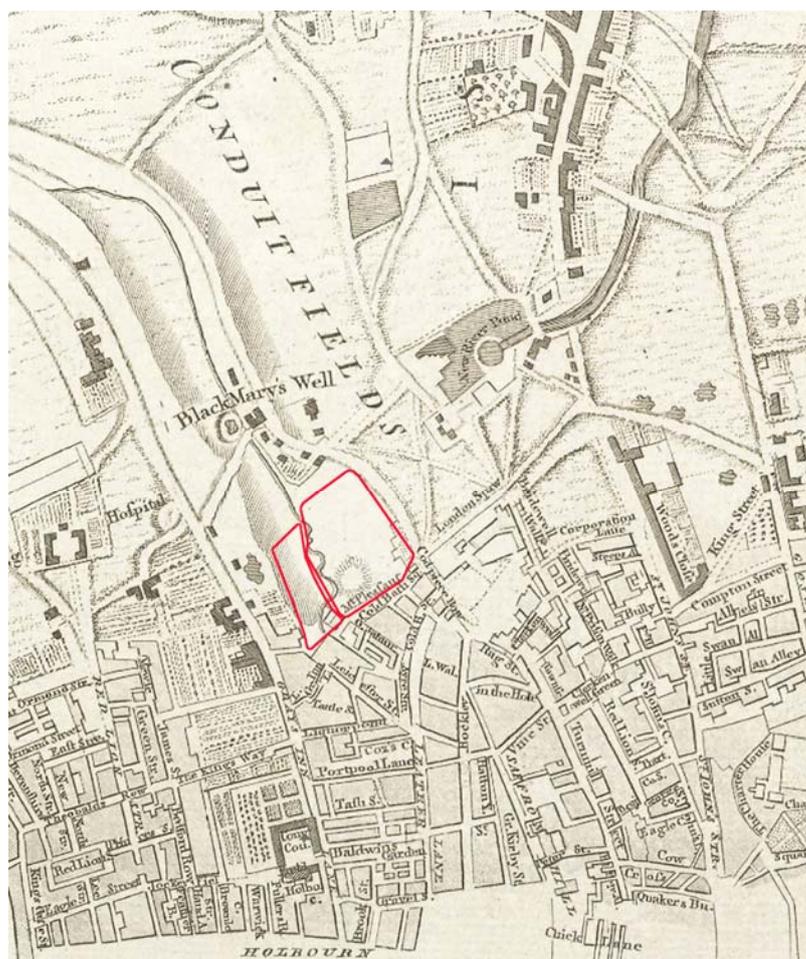


Figure 7: Clerkenwell area 1754

Surrounding neighbourhoods

3.3.5 The neighbourhoods surrounding the Mount Pleasant site are shown in Figure 8. This historical development of the area has meant that the site does not integrate or identify with the surrounding neighbourhoods. Furthermore, at present most of the site is used as a vehicle service yard and for parking. This means that most of the streets adjoining the site only have active frontages on one side of the street rather than following the pattern of activity on both sides of the street that is common in Central London. The site therefore forms a gap in the urban fabric of the area.

3.3.6 It is extremely important that any future development of the site addresses this gap by, for example, enabling public access through the site; restoring a more traditional street pattern; and by ensuring that any future development responds to and integrates with the surrounding neighbourhoods.

3.3.7 The surrounding neighbourhoods are listed below:

- Lloyd Baker Estate;
- Kings Cross;
- Bloomsbury;
- Hatton Garden; and
- Clerkenwell.

Each of these neighbourhoods has its own particular character which is described in further detail in Appendix 3.

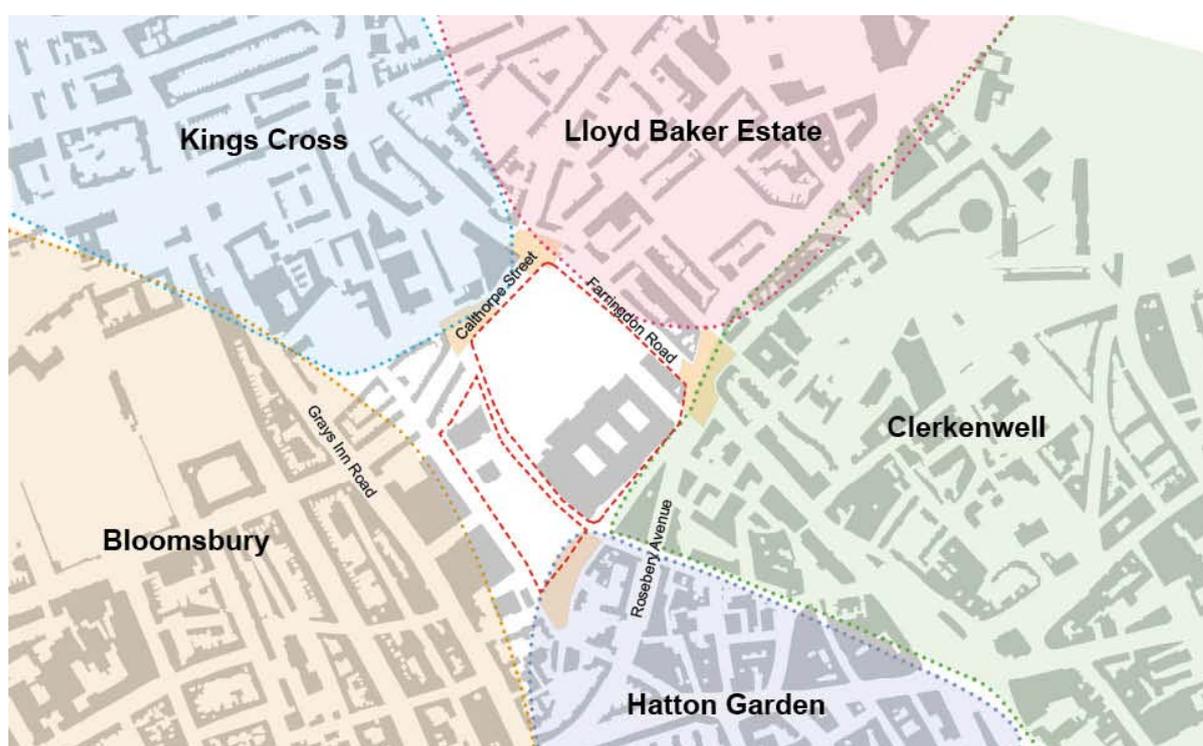


Figure 8: Character areas

Heritage

3.3.8 Part of the site sits within the Rosebery Avenue Conservation Area, and there are a number of other Conservation Areas (CA) close by, as shown in Figure 9.

3.3.9 The surrounding Conservation Areas are listed below:

- Bloomsbury CA;
- New River CA;
- Clerkenwell Green CA; and
- Hatton Garden CA.

A more detailed description of their main physical characteristics is set out in Appendix 3.

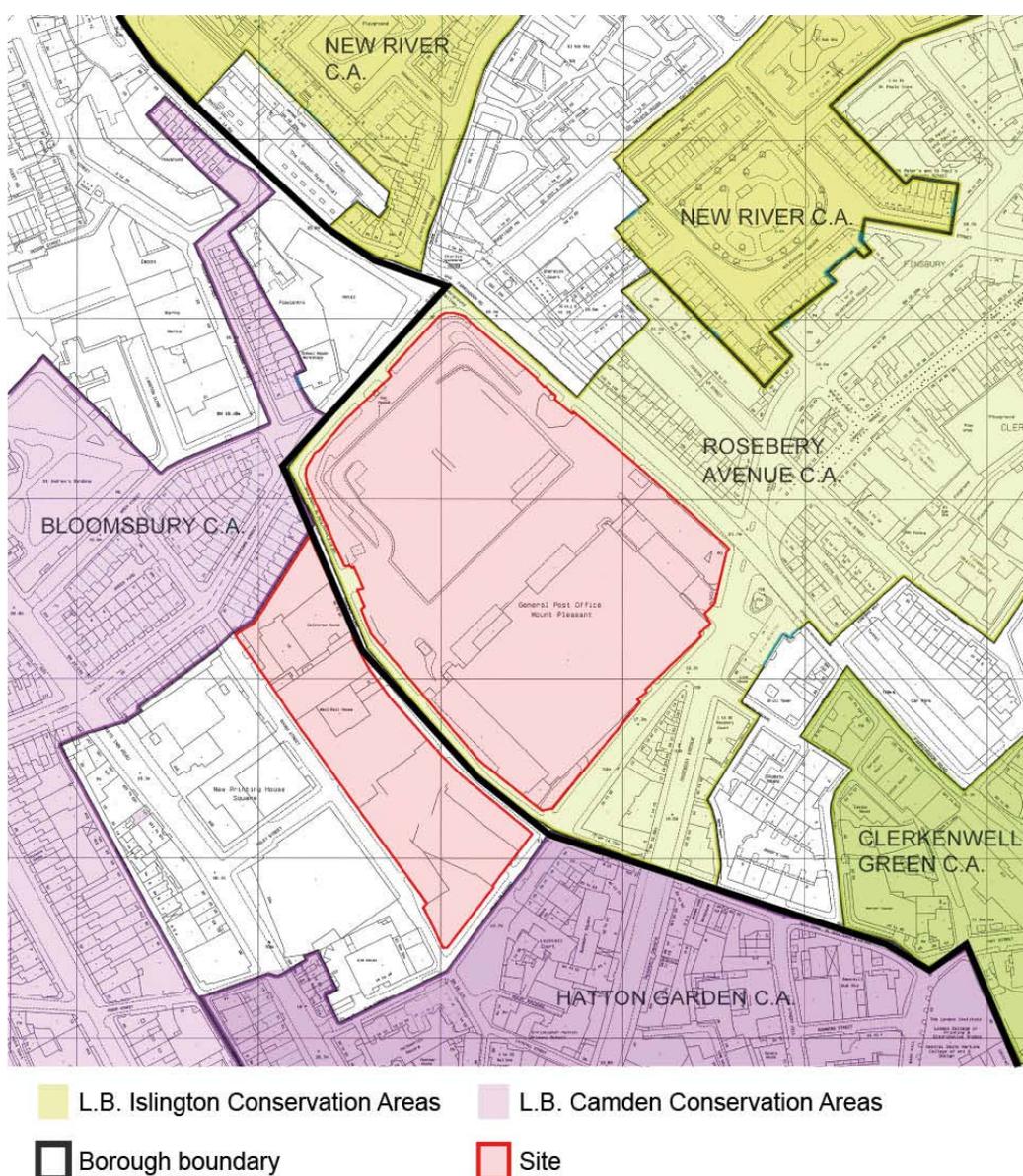


Figure 9: Conservation Areas

Local public open spaces

- 3.3.10** This section highlights the key open spaces in the surrounding area, which are listed below and shown in Figure 10. A more detailed description is set out in Appendix 3.
- 3.3.11** There is a lack of public space in the area immediately adjoining the site.
- 3.3.12** New development will therefore be required to increase the amount of open space in the area and improve the overall balance and range of type of provision, as highlighted in the Islington Finsbury Local Plan (North Clerkenwell and Mount Pleasant, Policy BC 6). This lack of open space in the area has also been identified by Camden Council.
- 3.3.13** By understanding the character and extent of these local public spaces, proposed new open spaces can be made complementary to existing provision.
- 3.3.14** The key public green spaces within a 5 minute walk of the site are:
- Wilmington Square;
 - Spa Fields;
 - Granville Square;
 - St Andrews Gardens;
 - Grays Inn Gardens;
 - Corams Fields; and
 - The Calthorpe Project.

Trees

- 3.3.15** Street trees are a significant part of the local character of the surrounding neighbourhoods although the streets immediately adjacent to the site do not have many trees on them. There are also a small number of trees on the site. To make any new development consistent with the surrounding area, any future development should consider a tree planting plan for both the site and the surrounding streets.

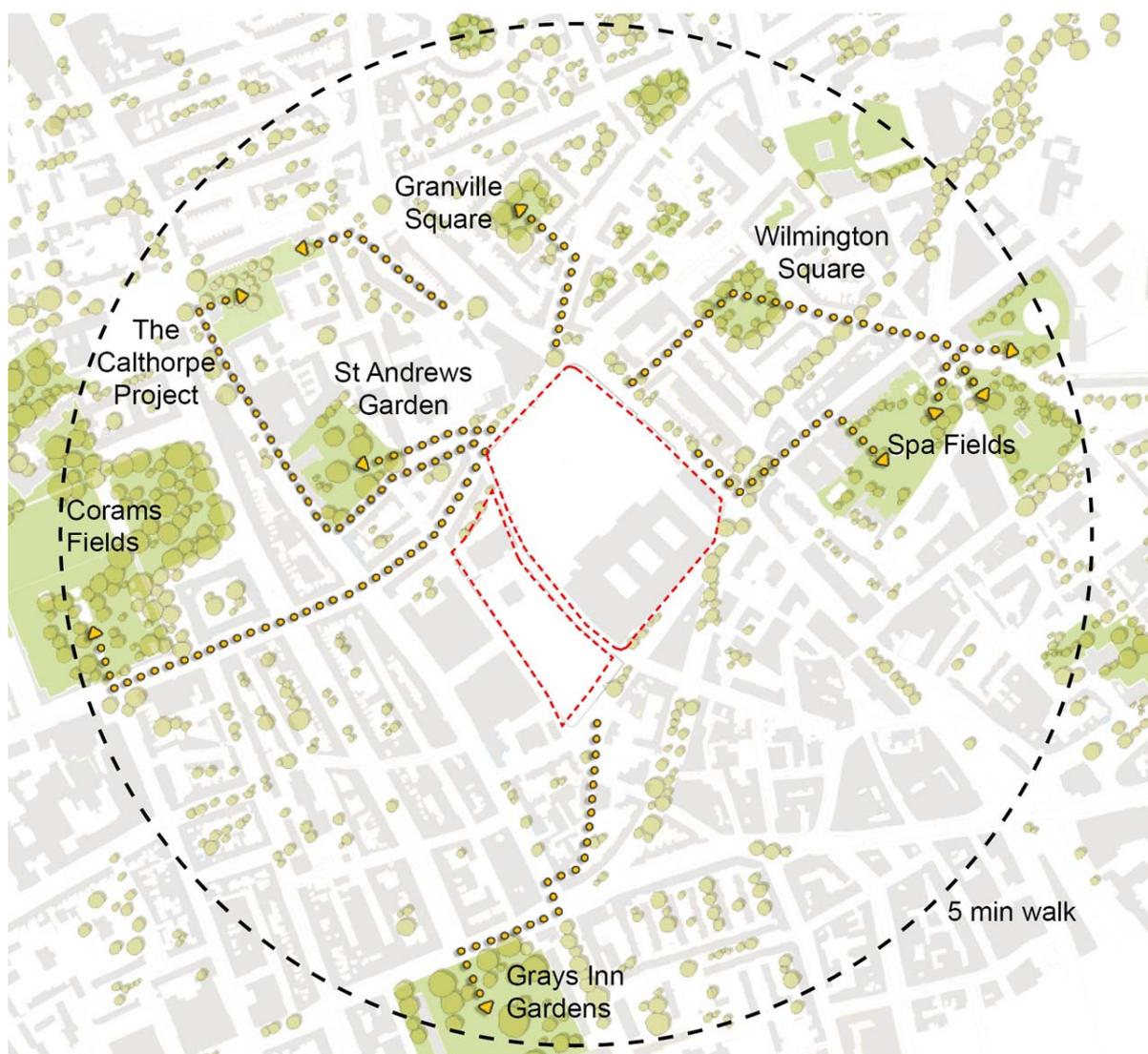


Figure 10: Local public squares and gardens

Public places at the four corners of the site

- 3.3.16** This section highlights the four key public spaces at the corners of the site. These are listed below and shown in Figure 11. A more detailed analysis is set out in Appendix 3.
- 3.3.17** The public spaces on the four corners of the site have their own distinct character, but are generally poor quality and have significant capacity to be improved.
- 3.3.18** The improvement of these places will be an important part of integrating the Mount Pleasant site into the adjoining neighbourhoods.
- 3.3.19** This will benefit both new development and the surrounding areas by improving the quality of the public spaces and make the area more attractive, as well as providing better connections between the site and the surrounding streets and neighbourhoods.

