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GLOSSARY

Area – Mount Pleasant Neighbourhood Area

BID - Business Improvement District

CAZ - Commercial Activities Zone

CRtB – Community Right to Build

GLA – Greater London Authority

HS - Healthy Streets

MPNF – Mount Pleasant Neighbourhood Forum

Plan – Neighbourhood Plan

RMG – Royal Mail Group

INTRODUCTION

WHY A NEIGHBOURHOOD PLAN?

1. The Mount Pleasant Neighbourhood Area (the 'Area') is a 'Gateway' location in Central London situated between the City, the West and East ends, and London's northern suburbs – a unique nexus of long-established social, historical, political, and transportation conditions. Lying just outside the ancient City limits, the Area has always been the site of rapid transformation and creative innovation, but in the twenty-first century the scale and scope of change and the consequent pressure from urban development is particularly intense. Lying between the Kings Cross/St Pancras International redevelopment and Farringdon CrossRail (projected to be Britain's fifth busiest station), the Area is uniquely placed as one of Central London's largest concentrations of redevelopment and is surrounded by a wide range of regeneration hubs, including Kings Cross, Old Street, Farringdon and Holborn.

2. This Neighbourhood Plan ('the Plan') seeks to resolve tensions that have not been or cannot be reconciled through other planning mechanisms. As a Neighbourhood Forum, our principal concern is to ensure that the local community plays an active, meaningful and participatory role in the planning process in the Area (see MPNF Constitution, para.2.2). The Plan is to last for 10 years, from 2019-2029

3. The Mount Pleasant Neighbourhood Forum (MPNF) and Area were formally established in February 2016. The Area straddles the boundary between Camden and Islington, the larger portion lying in Camden, the smaller in Islington [boundary to be shown on map of Area].

4. Shortly after our inauguration, Forum members listed their priorities for, and likes/dislikes about the Area. Combined with the responses to a leafleting campaign targeting over 4,000 people living and working in the Area and following discussion at MPNF public meetings and working-groups, together with online publication on the MPNF website and in our bi-monthly newsletters, the following emerged as priorities for the Area:

- **A STABLE AND DIVERSE COMMUNITY** The Area's population is relatively stable with many long-term (>20 years) residents, and is of diverse nationality, religion, ethnicity, age, education and employment. We wish to retain this healthy social mix and protect it against inappropriate development that results in a loss of affordable housing and work-places. We believe a "living city" needs a permanent,

skilled, local-resident workforce. For these reasons, maintaining and increasing the supply of truly affordable social housing and work- places is our top priority.

- **HEALTHY STREETS** The Area has exceptional transport facilities, connected locally, nationally and internationally by road, rail, bus, underground and cycle lanes; good pedestrian infrastructure, and, on the completion of Crossrail, will have direct services to Heathrow. The downside 24-hr road traffic. We will promote sustainable transport/active-travel policies to improve local residents' health and well-being in line with the Mayor of London's/TfL Healthy Streets initiative.
- **ALL NEW DEVELOPMENT TO WORK FOR US** The Area lies within London's Central Activities Zone (CAZ) where commercial re-development is part of the London Plan. New developments should add value to the neighbourhood through improved public realm, an increase in affordable housing and local employment, and the retention and increase of small workshops and studios - we will seek as a condition of development that new commercial schemes include affordable spaces for local businesses.
- **LOCAL CENTRES** The Plan seeks to protect the Area's many focal points that concentrate day-to-day activities, by ensuring that new developments respect these and, where possible, create new ones. The currently empty site of Royal Mail's former Mt Pleasant Sorting Office is the geographical heart of the Area, with planning consent for a largely private housing development. As long as there is scope to do so, the Forum will seek to influence the form and shape of this development by engaging with the landowner for the implementation of the Plan's policies, and, should this become possible, through other legal channels as the Community Right to Build (see Mount Pleasant Design Statement)
- **DESIGN COHERENCE** All development should heed the Design Guide as part of the general planning guidance for the Area. As well as emphasising innovation in the Area's historical urban environment, the guide acknowledges the need to address urgent environmental imperatives.
- **GREEN SPACES AND GREEN PLANTING** The Area has relatively few public green spaces and no large areas available for landscaping, reinforcing the environmental imperative and local desire to "green" the streets for the benefit of local residents and visitors, and to combat air pollution.
- **CONSERVATION AREAS** Four Conservation Areas (CA) cross the Area boundary, affording an extra level of protection against inappropriate development through the statutory provision of relevant CA guidelines. The Plan therefore seeks to strengthen the councils' decisions with regard to these guidelines and the

protection of listed buildings and their settings, and seeks to ensure that they are fully enforced, not undermined by development proposals.