3.3.20 The public places on the four corners are listed below with a more detailed analysis in Appendix 3:

- Lloyd Baker Place (north east corner);
- Exmouth Market (south east corner);
- Mount Pleasant (south west corner); and
- Pakenham Place (north west corner).

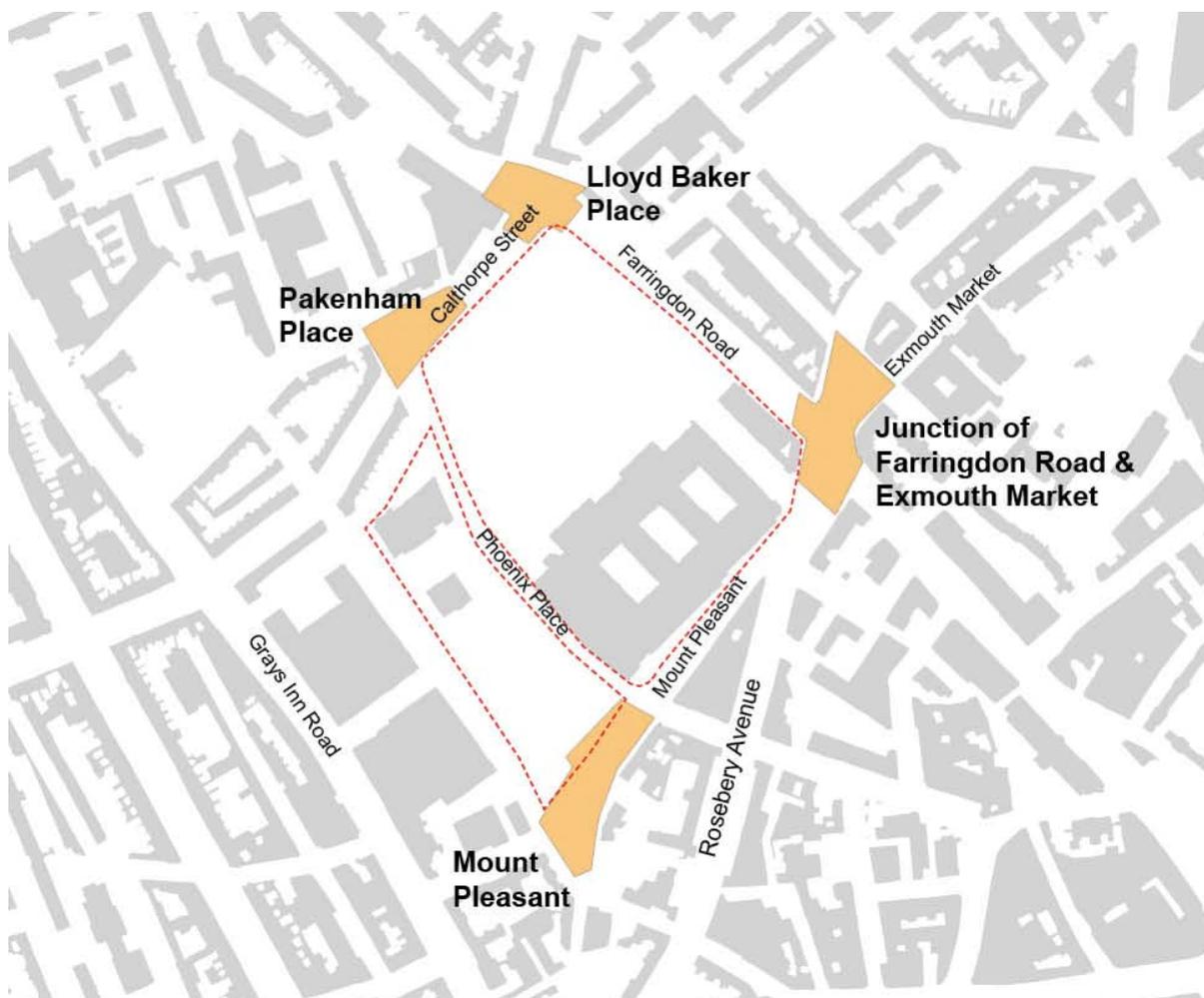


Figure 11: Local public places – four corners

3.4 Site issues and design objectives

3.4.1 This section of the SPD identifies some of the main site specific issues that any redevelopment of the site will need to address. It also highlights a number of specific objectives that have informed the design of an indicative site layout in this SPD (see Section 4.3).

Site issues

3.4.2 The analysis summarised above highlights a number of key issues relating to the SPD area. They are listed below and illustrated in Figure 12:

- Lack of integration with the adjoining neighbourhood;
- Lack of connections through the site;
- Lack of active building frontage to the main streets;
- Lack of open space;
- Poor quality public spaces around the site;
- Lack of trees on site and along many of the adjacent streets; and
- Changes in level.

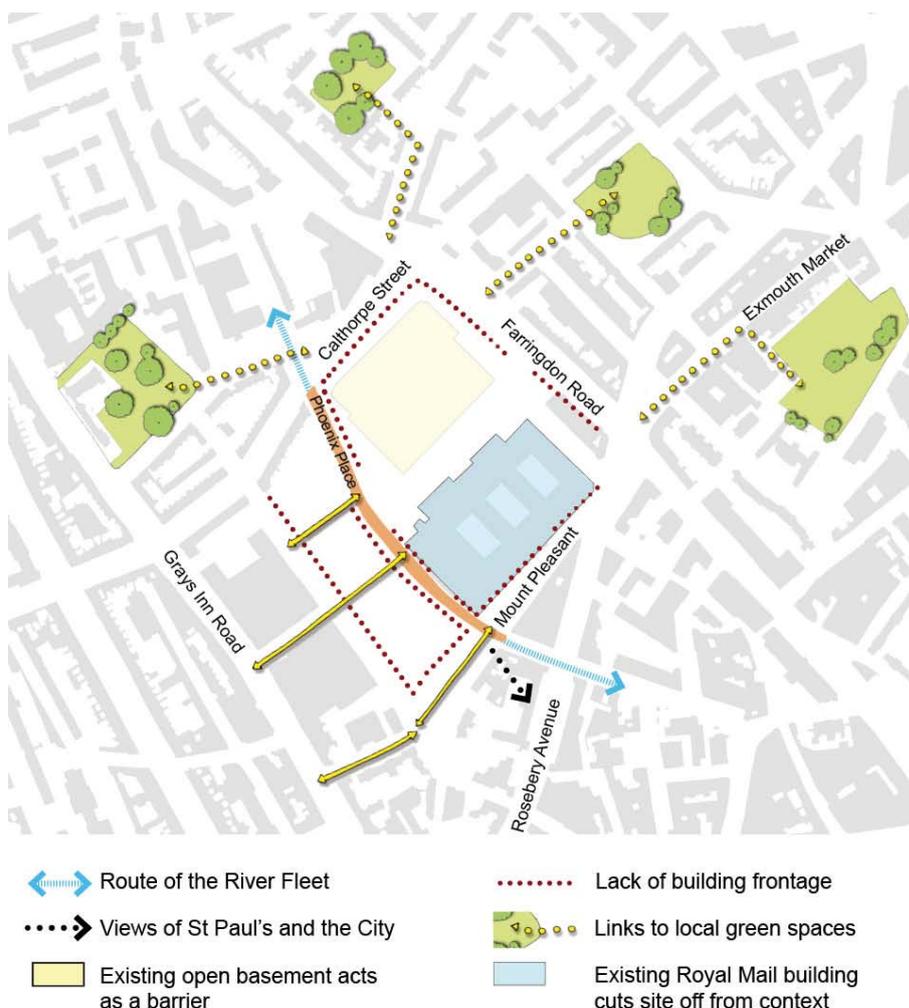


Figure 12: Urban design analysis

Design objectives

3.4.3 The following design objectives for the site have been agreed between Camden and Islington councils and support both councils' planning policies:

1. **Create a new neighbourhood.**
The new neighbourhood will have a clear network of streets, open spaces and buildings. The new neighbourhood will be broken up into a series of smaller areas each with its own distinct character.
2. **Integrate the new neighbourhood into the local area.**
The new neighbourhood will be integrated into the local area. Any proposals for future development must consider the historic character of the buildings and spaces around the site, as well as any potential impacts on the Rosebery Conservation Area. Integration will also be achieved through providing land uses which are compatible with existing land uses.
3. **Open up the site with improved connections east-west.**
Connections east-west through the site do not exist. Links through the centre of the site from Farringdon Road, crossing Phoenix Place, Gough Street and linking through Coley Street to Grays Inn Road will deliver improved connections to the surrounding areas and public spaces.
4. **Create a new mixed use neighbourhood.**
The size of the site and its strategic and local connections create the potential to develop a new neighbourhood. A new neighbourhood will be mixed use, providing new homes with amenity space, as well as employment, cultural, retail and recreation uses.
5. **Provide a vibrant streetscape.**
New streets and streets on all sides of the block will be significantly improved with high quality and well designed new buildings on the currently undeveloped parts of the site. New development will improve the relationship with the surrounding streets, provide increased levels of activity and integrate the new neighbourhood with the surrounding areas.
6. **Create new public open spaces for local people.**
The area generally lacks public open space. Any redevelopment of the site must provide sufficient public open spaces for a variety of uses, including recreation and play.
7. **Integrate the new neighbourhood with the retained sorting office.**
The retained sorting office and vehicle movements will operate within an enclosed environment. Appropriate mitigation must be used to protect adjacent land uses, including any new homes that are provided on the site.
8. **Enhance the four corners of the site.**
The four corners of the site currently provide poor quality public spaces and have significant capacity to be improved. These junctions are dominated by vehicle movements and would benefit from improvements to the public realm.

4. Development guidelines

- 4.0.1** This section outlines the key guidelines for any redevelopment of the Mount Pleasant site and consists of development objectives, planning considerations and indicative site layout. These guidelines are grouped into key aspects of successful places and are based on current best practice.
- 4.0.2** The relevant policies and physical site characteristics in Sections 2 and 3 of this SPD were used to derive the objectives set out below.
- 4.0.3** The suitability of design proposals, and the scale, massing and height of any part of the development can only be determined as more detailed proposals emerge taking into account these factors.

4.1 Development objectives

- 4.1.1** Islington's and Camden's Core Strategies identify strategic objectives that should be achieved by any new development. More detailed planning information for the Mount Pleasant SPD area is set out in Appendix 1. This also provides information on how to access key planning documents and guidance for both boroughs.
- 4.1.2** There are a number of priorities that are shared by both local authorities, as set out in Section 1.4. These are to:
- Create a new neighbourhood which integrates fully into the local area and supports a new mixed and balanced community;
 - Provide new housing, particularly affordable housing, much of which would be homes suitable for families.
 - Help promote a strong local economy that provides a range of opportunities for different types and sizes of businesses;
 - Open up the site with both new and improved streets that make better connections between Mount Pleasant and the surrounding neighbourhoods;
 - Create new high quality and inclusive public spaces for local people both on the site and at its four corners; and
 - Promote high quality design for buildings and public spaces which sustain and enhance the historic significance of the site and its surrounding area.

4.2 Planning considerations

4.2.1 Following the site description and analysis in Section 3, the headings below identify some of the key planning considerations for the site to which any future development should respond.

Land use

4.2.2 The development should deliver a significant number of new homes, particularly affordable housing, much of which would be homes suitable for families.

4.2.3 The councils will seek to improve the quality of the environment and protect the amenity of occupiers and neighbours.

4.2.4 The councils will encourage new employment floorspace, and require new business floorspace to be flexible to meet future business needs.

4.2.5 Any new development should complement the existing successful local retail economy and support a good range of goods and services for the people who live, work and study in the area. The size and nature of new retail and business facilities should not conflict with existing local retail and business uses so that the wider local economy can also benefit from new development.

4.2.6 The scale and nature of future development may create pressures on existing local facilities and services and may generate additional needs. The councils will expect a full assessment of social infrastructure to be carried out as detailed proposals are prepared to identify the measures required to address the specific needs generated by new development.

4.2.7 Any new development should provide suitable community facilities within the development to meet the needs of residents or contribute towards the improvement and extension of existing community facilities in the vicinity of the site.

4.2.8 Any new development should provide open space and seek to improve and enhance connectivity to existing and adjacent green/open spaces, and will be required to provide new inclusive play space and explore opportunities for developing housing amenity spaces into play facilities.

4.2.9 There is the potential for historic contamination on the site and detailed investigation and risk assessment will need to be carried out by the developer. If required, any mitigation measures would need to be carried out prior to commencement of development.

Height, scale and massing

4.2.10 The councils will seek to ensure that all new development will make a positive contribution to the public realm. Heights of buildings should be appropriate to the local context. While higher density development offers opportunities to provide more homes and jobs, careful design is required for it to work well, and avoid negative impacts on local amenity.

4.2.11 While taller buildings offer the opportunity for efficient use of the site, their siting and design should be carefully considered with regard to the nature of surrounding places and the quality of life for those living and working around them. Should proposals for taller buildings emerge, consideration should be given to any potential impact on the Mayors London View Management Framework Protected Vistas, 'London Panoramas' that pass over the site from Kenwood and Parliament Hill

(Draft London View Management Framework July 2011), and LV4 (View from Archway Road to St Pauls Cathedral) and LV7 (View from Dartmouth Park Hill to St Pauls Cathedral) of Islington Unitary Development Plan. Further information on this issue can be found in Appendix 1.

- 4.2.12** The appropriate heights of buildings will require detailed design assessments and be considered against a range of relevant policies and standards.
- 4.2.13** Building heights will be assessed against a range of design issues, including:
- How the building addresses the character of the surroundings and changes in levels;
 - The potential for unacceptable overshadowing, loss of privacy to habitable rooms and loss of direct sunlight and daylight;
 - Avoidance of adverse environmental effects at ground level;
 - The extent to which the façade is articulated to create human scale;
 - Not appearing overly dominant, creating an undue sense of enclosure and poor outlook;
 - Not creating a detrimental impact on views, and giving appropriate consideration to the Mayor's London View Management Framework Protected Vistas;
 - How the building frames any open spaces or streets; and
 - How the buildings address historic context in the area, including impact on the Rosebery Conservation Area.
- 4.2.14** The acceptability of building height, scale and massing will be dependent on the design and architecture of the individual buildings.
- 4.2.15** New development will need to provide a new street frontage and new buildings that fit into the existing context of facades and massing of surrounding buildings.

Heritage

- 4.2.16** The councils expect redevelopment to protect and enhance both Camden's and Islington's built and historic environment, including listed buildings, and designated Conservation Areas. Consideration of heritage assets will be considered in detail at planning application stage with reference to adopted planning policies and national, regional and local planning guidance. Any redevelopment of the site will be expected to acknowledge the historical context of this site and use appropriate documents such as Conservation Area Appraisals and Design Guidelines to articulate and define the existing built form and heritage value of the area, in order to provide context for future development of the site. A detailed description of the areas main physical characteristics is set out in Appendix 3.

Access and circulation

- 4.2.17** A key objective of this SPD is the improvement of existing walking routes and provision of new walking routes through the site, as well as improvement and creation of distinct places.
- 4.2.18** Any new development must provide and support a clear series of pedestrian routes that both cater for and relate to the activities and functions on the site.
- 4.2.19** Pedestrian routes within the site should be designed to be accessible by people in wheelchairs or with walking difficulties. There should be level access from the street to all buildings and other facilities on the site.

- 4.2.20** Any development will need to ensure appropriate levels of access for emergency services and refuse collection vehicles.

Transport and parking

- 4.2.21** Any future development of the Mount Pleasant site is intended to be predominantly car-free, however Royal Mail needs to retain some parking areas as part of their operations. Car-free development means that no parking provision will be allowed on site, except for parking to meet the needs of disabled people and for servicing and deliveries. Occupiers will have no ability to obtain car parking permits.
- 4.2.22** Secure, covered, accessible and convenient bicycle parking will need to be provided.
- 4.2.23** A transport assessment will be required as part of any planning application for new development.

Urban design

- 4.2.24** New development should improve the perception of the area as a safe environment with buildings providing high levels of overlooking of streets and public spaces.
- 4.2.25** New development must also respond to the mixed character of the surrounding areas and its defining characteristics in a new or distinct way to create a diverse and attractive new neighbourhood. A strategy to achieve this should explore the agreed height range, consider aspects such as individual building plot widths within blocks and overall street character along the blocks created by the different elements.

Inclusive design

- 4.2.26** The councils expect an inclusive and best practice approach to the design of buildings and would expect the development of this site to reflect those principles and processes, making it safer and more inclusive.
- 4.2.27** Inclusive design is not a fixed set of design criteria but an evolving philosophy that aims to produce aesthetically pleasing, functional environments that can be enjoyed by everyone, taking into account age, gender and disability.
- 4.2.28** Any public buildings should be designed to meet the minimum requirements of Approved Document of the Building Regulations as well as Lifetime Homes and Wheelchair Housing Standards (where applicable). In addition, compliance with other good practice guidance in the design of buildings and spaces will be encouraged.
- 4.2.29** Residential development on the site should comply with Lifetime Homes principles, with at least ten per cent of housing provided being wheelchair accessible or easily adaptable for residents who are wheelchair users.
- 4.2.30** The design of hard landscapes and public realm areas within the site should give consideration to these inclusive design principles.
- 4.2.31** The councils are committed to ensure that all design meets the 'Secured By Design' standards.

Landscaping and biodiversity

- 4.2.32** Biodiversity benefits should be maximised through a range of measures including green or brown roofs, ecological landscape design and planting, through both construction and landscaping schemes. Any proposals should identify opportunities for green walls and biodiverse roofs.
- 4.2.33** New hard landscaped areas should be permeable, allowing surface water to be captured and stored below the surface and released at a controlled rate to the drainage system. Existing impermeable surfaces should be replaced or treated to allow this to happen. Local topography and existing subsidence conditions will determine how this is achieved and will be informed by detailed ground surveys. Where appropriate, landscaping should integrate sustainable drainage measures (SUDS), including rain gardens and permeable paving. Landscaping should be used imaginatively and creatively to contribute towards a distinctive new neighbourhood and improve the edges and corners of the site.

Sustainability

- 4.2.34** The councils will seek to minimise carbon emissions and contribution to climate change, and ensure that the boroughs develop in ways that respect environmental limits.
- 4.2.35** The site's contribution to climate change adaptation and mitigation should be maximised. New buildings must meet the highest standards of sustainable design and construction and promote sustainability through long term management. Ways of making sustainable design features and energy data visible to children and relevant to the curriculum should also be fully explored.
- 4.2.36** The councils will consider opportunities for decentralised energy systems to be included in the development, linking into existing or proposed networks and/or the development of a Shared Heating Network (SHN) linking neighbouring developments and/or existing buildings to the development's network(s). The emerging Finsbury Local Plan requires that any new development is provided with a connection to the Decentralised Energy Network. Opportunities for this should be evaluated and implemented wherever viable. Diagrams in Appendix 3 shows existing and potential council owned connection opportunities near the Mount Pleasant site in both Islington and Camden.
- 4.2.37** The councils will seek to ensure that there is adequate water supply, surface and foul water drainage and sewerage treatment capacity to serve the site. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development, and that it would not lead to problems for existing users.

4.3 Indicative site layout

4.3.1 The illustrations and drawings in this section show how the development of this site might look. These are for illustrative purposes only and are not intended as detailed proposals or options, but are designed to invite people to comment on the issues raised to help the debate about what might happen on this site.

4.3.2 The analysis and preliminary design work that has been done so far highlights the key objectives and principles for this SPD and the Mount Pleasant site. This work included a public realm survey and analysis of the area.

4.3.3 The indicative layouts that follow are responses to the site issues and design objectives listed in Section 3.4 and development objectives outlined in Section 4.1.

Create a new neighbourhood - design objective 1

4.3.4 *The new neighbourhood will have a clear network of streets, open spaces and buildings. The new neighbourhood will be broken up into a series of smaller areas each with its own distinct character.*

4.3.5 The different aspects of any future proposal should form a distinct new neighbourhood but with a complementary character to the existing neighbourhoods, to significantly improve the area for everyone that uses it, and creating its own new places.

4.3.6 Each part of any new development will need to be consistent with or complement the adjacent neighbourhoods, referred to in Section 3.3. The diagram below, Figure 13, shows one possible approach to how a new neighbourhood could be formed, but is not the only possible approach.

Integrate the new neighbourhood into the local area - design objective 2

4.3.7 *The new neighbourhood will be integrated into the local area. Any proposals for future development must consider the historic character of the buildings and spaces around the site, as well as any potential impacts on the Rosebery Conservation Area. Integration will also be achieved through providing land uses which are compatible with existing land uses.*

4.3.8 The illustrative drawing, Figure 13, shows how the development of the Mount Pleasant site could integrate with the surrounding neighbourhoods which would have sympathetic buildings, improved provision of local facilities and well connected routes.

4.3.9 The street layouts for the Mount Pleasant site should be designed so that any other developments in the area would also link to the site and the existing surrounding neighbourhoods in a clear street pattern.

4.3.10 The uses on the site should be appropriate not only for the new development, but also to the needs of local people, including access to new job opportunities.

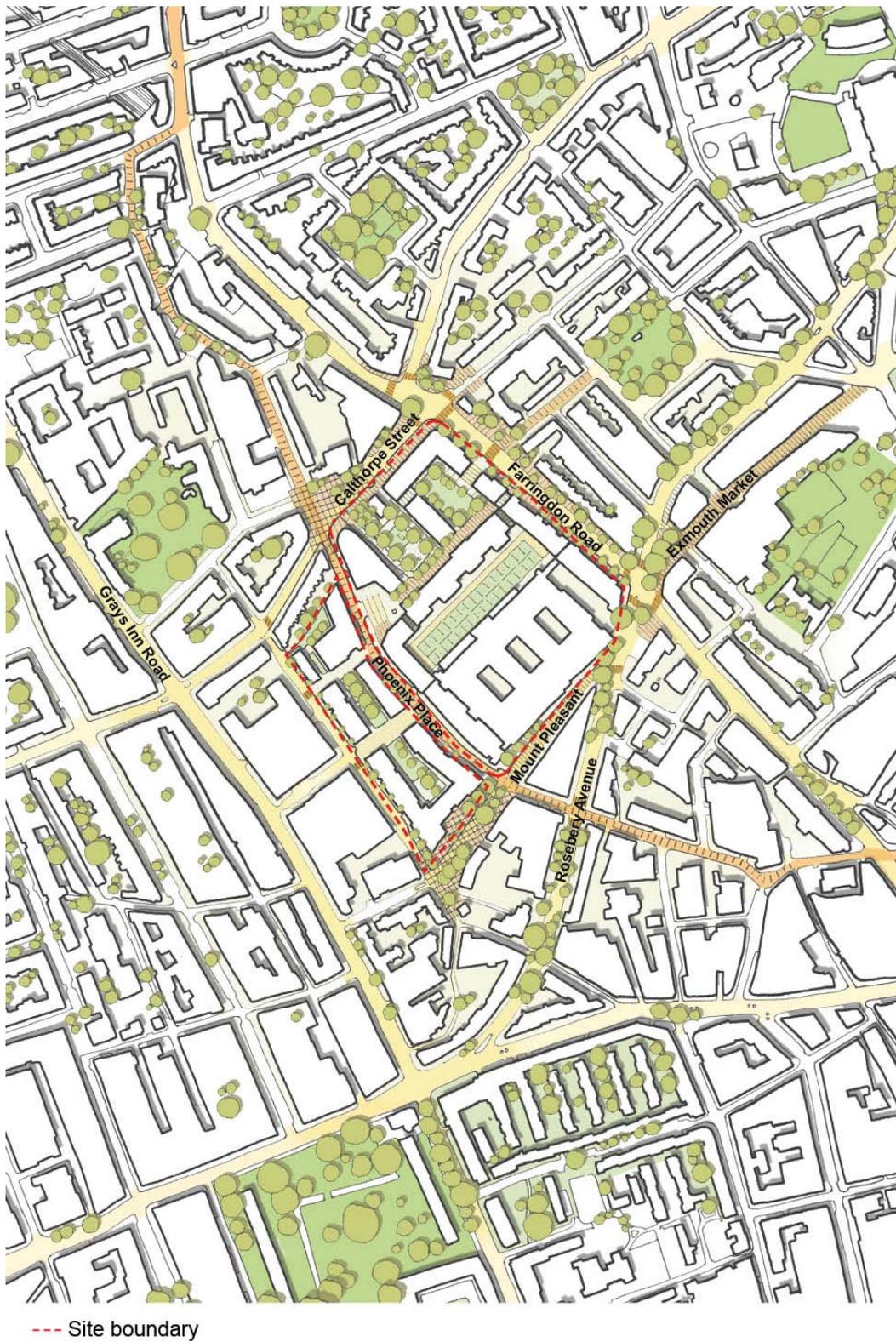


Figure 13: Block size plan showing a possible new neighbourhood within the surrounding neighbourhoods

Open up the site with improved connections east-west - design objective 3

- 4.3.11** *Connections east-west through the site do not exist. Links through the centre of the site from Farringdon Road, crossing Phoenix Place, Gough Street and linking through Coley Street to Grays Inn Road will deliver improved connections of the surrounding areas and public spaces.*
- 4.3.12** New routes through the site should reflect people’s desired routes. The key desire lines through the site are likely to be east to west, from Farringdon Road through to Phoenix Place and Gough Street, and beyond to Grays Inn Road.
- 4.3.13** New routes should significantly improve the links with the surrounding neighbourhoods by adding new routes and connecting with existing ones. The street layout, as shown in Figure 14, shows how routes could be designed to best meet these needs.
- 4.3.14** The north to south desire lines are considered less important given that Farringdon Road, Phoenix Place and Gough Street all run north-south, although significant improvements to the look and feel of these streets could be made.