- **EDUCATION** The Area is in south Camden, which has some of the best primary schools in the country - including the Area's Christopher Hatton primary - but no secondary school (despite a >30-year-long parent-led campaign to establish one). In spite of recent unsuccessful applications for a Free School, secondary provision in the Area has strong local support and the Plan endorses this.
- **SOCIAL PROVISION** The Plan seeks to protect - and support an increase in - the Area's existing scarce play facilities, and protect its already-existing level of excellent health provision.
- **FLEET VALLEY WALK (FVW)** The Plan proposes the establishment of the Fleet Valley Walk (FVW) to create a quiet active-travel route through the heart of the Area linking to adjacent neighbourhoods and wider sustainable transport networks.
- **OUR MOUNT PLEASANT** With the endowment of a Community Right to Build (CRtB) grant from the Greater London Authority (GLA), the local community developed a proposal for the Camden part of the Mount Pleasant sorting-office site. The proposal was rejected by the Examiner on grounds of disclosure of viability and inadequate car-parking facilities for Royal Mail staff.

THE PLAN

VISION STATEMENT

The Mount Pleasant Neighbourhood Plan seeks to ensure that our Area retains and enhances its present diverse residential and working communities alongside its varied, innovative and rich architectural inheritance in the face of all proposed developments, particularly those of the Mount Pleasant Sorting Office and Eastman Dental Hospital sites, as well as many smaller sites along Farringdon and other local roads. The Plan promotes the health and well-being of residents by supporting the highest environmental standards across a range of measures, through the design of buildings and open spaces to promoting walking, cycling and public transport to improve air-quality and to encourage the 'greening' of the streets.

BACKGROUND: CHARACTER AREAS

Consultation with the local community into the Area's built environment has highlighted five 'character areas' in the surrounding neighbourhoods:

1. The streets and squares of Bloomsbury and Islington

The streets and squares of Bloomsbury and Islington were greatly appreciated by everyone that participated in the consultation, with places such as Percy Circus and Granville Square consistently praised for their simplicity and elegance. Calthorpe Street - largely social housing - carries this character most directly into the Area.

2. Phoenix Place

- Phoenix Place is a 'lost street' of enormous potential. It takes its character and typography from the River Fleet whose course it follows. Residents feel strongly that it could and should be re-discovered, ending its use as a rat-run and becoming instead a natural and interesting active-travel route for pedestrians and cyclists. The street follows some of the natural desire lines between King's Cross and the City.

• 3. Rosebery Avenue

- Rosebery Avenue is a strong and uncompromising Victorian intervention into the neighbourhood. It is largely linear and regular with medium-rise, red-brick mansion blocks and ground-level commerce and retail.

- 4. Farringdon Road
- Farringdon Road follows the line of the London Underground from Farringdon to King's Cross. It is characterised by heavy traffic flows and service industries. A few of its buildings are liked locally. Most are not. If the developed Mount Pleasant site became a new centre of the Area, the possibility of a future underground station equidistant between King's Cross and Farringdon stations - the longest stretch between stops in Zone 1 - on the site of the Holiday Inn immediately to the north - was raised. This building is widely disliked because of its inappropriate scale and poor, bland design.
- 5. The rear of large service and commercial buildings
- Part of the Area is abutted by the rear of large service and commercial buildings, most notably, the sorting office itself but including the even more massive ITN and 222 Gray's Inn Road buildings to the east. It was widely agreed that the best thing to do with them was hide them with large buildings to the east of Gough Street. The Mount Pleasant sorting office itself was better liked.

1. HOUSING

1.1 The Area has distinctive residential features:

- land values are very high compared with the national average, making property unaffordable for the majority of the population];
- most residents in the Area live in properties owned and managed either by the local authority or by housing-associations;
- the majority of the neighbourhood is made up of Conservation Areas (CAs).
- social-housing stock is very varied in its typology from local authority-owned nineteenth century terraced street properties to purpose-built post-war social housing blocks;
- it is very densely populated compared with the national average

1.2 The Forum's housing policies, summarised below, are reflected in Policies H1-H4.

- more social housing to be provided;
- a target of at least 50% of housing within new developments to be affordable;
- estate-regeneration projects to be conducted with full local consultation of all existing tenants from the outset;

- social housing to meet the highest design and environmental standards (BREEAM rated outstanding) to include green building techniques such as green roofs and walls, solar panels, run-off water collection and SUDS drainage systems as applicable.