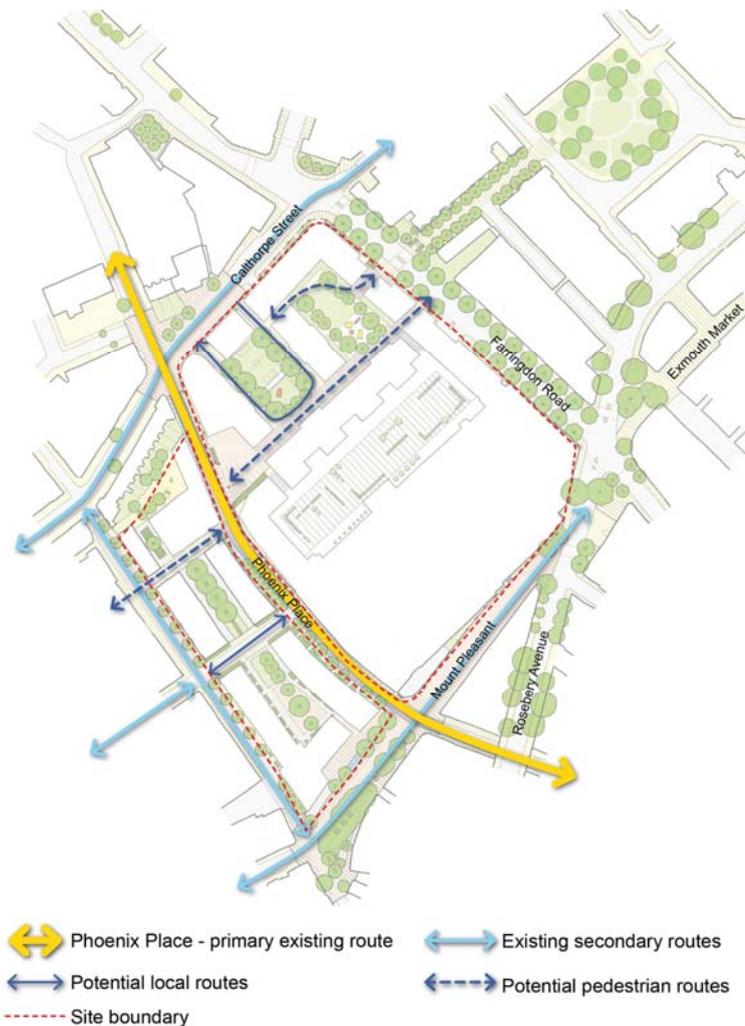


Figure 14: Improved connections

Create a new mixed use neighbourhood - design objective 4

- 4.3.15** *The size of the site and its strategic and local connections create the potential to develop a new neighbourhood. A new neighbourhood will be mixed use, providing new homes with amenity space, as well as employment, cultural, retail and recreation uses.*
- 4.3.16** A possible distribution of the uses around the site, as shown in Figure 15, shows how different kinds of places within any new development could be created. These new places are created through a variety of combinations of those uses, which complement existing uses in the surrounding area. This should improve the four corners and surrounding streets through increased activity and so improve the surrounding area.
- 4.3.17** Buildings forming new streets and improved streets should also accommodate new uses on the site in a way to create some busier streets with more public uses, such as retail, and some quieter public streets with mainly residential uses and well defined outside space for residents.

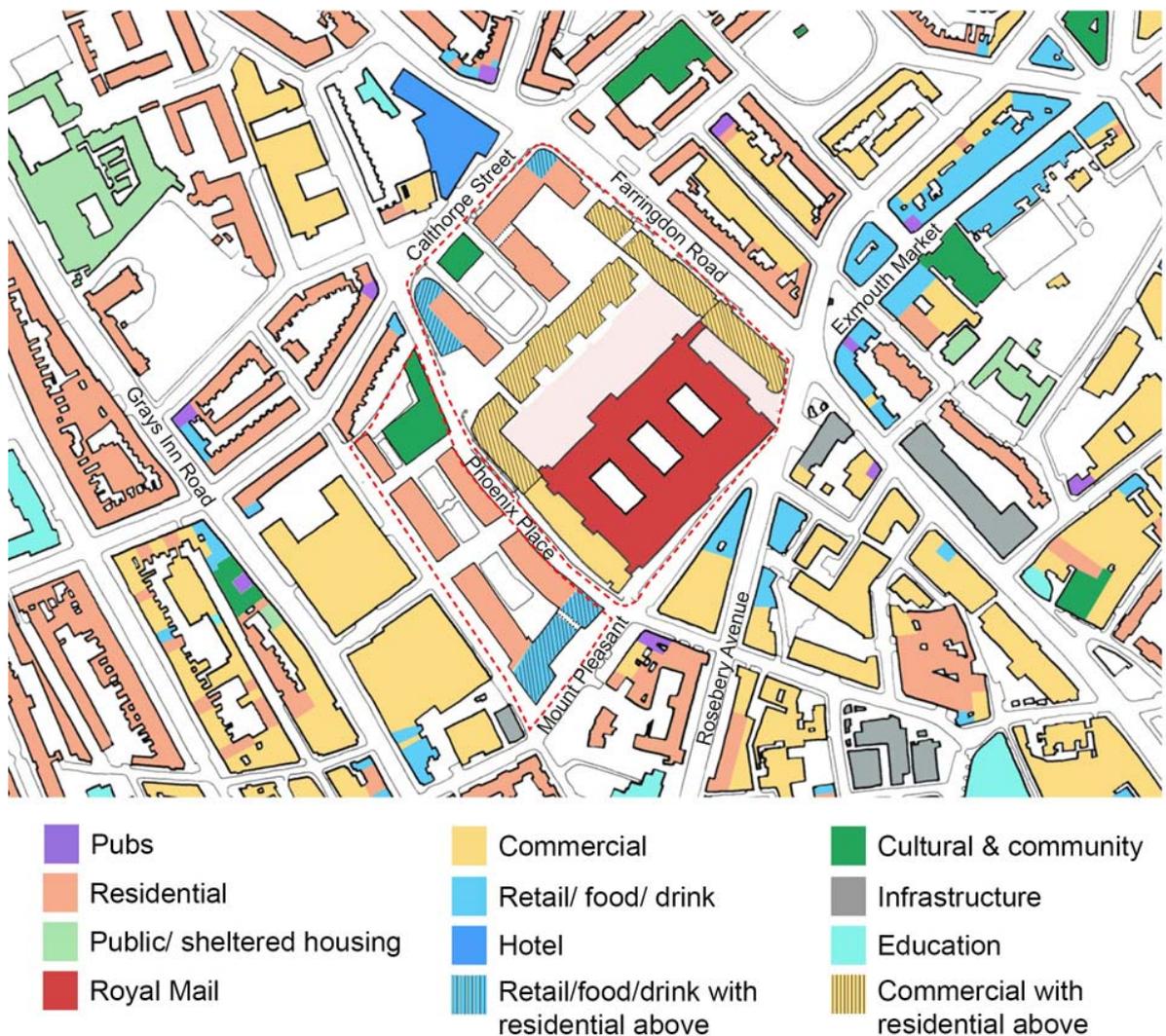


Figure 15: Potential land uses

Provide a vibrant streetscape - design objective 5

- 4.3.18** *New streets and streets on all sides of the block will be significantly improved with high quality and well designed new buildings on the currently undeveloped parts of the site. New development will improve the relationship with the surrounding streets, provide increased levels of activity and integrate the new neighbourhood with the surrounding areas.*
- 4.3.19** Having streets that are well used is an important part of good neighbourhoods. Regular entrances to buildings along streets, as illustrated in Figure 16, means the people using them provide good natural surveillance, which helps safety and security, as well as making it an attractive place to live and use.
- 4.3.20** High quality and well designed new buildings could not only provide new streets through the site but could also significantly improve the existing streets on all sides of the block.
- 4.3.21** Long stretches of buildings should be differentiated through different architectural treatments to the facades to avoid monotony, within well balanced street elevations and massing. The use of more than one architect will be encouraged to contribute to a diverse and mixed new neighbourhood.



Figure 16: Building access

Create new public open spaces for local people - design objective 6

- 4.3.22** *The area generally lacks public open space. Any redevelopment of the site must provide sufficient public open spaces for a variety of uses, including recreation and play.*
- 4.3.23** The site currently has no public open spaces. Proposals should provide new public open spaces, including green spaces, for a variety of uses, including recreation and play.
- 4.3.24** The ‘green chain’ principle, previously established in the EC1 New Deal for Communities work, should be used to inform the potential layout of the site, and connect new and existing public spaces in the area, particularly along Mount Pleasant.
- 4.3.25** To complement the existing public spaces referred to in Section 3.3, different types of public open space are required. Typical characteristics are listed below and possible locations shown in Figure 17:
 - London square: Typical London residential square; green space; play; railings, open to all but closed at night; streets permanently open.
 - Residential Square: Community residential family square with play provision; green space; railings, open to all but closed at night.
 - Cultural square: Paved hard space; mixed use; ground floor food and drink; permanently open.
- 4.3.26** These public spaces and other routes and spaces should be complemented by sufficient and high quality areas of private amenity space, courtyards, gardens and terraces for new residents and users.

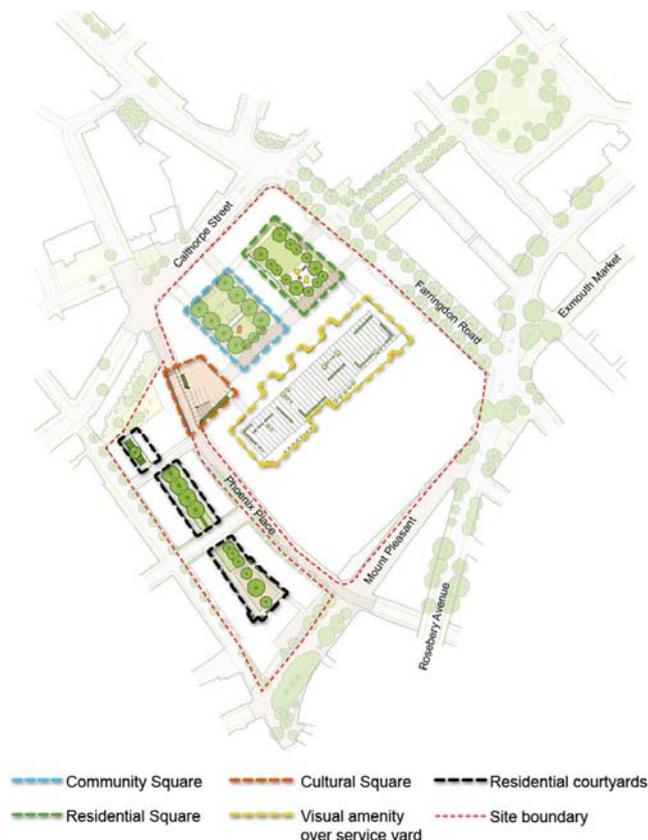


Figure 17: Proposed new open spaces

Integrate the new neighbourhood with the retained sorting office - design objective 7

- 4.3.27** *The retained sorting office and vehicle movements will operate within an enclosed environment. Appropriate mitigation must be used to protect adjacent land uses, including any new homes that are provided on the site.*
- 4.3.28** *The sorting office should become a more integrated part of the surrounding area through improvements to the building itself, improved public realm, and be an integrated part of any new development by successfully linking with new buildings along the street edges of the site, as illustrated in Figure 18.*
- 4.3.29** *The service yard to the rear of the sorting office must be enclosed, possibly creating a terrace or garden space for new residents located above it. The acceptability of residential uses adjacent to this service yard will be dependent upon achievement of a high quality residential environment at all times of the day and year, with regard to issues such as noise, vibration and pollution.*

Enhance the four corners of the site - design objective 8

- 4.3.30** *The four corners of the site currently provide poor quality public spaces and have significant capacity to be improved. These junctions are dominated by vehicle movements and would benefit from improvements to the public realm.*
- 4.3.31** *The four corners should better connect the existing sorting office and new buildings with the surrounding neighbourhoods through the improvement of these public spaces with each being an integral part of the new character of the development, as highlighted in Figure 18.*

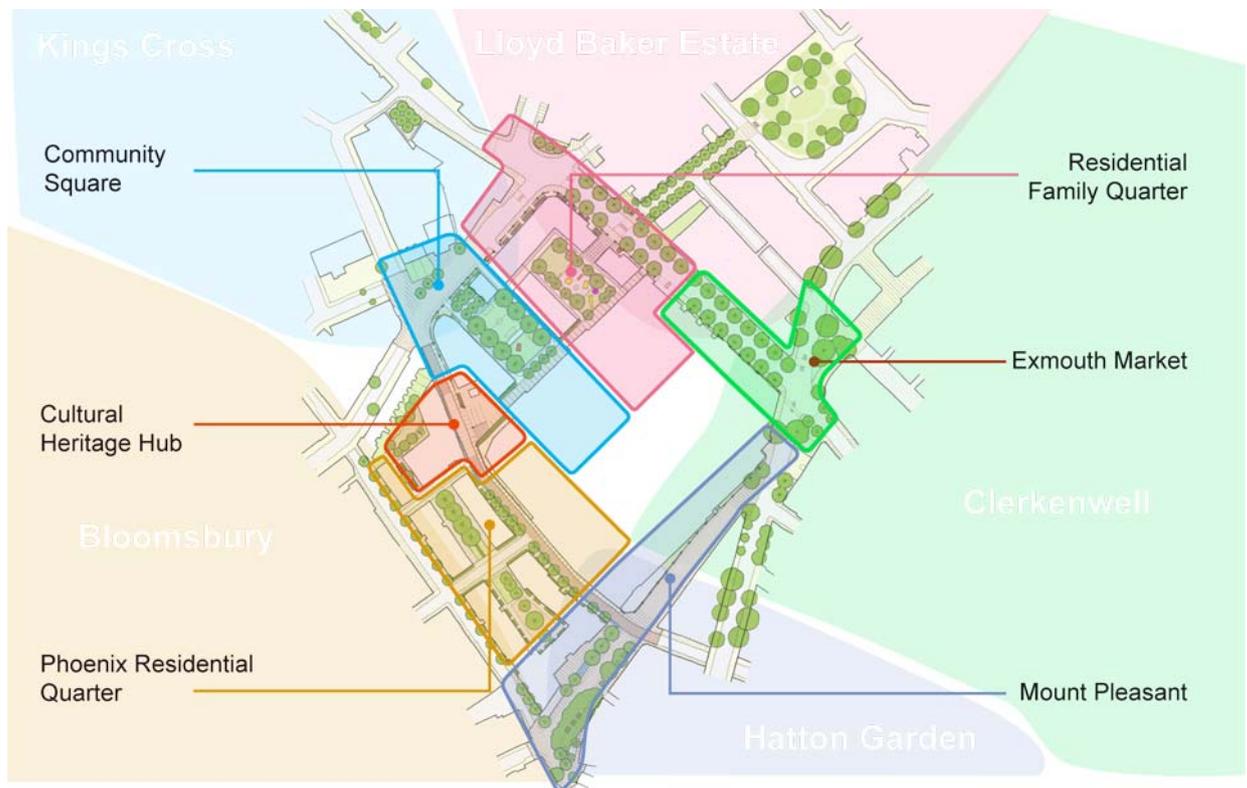


Figure 18: Potential Integration of buildings and enhancement of public realm

Height, scale and massing

- 4.3.32 The indicative heights shown in the Figure 19 are a useful starting point for the discussion around building heights that must respect and balance the existing heights and scale of the surrounding area. Consideration must also be given to the impacts that building heights may have on amenity of surrounding buildings and spaces. The indicative reference to storey heights shown in Figure 19 refers to standard residential storey heights. The existing surrounding heights are shown in Section 3.2, Figure 6.
- 4.3.33 The positioning and massing of blocks should be designed to ensure that they do not detract from the nature of the surrounding streets and buildings or the quality of life for those living and working around them. High quality building design should create a successful and acceptable scheme.