1.3 Affordable housing that prioritises the needs of local residents

1.3.1 More genuinely affordable housing in the Area is our top priority. The Plan supports both Camden and Islington councils' policies on affordable housing: 50% in all new housing developments in the case of Islington, and Camden's sliding-scale of up to 50% in developments 2,500 sqm or above. This is because we value our neighbourhood for its social diversity. If poorer residents are priced out, the local housing market will become less mixed, whilst the growth of private rental accommodation will increase the speed and scale of turnover of the population. Social housing allows our population to be more settled.

1.3.2 The land values and the property prices in the neighbourhood have inflated rents in private housing beyond the reach of anyone who isn't wealthy. "Affordable" housing is calculated at a discount of market price, but this still makes our Area extremely costly because market prices are so high. People on average/below-average wages cannot in general afford the rents other than those of social landlords, especially the local councils. That is why we support local policies for truly affordable housing - i.e. social housing provided for the common good. The stability of our local community, which we prize, depends on the fact that most of our residents can afford to live here because they rent council or social housing with realistic rent levels. The Forum fears that without this safeguard our local neighbourhood will suffer social polarisation should housing provision be left to market forces.

Policy H1: Affordable Social Housing Provision

The Plan requires the total number of social-housing units provided on the site of a redevelopment to be maintained, and, in the event of additional units being added, a minimum of 50% of the additional units are a combination of Social Rented, Affordable Rented and Intermediate Housing, in which the proportion of Social Rented must not be less than 50% (by internal area rather than unit quantity).

1.4 Regeneration of estates and street properties.

1.4.1 The number of council dwellings should be retained or increased as part of all redevelopments. The movement of tenants out of the Area would undermine its diversity and social fabric built up over time.

1.4.2 The Forum is particularly opposed to the reduction of existing council tenancies through regeneration schemes especially where this is associated with the addition of unaffordable private housing.

1.4.3 The councils use the mix of private/public housing as a way of funding new social housing. However, the scale and proportion of social housing should be retained or increased.

1.4.4 Although neither Camden nor Islington councils have greatly diminished the number of council tenancies through past regeneration schemes, this is occurring in other boroughs. It should be resisted in this neighbourhood. In particular there is concern that payments in lieu of providing affordable housing locally should be kept to a minimum and are only acceptable in exceptional circumstances. Joint working is required between the NPF and the councils to guarantee this.

1.4.5 The Forum does not support “poor doors” or other building systems which clearly differentiate between social and private housing.

Policy H2: Regeneration Schemes

The Plan supports the regeneration of estates as long as it does not result in a net loss of Social Housing. In the event of additional housing units being added, a minimum of 50% of the additional units must be a combination of Social Rented, Affordable Rented and Intermediate Housing, in which the proportion of Social Rented must not be less than 50%. The Plan does not support developments which result in a net loss of useable public open space. Any use of publicly-accessible open space for development must be replaced elsewhere on-site at a proportion of 2:3 (by area), thereby providing a net gain of publicly-accessible open space.

1.6 Design of new housing

1.6.1 MPNF supports Camden and Islington councils’ attempts to provide well-designed and innovative new housing for council tenants. Frank Dobson House on the Bourne Estate Camden (just outside the border of our Area) is an example of

good local-authority design - though we note with concern that Camden Living, the council's affordable-housing body, is charging higher rents than those proposed by the Mayor of London through his London Living Rent scheme¹

- New developments should incorporate green infrastructure and explore green technologies (such as solar panels, double-glazing, energy-saving systems) in construction of the buildings wherever possible, to improve the sustainability of schemes.
- In view of the high densities of development within the Area, new housing should include balconies or gardens for tenants, enabling access to open space.

Policy H3: Quality of Housing

MPNF will support mixed public/private housing developments where such developments accord with Policy DES1 and is tenure blind to ensure the social-housing component is not differentiated from neighbouring private housing.