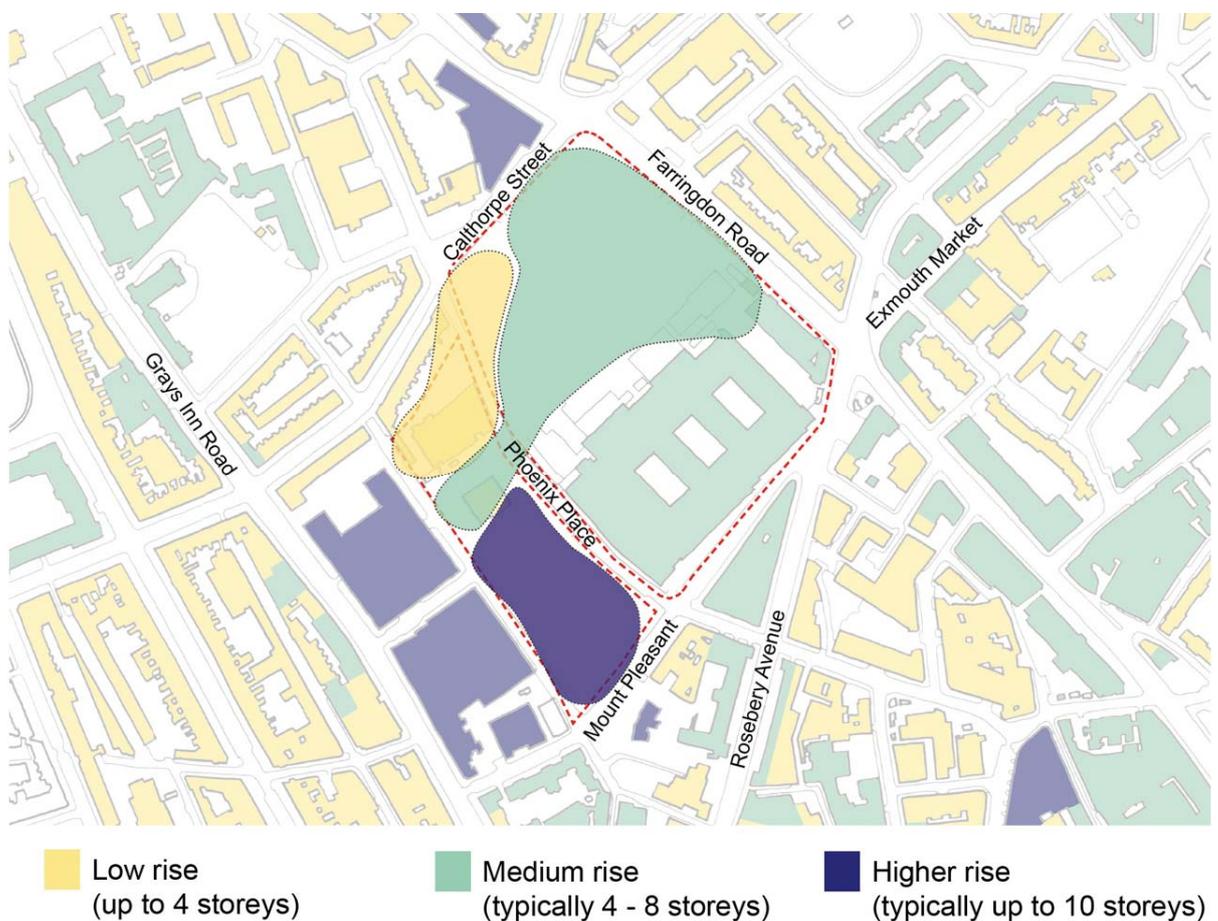


Figure 19: Potential typical height ranges

Access and circulation

- 4.3.34 Royal Mail has stated that its future operations will continue to require an entrance to the service yard from Farringdon Road. A new vehicle yard could be provided at ground floor level, accessed from a relocated access point on Farringdon Road. The vehicle movements for the retained sorting office could operate within an enclosed environment at the rear of the building without disturbing the other new land uses.

- 4.3.35** Proposals should demonstrate the required levels of vehicle access required for disabled parking, servicing and delivery. Access should be from Farringdon Road, Calthorpe Street, Phoenix Place, and Coley Street, which is to be extended to link to Phoenix Place.

Transport and Parking

- 4.3.36** Royal Mail has stated that their operations will continue to require some vehicle parking to replace the existing provision, and this parking is proposed to be located in the enclosed service area at the rear of the main Royal Mail building.
- 4.3.37** Any future development of the Mount Pleasant site is intended to be predominantly car free. New residential development will be limited to disabled parking, servicing and delivery access only, within the parameters of a pedestrian friendly environment.
- 4.3.38** A cycle parking strategy should distribute small areas of cycle parking throughout the development, to achieve conveniently located cycle parking close to residential entrances.
- 4.3.39** Phoenix Place could become a pedestrian priority street benefitting from a shared surface, which would improve the quality of public spaces through the reduction of vehicle dominance. There is potential for other streets within the site to be pedestrian access only.

Delivery, phasing and viability

- 4.3.40** Islington and Camden councils are committed to a joint approach with regard to viability and planning obligations. As a principle, the comprehensive development of the Mount Pleasant site across the two boroughs would be considered as a whole, with costs, benefits and viability assessed accordingly.
- 4.3.41** Due to its likely scale and nature, any new development may need to be phased. Phased construction would help to manage construction impacts, deliver some benefits sooner and allow for new green spaces to be established before the whole site is completed. Figure 20 illustrates how the phasing of any new construction could occur.
- 4.3.42** However, if development is more long term and incremental it may be necessary to limit assessment to individual phases.
- 4.3.43** The appropriate level of affordable housing will be delivered in each phase of the development, and will be required to be in proportion to the level of housing delivered in each borough.
- 4.3.44** There may be certain abnormal or exceptional costs associated with comprehensive redevelopment, which need to be determined and agreed as part of viability assessments. Costs relating to the wider business operations at the existing Royal Mail sorting office at Mount Pleasant will not be considered as development costs in relation to new development on the remainder of the site.
- 4.3.45** Any viability assessment submitted as part of a planning application will be subject to independent review by a suitably qualified practitioner appointed by the councils. The costs of this review will be borne by the applicant.
- 4.3.46** Further details regarding planning obligations and viability related issues can be found in the Islington and Camden Core Strategies, the Islington Planning Obligations Supplementary Planning Document, Camden Planning Guidance (particularly CPG 2: Housing and CPG 8: Planning Obligations) and any subsequent planning policy and guidance that is published by the councils.

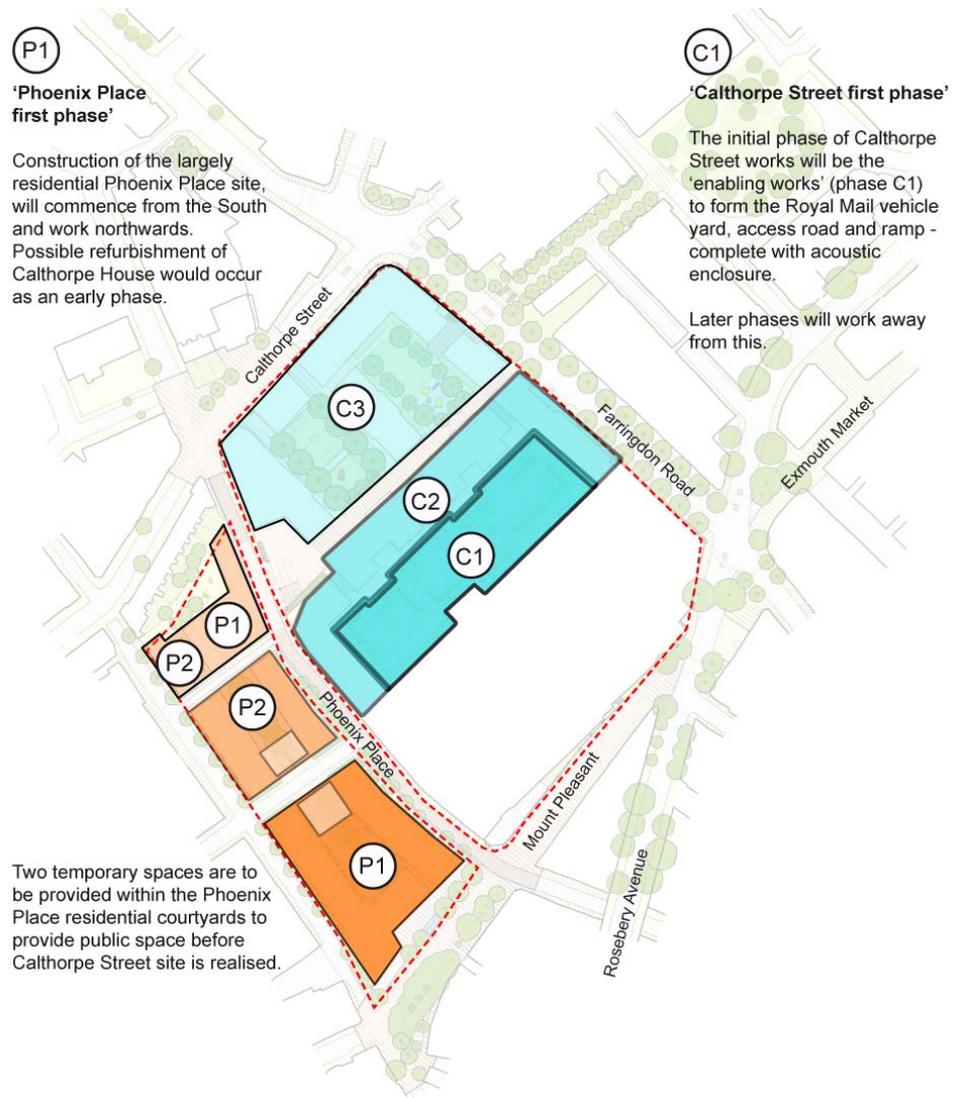


Figure 20: Potential phasing plan

5. Public consultation

A public consultation on the planning guidance was held between 24 October and Monday 5 December 2011.

People were able to view and respond to the planning guidance in a number of ways:

- Islington Council's website:
www.islington.gov.uk/mountpleasant
- email comments to: spt@islington.gov.uk
- Request a consultation leaflet by email: spt@islington.gov.uk or phone: 020 2527 2450 and fill in the comments box at the back of the leaflet to post back to Islington Council by freepost.

People could also view the document and find out how to make comments through Camden Council's website at:

www.camden.gov.uk/mountpleasant

It was stated that the consultation results would be published in early 2012 on both Council's websites at:

www.islington.gov.uk/mountpleasant and www.camden.gov.uk/planning

Islington and Camden councils jointly prepared the draft planning guidance and both councils intend to adopt it at the same time early in 2012 following consultation.

Appendix 1 – Planning requirements

A1.1 Key planning policies

- A1.1.1** The following sections identify the key policies relevant to the redevelopment of the Mount Pleasant site. However, this list is not exhaustive, and any proposed redevelopment of the Mount Pleasant site should comply with all of the planning policies that are relevant to the site.

London Plan

- A1.1.2** The London Plan is available for download at the following web address:
<http://www.london.gov.uk/sites/default/files/The%20London%20Plan%202011.pdf>
- A1.1.3** The London Plan identifies a number of areas for intensification, including the Farringdon/Smithfield area, which recognises the significant development opportunities at the Mount Pleasant site.