1.7 Densification of older private housing for flats

1.7.1 Most of the Area's houses are divided into flats. Much of our current housing stock is old, and situated in Conservation Areas, with some of it privately owned. We can anticipate that the amount of private dwellings may grow as Right to Buy is extended to HA tenants.

1.7.2 With London's house prices being well above the national average, some private dwellings are bought by developers intent on subdividing the property into multiple units. This can entail applications for mansard-roof extensions or the extension or creation of a basements. Camden and Islington councils have a stated disinclination to permit deep basements, and the Forum supports a ban on the extension of basements.

1.7.3 Policy Implications: Policy H4 seeks to ensure that intensification of the number of housing that can be provided with the NP area is achieved without resulting in undesirable social and environmental conditions.

Policy H4: Densification

The Plan supports housing densification in principle but does not support developments that achieve this through the acquisition and subdivision of private properties originally designed as single dwellings.

¹ <https://www.london.gov.uk/what-we-do/housing-and-land/renting/london-living-rent>

1.8 Section 106 payments

While both Camden and Islington councils are committed to providing more social housing, each has difficulties implementing this in parts of their boroughs where land values are particularly high. The Forum neighbourhood is such an area. By using Section 106 (S106) Agreements, the councils manage to raise funds to help pay towards development of social housing - for example: a recent decision (51 Calthorpe Street, Camden) has resulted in S106 money raised in the Area being used to build new social housing elsewhere in Camden where development is less expensive. Our neighbourhood needs more social housing. That land values in the Area are high adds weight to ensuring such local provision is not undermined by being made elsewhere in the borough.

[Refs below to be inserted as footnotes as appropriate

*High Court backs Islington's appeal against developer's legal action, and sets precedent for Viability Assessments:

<https://www.insidehousing.co.uk/news/news/high-court-dismisses-developers-affordable-housing-appeal-56011> and

<https://www.islingtongazette.co.uk/news/rics-affordable-housing-guidance-islington-council-high-court-uk-royal-institute-chartered-surveyors-1-5733956>

**Can estate regeneration meet London's housing need:

<http://www.ourcity.london/issues/regeneration/can-estate-regeneration-meet-londons-housing-need/> (Jan 2017). Lockdown flats:

<http://www.ourcity.london/issues/micro-flats/lockdown-landlord-convicted-for-breaches-in-planning-act/> (July 2017).

2. COMMERCIAL REGENERATION & RETAIL DEVELOPMENT

2.1 Inclusion of local context

The MPNF welcomes the expected growth of commerce in the Area which should bring employment, healthy retail, increased retail footfall and prosperity to the neighbourhood, and inject life into inactive streets. However, consideration needs to be given to the integration of the new work-force with, and to the benefit of the residential sectors of the neighbourhood. Without positive policies there is a risk of creating “dead” night-time areas, a consequent increase in casual crime, and a general atmosphere of alienation. The Plan therefore will support commercial developments where they promote integration with the existing community, including through early and continuing consultation with developers.

2.2 Background

Lying within the Central Activities Zone (CAZ) - a nationally important employment area where commerce is the top priority - our Area is also residential, and conflicts of interest have arisen where commercial development abuts established residential communities. Local residents have also expressed concern that recent developments have not sufficiently respected their local setting in respect to massing architectural design and landscaping.

The establishment of Crossrail at Farringdon Station is predicted to bring a large commuting workforce into our locality, as will the growth of the Kings Cross Opportunity Area. Commercial development is expected to spread northwards up Farringdon Road from Crossrail, southwards from Kings Cross down Kings Cross Road, and along Gray's Inn Road.

2.3 Commercial developments next to established residential areas

The problems usually concern right to light, privacy, noise nuisance and traffic, and can be dealt with under existing laws and regulations, provided these are observed.

However, conflicts can arise where the developers are unaware of, or act insensitively towards local need and local council guidelines. Early consultation and true dialogue can save time and problems later on in the planning cycle. MPNF members have convened meetings between local resident and developers, to help clarify problems prior to both Council planning committee and appeal hearings, and have represented local groups at these hearings - for example 119 Farringdon Road,

the former Guardian newspaper site, and the former NCP car park 66-86 Farringdon Road.

Commercial development and local employment

The Plan promotes a successful and inclusive economy in the Area by creating the conditions for economic growth that benefits local residents and businesses. This includes supporting a variety of small- and medium sized businesses and types and in particular the provision of premises suited to strat-ups, including flexible floorspaces, terms and tenures. The Plan supports the prioritisation of the creative and manufacturing industries that have characterised the Area's economy for centuries.