Key policies from the London Plan that are relevant to the Mount Pleasant site include (but are not limited to):

London Plan (2011)

- Policy 2.9 – Inner London
- Policy 2.10 – Central activities zone – strategic priorities
- Policy 2.11 – Central activities zone – strategic functions
- Policy 2.12 – Central activities zone – local activities
- Policy 2.13 – Opportunity areas and intensification areas
- Policy 2.18 – Green infrastructure: the network of open and green spaces
- Policy 3.2 – Improving health and addressing health inequalities
- Policy 3.3 – Increasing housing design
- Policy 3.4 – Optimising housing potential
- Policy 3.5 – Quality and design of housing developments
- Policy 3.6 – Children and young people’s play and informal recreation facilities
- Policy 3.7 – Large residential developments
- Policy 3.8 – Housing choice
- Policy 3.9 – Mixed and balanced communities
- Policy 3.10 - Definition of affordable housing
- Policy 3.11 – Affordable housing targets
- Policy 3.16 – Protection and enhancement of social infrastructure
- Policy 3.19 – Sports facilities
- Policy 4.1 – Developing London’s economy
- Policy 4.2 – Offices
- Policy 4.3 – Mixed use development and offices
- Policy 4.10 – New emerging economic sectors
- Policy 4.12 – Improving opportunities for all
- Policy 5.3 – Sustainable design and construction
- Policy 5.10 – Urban greening
- Policy 5.11 – Green roofs and development site environs
- Policy 5.13 – Sustainable drainage
- Policy 6.7 – Better streets and surface transport
- Policy 6.9 – Cycling
- Policy 6.10 – Walking

- Policy 6.13 – Parking
- Policy 7.1 – Building London’s neighbourhoods and communities
- Policy 7.2 – An inclusive environment
- Policy 7.3 – Designing out crime
- Policy 7.4 – Local character
- Policy 7.5 – Public realm
- Policy 7.6 - Architecture
- Policy 7.7 - Location and Design of Tall and Large Buildings
- Policy 7.8 – Heritage assets and archaeology
- Policy 7.11 – London view management framework
- Policy 7.18 – Protecting local open space and addressing local deficiency
- Policy 7.19 – Biodiversity and access to nature
- Policy 8.2 – Planning obligations
- Policy 8.3 – Community Infrastructure Levy

The Draft London View Management Framework 2011 is available for download at the following web address:

<http://www.london.gov.uk/publication/draft-london-view-management-framework-july-2011>

Islington:

Core Strategy

A1.1.4 Islington Council’s Core Strategy is available for download at the following web address:
http://www.islington.gov.uk/Environment/Planning/planningpol/local_dev_frame/pol_corestrat/

A1.1.5 Islington’s Core Strategy identifies objectives that should be achieved through development:

- Securing a supply of **housing** which encourages **mixed communities**, where the main priority will be maximising provision of social rented housing. Mixed communities include, (but are not limited to), different tenures, household sizes, and ages (including families, older people and disabled people) - Objective 2;
- Meeting and seeking to exceed the minimum regional targets for **housing supply**, with new housing contributing to the increased quality of life for residents - Objective 3;
- Ensuring new development and the spaces around it provide a **high quality environment** that is accessible to all residents, employees and visitors - Objective 4;
- Promoting neighbourhoods that support a sense of **wellbeing**, specifically; to reduce health inequalities in the borough by encouraging healthier choices including, (but not limited to), the use of open spaces, play opportunities and access to both high quality sports facilities and health care facilities - Objective 6;
- Maintaining the growth in **employment** by ensuring a broad range of opportunities exist for all types and sizes of businesses across all parts of Islington - Objective 7;
- Ensuring a range of provision of shopping, recreation and local services which serve the local **community** and support Islington’s **economy** - Objective 9;
- Minimising the borough’s contribution to **climate change** and ensures that we are able to cope with the effects of a changing climate - Objective 12;
- Reducing Islington’s **impact on the environment** by using resources, including energy, water and other materials, as efficiently as possible - Objective 13;

- Promoting **waste** minimisation, re-use, recycling, composting and resource efficiency over landfill - Objective 14;
- Delivering high quality, multi-functional **green infrastructure** alongside development throughout the borough - Objective 15;
- Protecting and enhancing **biodiversity** in the borough and increases access to nature - Objective 16; and
- Encouraging walking and cycling over public **transport** use and encouraging all of these over car use - Objective 17.

Islington Core Strategy policies that are applicable to the Mount Pleasant site include, (but are not limited to):

- CS7: - Bunhill and Clerkenwell
- CS8: - Enhancing Islington's Character
- CS9: - Protecting and enhancing Islington's built and historic environment
- CS10: - Sustainable design
- CS12: - Meeting the housing challenge
- CS13: - Employment spaces
- CS14 - Retail and services
- CS15: - Open space and green infrastructure
- CS16: - Play space
- CS17: - Sports and recreation provision
- CS18: - Delivery and infrastructure

Unitary Development Plan (UDP)

A1.1.6 Islington Council's UDP is available for download at the following web address:
http://www.islington.gov.uk/Environment/Planning/planningpol/unit_dev_plan/

A1.1.7 Key saved policies from the UDP that are applicable to the Mount Pleasant site include, (but are not limited to):

- UDP Policy C5 – Community Premises
- UDP Policy R5 – Local Open Space, Green Links and Walkways
- UDP Policy Env6 – Protecting Trees
- UDP Policy T32 – On-Street Servicing

Emerging Development Management Policies

A1.1.8 Final consultation on the Development Management Policies was due to take place from 31st October 2011. For this reason, this SPD refers only to the emerging Development Management Policies document as a whole, and does not make reference to specific policies within the document because the document is under development. The latest information on the Council's emerging Development Management Policies is available at the following web address:
[http://www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/ldf_pack/Autumn_2011/Development_Management_Policies_Oct_2011_\(low_res\).pdf](http://www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/ldf_pack/Autumn_2011/Development_Management_Policies_Oct_2011_(low_res).pdf)

Finsbury Local Plan

(Area Action Plan for Bunhill and Clerkenwell)

A1.1.9 The Finsbury Local Plan is available from the following web address:
http://www.islington.gov.uk/Environment/Planning/planningpol/local_dev_frame/pol_bcaap/

A1.1.10 The Finsbury Local Plan Site Allocation (BC46) refers to issues with water supply capability and wastewater services associated with this site.

Other policy documents

A1.1.11 In addition to the planning policy documents identified above, planning policy documents and guidance relevant to the redevelopment of the planning brief area include:

- Planning Obligations Supplementary Planning Document (adopted July 2009);
- Planning Guidance Note on Sustainable Transport (adopted July 2009);
- CA34 Rosebery Avenue Design Guidelines; and
- Islington Development Management Policies, Policy DM 42: Decentralised energy networks.

The Islington Inclusive Landscape Design SPD, which can be found at:

http://www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/Idf_pack/Inclusive_Landscape_Design_SPD_January_2010.pdf

The SUDS Design Guidance for Islington which can be found at:

http://www.islington.gov.uk/environment/sustainability/sus_water/SUDS.asp

The Islington Council standards for Accessible Housing, which can be found at:

http://www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/Planning_Access_Doc/Accessible_Housing_SPD_Adopted_March_09.pdf

Information regarding air quality assessment can be found at:

http://www.islington.gov.uk/environment/sus_pollute/air_quality/air_quality_action_plan.asp

The Islington Urban Design Guide SPD, which can be found at:

http://www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/Idf_pack/urbandesignguide.pdf

Camden

A1.1.12 Camden Core Strategy policies that are applicable to the Mount Pleasant site include, (but are not limited to):

- CS1 - Distribution of growth
- CS3 - Other highly accessible areas
- CS5 - Managing the impact of growth and development
- CS6 - Providing quality homes
- CS8 - Promoting a successful and inclusive Camden economy
- CS9 - Achieving a successful Central London
- CS10 - Supporting community facilities and services
- CS11 - Promoting sustainable and efficient travel
- CS13 - Tackling climate change through promoting higher environmental standards
- CS14 - Promoting high quality places and conserving our heritage
- CS15 - Protecting and improving our parks and open spaces and encouraging biodiversity
- CS16 - Improving Camden's health and well-being

- CS17 - Making Camden a safer place

Camden Development Policies that are applicable to the Mount Pleasant site include, (but are not limited to):

- DP 1 - Mixed use development
- DP 2 - Making full use of Camden's capacity for housing
- DP 3 – Contributions to the supply of affordable housing
- DP 5 – Homes of different sizes
- DP 6 – Lifetime homes and wheelchair homes
- DP12 – Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses
- DP13 – Employment premises and sites
- DP15 – Community and leisure uses
- DP16 – The transport implications of development
- DP17 – Walking, cycling and public transport
- DP18 – Parking standards and limiting the availability of car parking
- DP19 – Managing the impact of parking
- DP20 – Movement of goods and materials
- DP21 – Development connecting to the highway network
- DP22 – Promoting sustainable design and construction
- DP24 – Securing high quality design
- DP25 – Conserving Camden's heritage
- DP26 – Managing the impact of development on occupiers and neighbours
- DP28 – Noise and Vibration
- DP29 – Improving access
- DP30 – Shopfronts
- DP32 – Air quality and Camden's Clear Zone

Camden Site Allocations DPD

The Site Allocations Development Plan Document (DPD) will set out the Camden Council's approach to development on significant sites which are likely to be subject to development proposals. This will replace the last remaining "saved" policies of Camden's Unitary Development Plan (UDP) and sit alongside the already adopted Core Strategy and Development Policies DPDs.

A key purpose of the document is not only to set out guidance on the preferred type of development of individual sites, but also to reinforce the council's priorities in terms of land uses, particularly housing and affordable housing, and how impacts in distinct parts of the borough may be dealt with; reflecting some of the themes from Placeshaping work and emerging place plans.

The Council is currently preparing its Submission Draft document, with a view to a Public Hearing into the document in Summer 2012 and adoption later on in 2012.

Camden's revised Planning Guidance provides a single point of reference for a range of issues from affordable housing to sustainable design and construction. Further guidance on planning matters can be found in Camden Planning Guidance 2011. This document is available for download here:

<http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en>

Other relevant Camden planning policy documents include:

- Bloomsbury Conservation Area Appraisal and Management Strategy; and
- Hatton Garden Conservation Area Statement.

Information regarding air quality assessment can be found at:

<http://www.camden.gov.uk/ccm/content/environment/air-quality-and-pollution/air-quality/planning-and-air-quality.en?page=3>

A1.2 Planning application requirements

A1.2.1 Both councils strongly recommend that pre-planning application discussions be undertaken prior to submitting a planning application, so that the councils and developer can discuss any proposal and determine the relevant documents and information that will be needed to process any planning application.

Camden

A1.2.2 More details on Camden's planning service, including advice on planning applications, can be found at:

<http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/?jsessionid=C8D801B7290F0A7BA439AA9940DA8E8E>

Islington

A1.2.3 Full details of pre-planning procedure and applicable fees can be obtained from Islington Council's web site at:

http://www.islington.gov.uk/Environment/Planning/planninginis/plan_before/pre_app_advice/

A1.2.4 The council uses an online planning application system. For more information go to the following web address:

http://www.islington.gov.uk/Environment/Planning/planninginis/plan_apply/default.asp

Islington and Camden councils validation requirements

A1.2.5 The online planning system is accompanied by a standard set of validation requirements. That is, the list of documents that must be included with a planning application. For a full list of the validation requirements refer to the Planning Advice Note: Planning Applications – validation requirements. These documents can be found at the following web addresses:

http://www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/planapps/validation_requirements.PDF

<http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/making-an-application/supporting-documentation--requirements/>

A1.2.6 The following sections provide more detail on some of the key validation requirements for the planning brief area.

Design and Access Statement

- A1.2.7** The purpose of a Design and Access Statement is to explain how the proposals have evolved and their suitability for the site. The Statement is an opportunity for the developers and designers to demonstrate their commitment to sustainable, inclusive and accessible design and how they will meet various obligations placed on them by legislation and local policies.
- A1.2.8** The Design and Access Statement will primarily be concerned with external issues including:
- Layout;
 - Scale;
 - Landscaping;
 - Appearance;
 - Inclusive access; and
 - Emergency access.
- A1.2.9** The Statement should also establish the principles and spatial framework that will facilitate compliance with Building Regulations and best practice. The Access Statement should clearly identify:
- The philosophy and approach to inclusive design;
 - The key issues of the particular scheme, including identified constraints, e.g. listed environments;
 - The sources of advice and guidance used;
 - Evidence of consultation, planned or in progress, with disabled people in the local community, including feedback and how this has been or will be included into the design process; and
 - How the principles of inclusive design will be implemented into the scheme, including maintenance and management.
- A1.2.10** The statement should be viewed as part of the process; as a tool to demonstrate that all relevant issues have been considered throughout the design and construction stages. At the planning stage it should clearly demonstrate the applicant's approach to inclusion and show how all potential users, taking into account ability, age and gender differences can enter the site, move around the site, enter and circulate the buildings and use the facilities, including sanitary provision.
- A1.2.11** It is recommended that a marked-up plan at an appropriate scale, including sections showing relevant gradients and any changes in level, is submitted with the Access Statement. The statement should give details of any national standards used, e.g. BS8300: 2001 and Inclusive Mobility (outdoor pedestrian guidelines), and in the case of residential development, Lifetime Homes and Wheelchair Housing Standards.
- A1.2.12** Applicants are advised to appoint an appropriately skilled and independent access consultant or access champion to work with designers and the project team through to completion of the project.
- A1.2.13** The applicant would also be advised at this stage to consider the implications of the Disability Discrimination Act 1995, to ensure that the design and management of the scheme upholds the spirit of the Act and mitigate the chances of any legal challenges.
- A1.2.14** Further guidance on the preparation of Design and Access Statements can be found on the councils websites at the following web addresses:

http://www.islington.gov.uk/environment/planning/planninginisl/plan_conserve/urban_design/inclusive/AccessStatements.asp

<http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/design-and-access-statements.en>

Transport Assessment / Statement (including a Servicing and Delivery Plan) and Travel Plan/ Statement

- A1.2.15** The Transport Assessment / Statement for any future development of the planning brief area should be prepared in accordance with Islington's Sustainable Transport Planning Guidance Note and submitted with any planning application. When adopted, the transport section of the emerging Islington Development Management Policies will supersede the Islington Sustainable Transport Planning Guidance Note. For Camden, applicants should refer to Camden Planning Guidance - CPG7 Transport for details.
- A1.2.16** A Transport Assessment/ Statement is required to assess the impact of any future development proposal for the planning brief area on transport infrastructure, including the capacity of roads, public transport and walking and cycling infrastructure, and detail action to manage this impact. It should present qualitative and quantitative information about the anticipated transport and related environmental impacts before, during and after implementation of the proposed development, including details of the accessibility of the site by all transport modes and all users, including disabled people, and the likely modal split of journeys to and from the site.
- A1.2.17** A Servicing and Delivery Plan (detailing access and delivery arrangements), cross referenced to the Transport Assessment / Statement (if separate), should describe how any impacts arising from servicing the proposed development would be minimised. In line with Islington UDP Policy T32, servicing and deliveries should be provided for on-site if possible.
- A1.2.18** The Travel Plans/ Statements, cross referenced to the Transport Assessment / Statement (if separate), for any future development of the planning brief area should be prepared in accordance with Islington's Sustainable Transport Planning Guidance Note and submitted with any planning application. When adopted, the transport section of the emerging Islington Development Management Policies will supersede the Islington Sustainable Transport Planning Guidance Note. For Camden, applicants should refer to Camden Planning Guidance - CPG7 Transport for details.
- A1.2.19** Travel Plans/ Statements are required to detail the developer's response to the Transport Assessment/ Statement, and to deliver sustainable transport objectives with a package of measures to promote sustainable transport, including measures to achieve a modal shift to the most sustainable forms of transport: walking and cycling.

Waste Management Plan

- A1.2.20** The Waste Management Plan for the site should indicate:
- The estimated volumes and types of waste produced by the development;
 - The size and location of waste and recycling stores and how recyclable material and other waste will be delivered to these stores;
 - The equipment specified for containing the waste; and
 - The proposed collection point and the method for transferring waste to this location.

- A1.2.21** Islington and Camden's councils Refuse and Recycling Storage – Guidance for Architects gives more information about what should be included in the Waste Management Plan. They are available for download from the following web addresses:

http://www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/refuse_recycling_storage_guide_181209.pdf

<http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/waste-storage-and-collection-plans.en>

- A1.2.22** The development must have on-site provision for secure and easily cleaned refuse storage. The facilities provided must comply with the requirements for off-highway containment of refuse set out in Islington's Refuse and Recycling Storage – Guidance for Architects, and Camden Planning Guidance, CPG1- Design. Waste collection arrangements should accord with Building Regulation H6.

- A1.2.23** Full details of proposals should be included on all plans submitted and advice can be obtained, at any stage during design works, from:

- Islington Council's Street Environment Services, 36 North Rd, London N7 9TU (tel. 020 7527 5000)
- Camden Environment Services, Roy Shaw Centre 3-5 Cressy Road London, NW3 2ND (tel. 020 7974 6914)

Tree survey

- A1.2.24** There are a small number of trees on the site and some trees on the adjacent streets that may be affected by any construction works.

Should any proposals for development on the planning brief site affect any existing trees, a tree survey should accompany the planning application. This survey should be undertaken by a suitably qualified professional, and include all trees adjacent to the site boundary which are either within a distance equal to half the height of the tree, or within the non-pruned canopy spread, whichever is the greater. The Tree Survey should include the following information for each tree:

- Location, accurately plotted on a plan;
- Species;
- Height;
- Trunk diameter, measured 1.5m above ground level;
- Crown spread, measured from the trunk at the four compass points;
- Age relative to the lifespan for that species of tree;
- Condition assessment (noting defects, cavities, decay, disorders and overall structure); and
- Nature of ground surface below the canopy spread.

- A1.2.25** For further guidance please refer to BS5837:2005 - Trees in relation to construction.

Sustainable Design and Construction Statement (including an Energy Assessment)

- A1.2.26** The Sustainable Design and Construction Statement should set out how the development will comply with Policy CS10 of Islington's Core Strategy as well as those within Section 4A of the London Plan. The key areas which should be covered include:

- Energy;
- BREEAM and Code for Sustainable Homes;
- Climate change adaptation;
- Sustainable Drainage Systems (SUDS);
- Biodiversity;
- Water resources;
- Materials;
- Construction; and
- Other issues (promotion of sustainable behaviours during operation of the development, waste and recycling, pollution, building durability, and flexibility of buildings over their lifetimes).

New buildings must meet the highest standards of sustainable design and construction and promote sustainability through long term management. This will include achieving the appropriate Code for Sustainable Homes Standard and at least BREEAM Excellent for any non-residential development; maximising energy efficiency; minimising water use; and minimising surface water flood risk and overheating (including by using urban greening to mitigate the urban heat island effect).

A1.3 Planning obligations

A1.3.1 Planning obligations are used as part of the planning application process in order to address specific issues arising from a development proposal. They are normally agreed between the council, land owners and developers within legal agreements (Section 106 agreements) and are intended to make a development acceptable which would otherwise be unacceptable in planning terms.

A1.3.2 The agreements include obligations which are specific requirements to be fulfilled by developers to ensure that impacts arising from new developments are addressed, and that sufficient infrastructure and facilities are in place to cope with additional residents, workers and visitors in the new development. Planning obligations can help to ensure that new development is sustainable and assists in meeting the objectives of the councils' Core Strategies and other relevant policies.

A1.3.3 The councils will therefore seek to enter into a Section 106 (S106) agreement as part of any planning application for development, in accordance with the council's adopted guidance on planning obligations, to mitigate additional pressures on local infrastructure and facilities, and to ensure the scheme is compliant with planning policy where relevant.

Further details regarding each councils' guidance on, and approach to, viability related issues can be found in the Islington Planning Obligations 2009 SPD and Camden Planning Guidance 2011 (CPG 2: Housing and CPG 8: Planning Obligations). They are available for download from the following web addresses:

http://www.islington.gov.uk/DownloadableDocuments/Environment/Pdf/Idf_pack/Planning_Obligations_Supplementary_Planning_Document_July_2009.pdf

<http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en>

A1.3.4 Possible S106 Heads of Terms for this site will include (but will not be limited to) the following matters:

- Provision of affordable housing on site in line with the councils' adopted policies;

- Financial contributions towards improving local education facilities;
- Provision of on site community facilities or contribution to the improvement or extension of existing local facilities in the vicinity;
- Financial contributions towards transport and public realm improvements, public open space, sport and recreational facilities and children and young people's playspace provision or improvements;
- The repair and reinstatement of the footways and highways adjoining the development and payment to cover the costs of any other works relating to the necessary alteration of the public highway;
- Compliance with Islington's Code of Employment and Training and the facilitation of construction work placements during the construction phase of the development, and explore the opportunity to access new job opportunities at the site;
- Compliance with the Code of Local Procurement;
- Compliance with the Code of Practice for Construction Sites and payment of a monitoring fee;
- Submission of a Construction Management Plan;
- Submission of a Transport Assessment / Statement;
- Submission of a Full Travel Plan and relevant updates on progress;
- Management agreement for vehicle servicing, deliveries and refuse collection;
- Rebuilding all the retaining walls and installing new fencing;
- Submission of a Community Access and Management Plan; and
- Councils' legal fees in preparing the S106 and officer's fees for the monitoring and implementation of the S106.

Appendix 2 – Statement of community impact

A2.1 The development of the Mount Pleasant site is an opportunity to improve the area for the local community. To record some of the possible impacts on the community of the development, an initial Table of Community Impact has been prepared:

A2.2 Table of Community Impact

More specific measure are highlighted in the table below, with general mitigating measures including:

- Construction Management Plan;
- Delivery and Servicing Management Plan;
- Travel Plan;
- Highways and public realm improvements;
- Pedestrian, cyclist and environmental improvements; and
- Public open space improvements.

Who	Benefits	Disbenefits	Mitigating measures
Local residents	<ul style="list-style-type: none"> • Provision of high quality housing and affordable housing • Construction jobs for unemployed people and apprenticeships for young people • Access to jobs created by the employment uses situated on the site • Convenient local facilities including retail • Improved/ new streets and major new public spaces • Improved public realm of public spaces of four corners of site 	<ul style="list-style-type: none"> • Temporary impact of construction • Increased pressure on local services • Increase in noise/ people • Increase in traffic • Some loss of sunlight/ daylight • Loss of view across site 	<ul style="list-style-type: none"> • Ongoing communication to keep interested parties informed • Phased construction to minimise disruption • Code of Construction Practice to manage environmental impacts during construction • Planning policies to cover issues of increased noise/ people • Car free development • Planning policies and standards to protect existing residential amenity from overshadowing and loss of daylight, traffic and environmental issues, and heights

Royal Mail workers	<ul style="list-style-type: none"> Renovated employment space to provide an improved and modernised workplace 	<ul style="list-style-type: none"> Temporary impact of construction 	<ul style="list-style-type: none"> Ongoing communication to keep staff informed
Local businesses	<ul style="list-style-type: none"> New residents and employees using local shops New high quality premises available for new businesses 	<ul style="list-style-type: none"> Competing uses, e.g. new retail 	<ul style="list-style-type: none"> Seek a balanced mix of uses to mitigate potential conflict with existing businesses
Future occupants of housing	<ul style="list-style-type: none"> Provision of high quality housing, affordable housing and homes suitable for families Housing for local people on housing waiting lists and/ or in temporary accommodation and/ or in over crowded accommodation 	<ul style="list-style-type: none"> Service yard close to homes 	<ul style="list-style-type: none"> Deck over service yard to enclose the Royal Mail operations and manage environmental impacts of the service yard Deck creates the potential for a communal garden for residents
Visitors to museum (BPMA)	<ul style="list-style-type: none"> New venue to improve quality of facilities, raise the profile of museum and visitor numbers 		

Appendix 3 – Additional site information

Conservation Areas

A3.1.1 The entire eastern section of the site is located in Islington and within the **Rosebery Avenue Conservation Area**. The Rosebery Avenue Conservation Area Design Guidelines state that the Mount Pleasant site has no special architectural or historic interest in terms of planning policy.

A3.1.2 The **Hatton Garden Conservation Area** runs along the south western boundary of the site. Hatton Garden has a long history of development dating back to the medieval period and possibly before. The area has seen substantial waves of change, new investment and development, resulting in a built environment containing many buildings dating from different periods of time. A large number of buildings have fallen into disrepair or have been substantially altered and therefore, the origin, architectural quality and history of buildings is not immediately evident. However, on closer inspection a clear indication of the past does remain and a large number of buildings of local and national importance are to be found within the area.

Clerkenwell had traditionally been the centre of the jewellery trade, which from the 1870's began to overflow into Hatton Garden. By the 1880's Hatton Garden was established as a focus for the jewellery and diamond trade, as well as the clock and watch industries. The ground floors of the buildings were commonly occupied by retail and office uses, whilst the upper floors were occupied by workshops.

In recent years the general rationalisation of manufacturing and warehousing has affected the character and vitality of the area. Hatton Garden has changed as new uses have moved in such as offices, new trades, residential conversions, non-jewellery retail, restaurants and bars, which gives the area a more mixed use feel, with active uses operating throughout the day.

A3.1.3 The **Bloomsbury Conservation Area** runs along the north western boundary of the site and includes the properties on Calthorpe Street, the majority of which are Grade II listed buildings. This is a consistent area of terraces, adhering to a plainer form of classicism than their neighbours to the north. Properties date from the 1820s in the west to the 1840s in the east. Whilst each terrace of houses has a consistent roofline, the street frontages as a whole reduce from three to two storeys on Wren Street and Pakenham Street and from four to three storeys on Calthorpe Street, moving away from Gray's Inn Road. At the eastern end on the south side, a distinctive single-storey former shop unit marks the corner of Phoenix Place although it is much altered. In terms of corner features, it is seen in conjunction with the later 19th century red brick public house opposite.

School House workshops, at No 51 Calthorpe Street, are situated at the eastern end of the street on the northern side. The comparatively wide front is of two storeys with a symmetrical composition and constructed from yellow stock brick, in keeping with neighbouring buildings. This building, which makes a positive contribution to the streetscape in terms of its physical presence and social history, is adjacent to the incongruously scaled late 20th century Holiday Inn building (which falls outside the Conservation Area).

Listed buildings

A3.2.1 There are several listed buildings in the area:

- 42-44 Rosebery Avenue. Clerkenwell Fire Station. Grade II;
- 40 Rosebery Avenue;
- Finsbury Health Centre, Pine Street. Grade I;
- Church of Our Most Holy Redeemer. Grade II*;
- 94 Farringdon Road. Grade I;
- Wilmington Square houses. Most of the houses around the square are Grade II;
- Lloyd Baker Street houses. Most of the houses on the street are Grade II;
- Granville Square houses. Most of the houses around the square are Grade II;
- 2-24 Calthorpe Street (south side). Grade II listed;
- 28-48 Calthorpe Street (south side). Grade II listed;
- 23-43 Calthorpe Street (north side). Grade II listed;
- 45-49 Calthorpe Street (north side). Grade II listed; and
- 47-57 Mount Pleasant (south side). Grade II listed.