Policy CR1: Local Employment Opportunities

New commercial developments should support local employment opportunities by contributing to local employment through the provision of and/or support for training programmes, apprenticeships, and workspaces for new and small-businesses.

Commercial projects should follow the MPNF Design Guide (Chapter 3). In particular they will be assessed clearly in regard to their impact in terms of noise, light and privacy, and to ensure that these steps satisfy the local residents.

Policy CR2: Public Participation in the Design of New Commercial Developments

Developers of new commercial developments must seek to work in collaboration with local residents at the earliest stage of planning so that public participation and consultation can play a constructive role in the design development.

2.4 Contributing to the community

The CIL (Community Infrastructure Levy) ensures that developers give funds to the local councils. We note that Camden and Islington's CIL policies differ but CIL Wish List in the Appendices lists MPNF's spending priorities proposed by local residents.

Commercial developers should acknowledge from the outset that their activity does not exist in a vacuum, and so seek to promote compatible co-existence between the old and the new. This needs to be considered on a case-by-case basis but should include the matters listed in CIL Wish List for enhancement of the local environment

and local residents. These will also act as an encouragement to provide healthy and forward-looking employment practices. These requirements are set out in Policy CR3:

Policy CR 3: In addition to a developers' CIL commitments, commercial developers, at an early stage of the planning process should seek to incorporate neighbourhood-friendly features into their proposed projects and/or support their provision off-site including those matters listed in Schedule CR3:

Schedule CR3: Community Contributions from Commercial Development

On-site

- Publicly-accessible open space provided within the footprint of the development;
- Tree planting on road frontages;
- Green planting and water features;
- Public access to any gardens and landscaped open space;
- Publicly available cycle parking facilities;

Off-site

- Shared facilities for creches and child play-space;
- Green infrastructure;
- Reed-beds and gravel-runs to help natural drainage;
- Publicly available cycle parking facilities;
- Pocket parks and benches for general public use; and
- Other projects where mutual benefit can be derived.

3. DESIGN GUIDE

Background

The architectural character of the Area is varied and can be characterised only by its diversity, from ancient sites like the Clerk's Well (from which the southern part of Area derived its name Clerkenwell) to the Grade 1-listed modernist Finsbury Health Centre designed by Berthold Lubetkin. Key traits include: Georgian and Victorian terraced housing; late-Victorian and Edwardian mansion blocks; early (pre- and inter-war) public housing; industrial buildings; and commercial offices. These distinctive character areas need to be acknowledged in any development proposal.

The public realm is equally varied and often shaped by the topography of the Fleet River valley. Thoroughfares follow or bisect the contours, offering some interesting and often surprising vistas. As development spread outwards from the City centuries ago, the Area was shaped from south to north. The southern end is more commercial, as a result of the businesses occupying the former industrial landscape of Victorian and early-twentieth century warehouses and light-industrial buildings. Rosebery Avenue, a major Victorian 'Improvement' linking the junction of Gray's Inn and Clerkenwell roads with Angel, provides the most substantial boundary between the commercial (to the south) and residential (to the north) portions of our Area.

North of Rosebery Avenue, the residential streetscape was laid out in the 18th and early 19th centuries, and the oldest buildings in the Area date from them. Subsequent 'Improvements', wars and redevelopments have had both a deleterious impact on the Area as well as providing opportunities for rejuvenation and renewal.

The variety of housing styles gives our Area an exceptionally rich character and quality. Consequently, most of our Area is covered by CAs and many of the dwellings are listed. Due to limited space, there are few new-builds in the Area, many residential properties having been sub-divided into flats. Where new construction has occurred, the innovative approach adopted by architects and builders provides one of the most enduring and endearing qualities of building in the Area.

The centre of the Area is dominated by Royal Mail Group's sorting office and adjacent lands. This huge site has always blighted the Area, from its origins as a rubbish dump, through its time as a prison, to its present function as a sorting office. The mammoth early-twentieth century sorting-office building dominates the surrounding vacant site, which is set to be developed with 681 residential units in mid- to high-rise blocks of brick and glass. The new development will be the largest

and most significant development in our Area for over a century. The scheme has raised significant design issues leading to serious concerns with the local community and a recommendation for refusal by Islington and Camden councils. Any future opportunity to improve the design of the development on the site - now owned by Taylor Wimpey - should be taken.