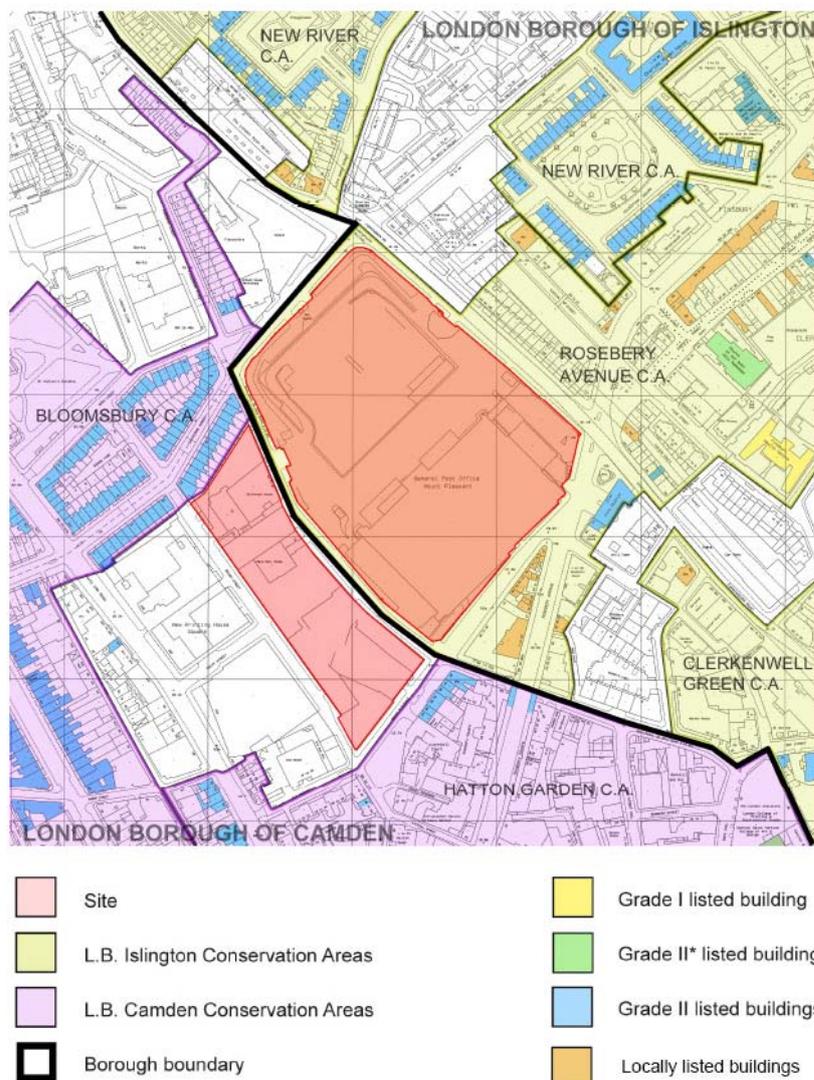


Figure 21: Conservation Areas and listed buildings

Surrounding neighbourhoods

- A3.3.1** Below are the descriptions of the key buildings forming the physical characteristics of the surrounding neighbourhoods to the site, as summarised in Section 3.3.
- A3.3.2 Lloyd Baker Estate**
The Lloyd Baker Estate area to the north-east, set on a hill, is almost entirely residential and contains fine 18th century and early 19th century houses on wide streets and around several squares, such as Wilmington and Granville Square. This area also contains larger 20th century municipal housing estates, such as the Margery Street Estate.
- A3.3.3** Farringdon Road / King's Cross Road is a main highway access between the City and King's Cross which is dominated by vehicular traffic. To the east along Farringdon Road is a terrace of three storey 19th century houses and other late 20th century residential blocks between three and four storeys. This area includes the New River Conservation Area.
- A3.3.4 Kings Cross**
To the north-west of the site is King's Cross, a more mixed townscape, with some uniform early 19th century terraced streets, such as Frederick and Acton Street. Other sections of the Kings Cross area contain light industrial buildings. The area contains several characterful public spaces, notably St Andrews Gardens and Calthorpe Gardens.
- A3.3.5** The area also contains some larger blocks, especially just north of the site on King's Cross Road, such as the Holiday Inn. Apart from the large flank of the Holiday Inn building, Calthorpe Street has an intimate character with three storey buildings, including early 19th century grade II listed terraced houses and the Pakenham Arms Public House. This area includes the Kings Cross Conservation Area.
- A3.3.6 Bloomsbury**
To the west of the site is Bloomsbury, containing a fine grain grid of Georgian terraced streets and squares. Residential, commercial, a hospital and other institutional uses co-exist, with the latter having much taller and larger footprint buildings. Both Mecklenburgh Square and Coram's Fields contain mature formal landscaping.
- A3.3.7** Immediately to the west of the site, Gray's Inn Road contains much larger footprint buildings, with a less fine grain and large buildings next to the site, such as the ITN building and New Printing House Square. The back of these buildings on Gough Street creates an unpleasant pedestrian environment on the street. This area includes the Bloomsbury Conservation Area.
- A3.3.8 Hatton Garden**
To the south of the site is Hatton Garden which is based around the old Fleet valley, and works downhill from north to south. The area has a diverse townscape, reflecting the 18th century development of the area to the south and south-east of the site, resulting in an irregular pattern of narrow streets and a mix of land uses. Many industrial buildings, generally larger than those to the east in Clerkenwell, have been converted to residential or commercial uses. This area sits within the Hatton Garden Conservation Area.
- A3.3.9** Rosebery Avenue contains a fine mix of Edwardian residential buildings and a Grade II listed fire station, opposite the site. The buildings on Mount Pleasant are generally attractive and circa seven to eight storeys, with commercial ground floors. On the corner of Mount Pleasant and Warner Street there is an attractive 19th century terrace, which includes the Apple Tree Public House. Further west along Mount Pleasant there are a number of towers, including Laystall Court, an 11 storey late 20th century residential tower block.

A3.3.10 Clerkenwell

To the south-east of the site is Clerkenwell, which has a varied townscape and character, reflecting the 18th century development of the area to the south-east and south of the site. Finer grain 19th century buildings, are mixed in with larger industrial buildings converted to residential and commercial uses. The grain is less dense than Hatton Garden to the south-west, with some large 20th century housing estates, such as the Finsbury Estate, and open spaces, such as Spa Fields. The area is generally mixed use, as demonstrated on Exmouth Market, a successful local high street near the site. This area includes the Rosebery Avenue, New River and Clerkenwell Green Conservation Areas.

Local public green spaces

A3.4.1 Below is the more detailed analysis of the key features of the local public green spaces referred in Section 3.3.

A3.4.2 Wilmington Square

- 0.36ha;
- Medium sized residential square;
- To the north of the site it has good potential to link through to the site via Attneave Street;
- Mature trees around edge;
- 19th century pavilion;
- Good planting; and
- Bird feeding station.

A3.4.3 Spa Gardens

- 0.82ha;
- Large multi-use open space;
- Children's adventure playground;
- Tarmac ball court with football goals, tennis nets and step free access;
- Some planting;
- Lavender garden;
- Notable trees;
- Annual cornfield meadow;
- Community meeting room;
- Very popular at lunchtime; and
- Works well with Exmouth Market.

A3.4.4 Granville Square

- 0.20 ha;
- Small residential open space;
- Children's playground;
- Tarmac ball court with basket ball hoops and stepped access;
- Good planting; and
- Notable plane trees;

A3.4.5 St Andrews Gardens

- 0.66ha; and
- Former burial grounds, now public gardens with lawns, flower beds and mature trees.

A3.4.6 Gray's Inn Gardens

- 0.89ha;
- Part of three open spaces associated with the Foundling Hospital, the others being Coram's Fields and Mecklenburgh Square; and
- Mature trees and lawn;

A3.4.7 Coram's Fields

- Only allowed entry with a child under 16;
- City farm;
- Playground and sports pitches;
- Duck pond; and
- Café.

Public spaces at the four corners of the site

A3.5.1 Below is the more detailed analysis of the key features of the four public spaces referred in Section 3.3.

A3.5.2 Lloyd Baker Place (north east corner)

- Awkward road junction with 5 branches;
- Over-wide carriageway space and consequent narrow pavement;
- Heavy road traffic along Farringdon Road;
- Poor sense of place;
- Difficult for pedestrians to cross street;
- 'Missing' corner on the Mount Pleasant site;
- 'Deadening' effect to street edge on the site side of the street; and
- Characterful Union Tavern pub on corner.

A3.5.3 Exmouth Market (south east corner)

- Significant but disjointed public spaces, cluttered near Exmouth Market;
- Significant trees, but with possible overshadowing issues;
- Difficult for pedestrians to cross street;
- Sense of place reduced by heavy road traffic on every branch;
- Significantly sized public spaces; and
- Good proximity between Exmouth Market and Mount Pleasant.

A3.5.4 Mount Pleasant (south west corner)

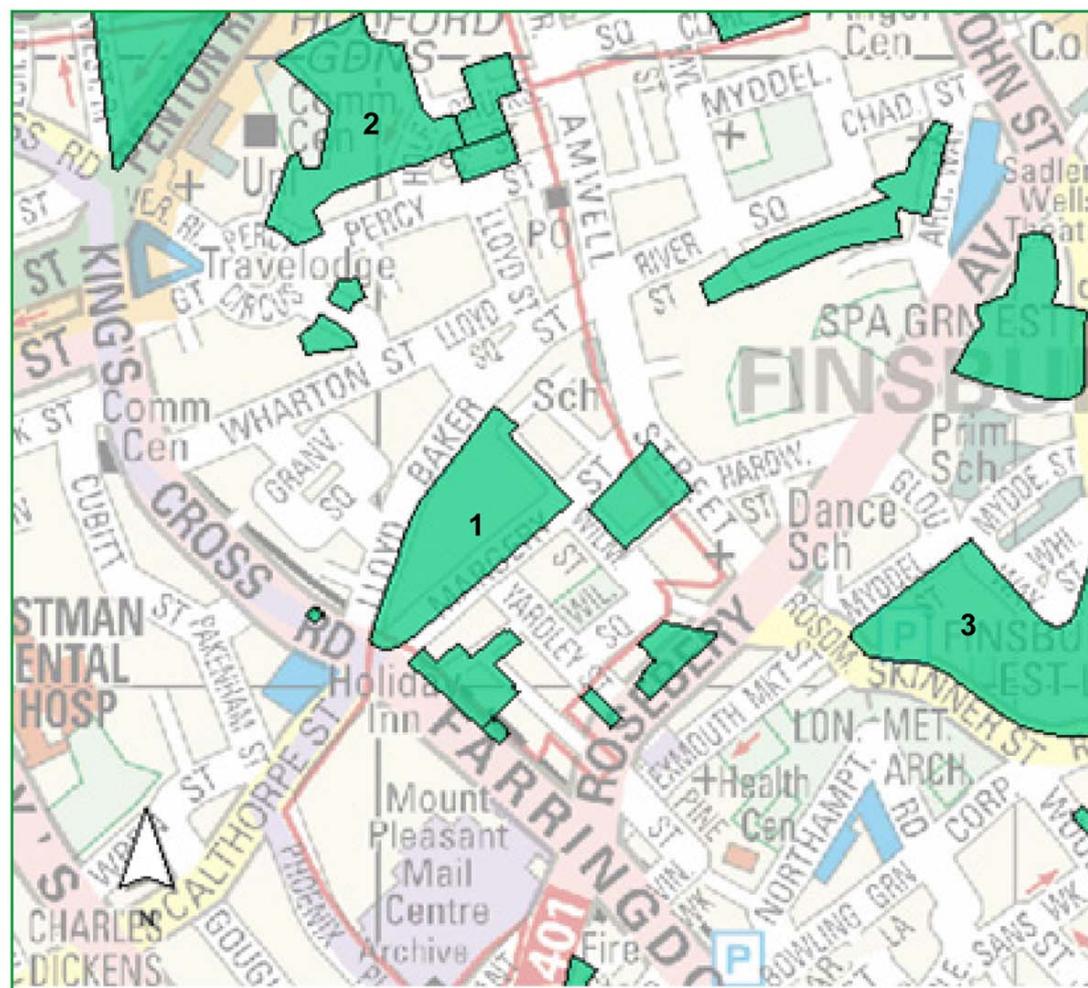
- Quieter side street, more pedestrian friendly;
- Locally listed row of buildings around the characterful Apple Tree pub;
- Wide pavement outside the Apple Tree pub; and
- 'Deadening' effect to street edge on the site side of the street.

A3.5.5 Pakenham Place (north west corner)

- Characterful Pakenham Arms pub on corner;
- Underused triangular traffic roundabout/ public space opposite Pakenham Arms pub; and
- 'Deadening' effect to street edge on the site side of the street.

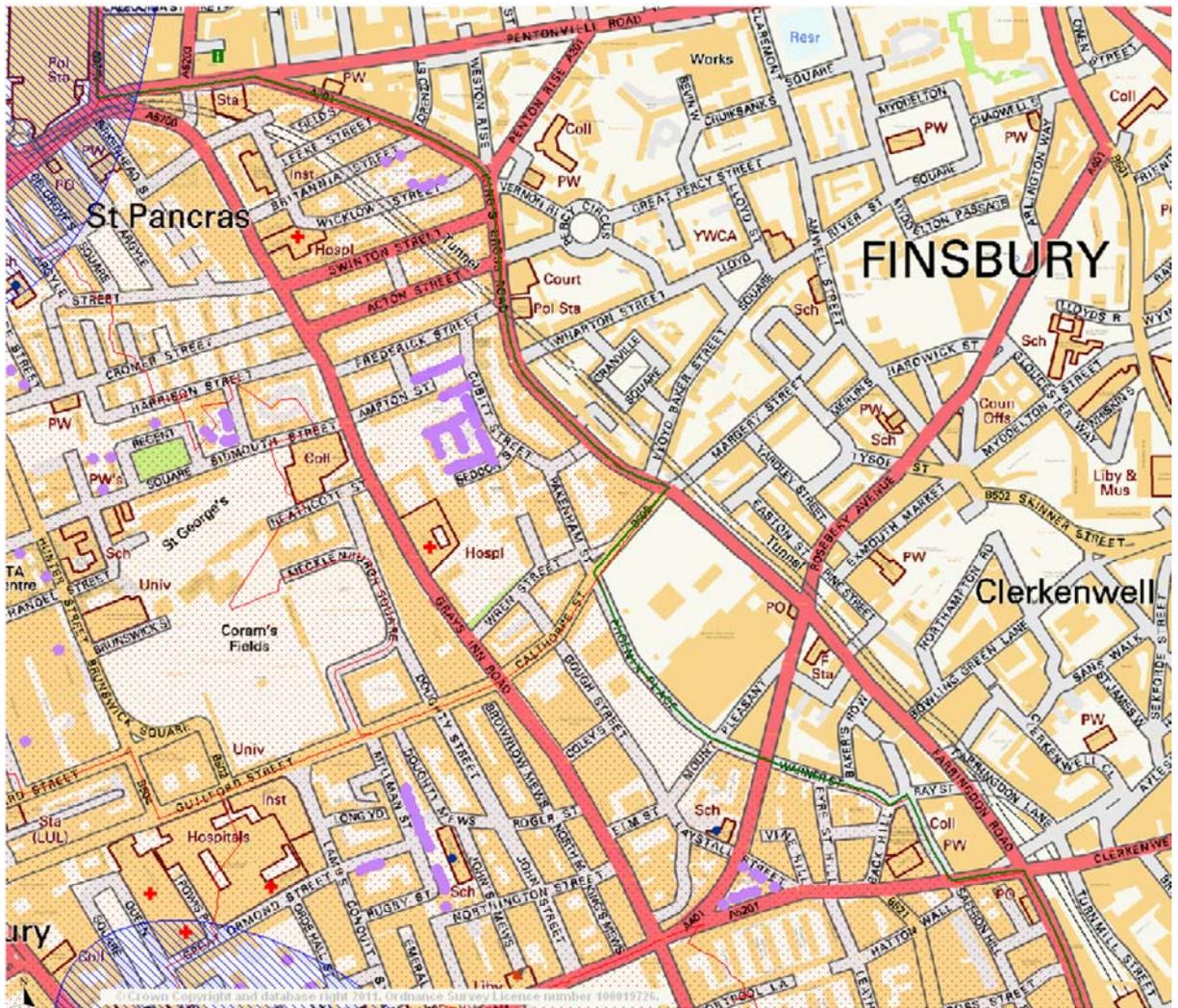
De-centralised energy

A3.6.1 As outlined in 4.2.35, existing and potential Shared Heating Networks (SHN) connection opportunities are shown in figures 22 & 23 below.



1	Margery Street	28 Communally Heated Homes in Greenaway House
2	Bevin Court	150 Communally Heated Homes
3	Finsbury Estate	328 Communally Heated included in potential Bunhill Phase 2
4	Spar Green	127 Communally Heated included in potential Bunhill Phase 2

Figure 22: De-centralised energy Islington sites



- ▭ CHPHeatMapping
- ▭ CHPGrowthArea
- CamdenCommunalHeating
- CHPSites

Figure 23: De-centralised energy Camden sites