Policy Implications: In accord with the NPPF the Plan seeks to promote high standards of design. This is reflected in the principles of sustainable development defined in MPNF Constitution para.2.2. Therefore, in order to safeguard the character of the area with its richness of building typologies and architectural styles and those buildings of national architectural and/or historical significance, the Forum has published a Design Guide to support the policies in the Plan. This is reflected in Policy and Recommendation DES1.

Policy DES1: Design Principles

Where appropriate, new developments must create and/or strengthen a sense of place through a combination of high quality architectural, urban and landscape design by meeting the highest standards of design and construction and, where relevant, site-specific design requirements for designated sites within our Area. In particular new developments should, where possible:

- (i) have regard to the Character Areas within which they are located and the impact on adjoining areas;
- (ii) include appropriate green infrastructure (e.g. street trees, green roofs, sustainable drainage, run-off water retrieval) as well as provision of green open spaces with public access;
- (iii) enhance and prioritise the pedestrian and cycling experience and quality of the adjacent public realm as an integral part of their proposal;
- (iv) contribute to enhancing and, if possible, increasing adjacent and nearby open spaces and public realm through design and ensure that proposed open spaces are permanently publicly accessible, 'public' and genuinely 'open' space;
- (v) respect and reflect the tradition of architectural and technological innovation;
- (vi) make a positive and contemporary contribution to the overall physical character of the Area, either through a considered complementarity with existing structures and/or ensembles or through high-quality, creative and innovative variance;
- (vii) contribute to the connectivity of the Area within the local and wider metropolitan context;
- (viii) have regard to opportunities for reallocating on-street parking spaces to pedestrians, cyclists, or public realm for the improvement of non-vehicular movement and/or social activities;

(ix) with respect to inclusive design and accessibility, the boroughs' policy's will apply.

Developers must demonstrate through a Design and Access Statement and accompanying documentation how any proposed development complements and enhances the character, form and qualities of our Area. The statement and accompanying documentation must provide sufficient detail for proposals to be properly understood by, and be delivered to the local community sufficiently early in the planning process so that the community's response can affect meaningful amendments. It is also desirable that there is local involvement in any design review panel. The following recommendations are therefore made in support of the implementation of Policy DES1.

Recommendation DES1: Adoption of the MPNF Design Guidelines: The Mount Pleasant Neighbourhood Design Guidelines to be accepted by both Camden and Islington councils as a required standard for redevelopment within our Area.

Recommendation DES2: Supplementary Design Guidance: The Forum recommends that the councils incorporate our Design Guidelines as a supplementary Design Guidance Document particular to any development projects within our Area.

Recommendation DES3: Design & Access Statements: Development proposals must demonstrate through a Design and Access Statement and accompanying documentation how they adhere to the MPNF's Design Guidelines.

Recommendation DES4: It is recommended that the MNPf has representation on each councils' Design Review Panel for sites within our Area.

Design Guide in the appendix

4. TRANSPORT AND THE GREEN ENVIRONMENT

The Plan requires the adoption, in full, by both councils, of the Mayor of London/TfL's Healthy Streets for London (HS) strategy (Appendix X) to improve both the public realm and the health and well-being of all who live in and use the Area. We will seek to promote active travel - walking, cycling and public transport - over car use and require the greening of both public space and all new developments in line with the HS Approach.

4.1 Traffic Reduction

4.1.1 Residents already have low household vehicle ownership/access: <30% in the Camden part of the Area, and 26% across the borough of Islington. Despite this, the Area's roads are heavily trafficked, full of parked vehicles, and have high levels of nitrogen dioxide (NO₂) pollution. This is damaging to the health of all who use the Area but particularly to children, the elderly and those with already-compromised lung function. Air quality must be improved as a matter of urgency.

4.1.2 The Plan therefore seeks the adoption of a Traffic Reduction Strategy (TRS) as part of the Healthy Streets Approach, to be implemented via the following measures:

- carriageway narrowing;
- footpath widening;
- modal filtering enabling walking and cycling but not vehicular traffic to pass through neighbourhoods. For example: Gough Street north of the junction with Calthorpe Street could be a parklet if the parking spaces were moved and bollards installed to prevent access at one end - creating a new public space in the process;
- parking consolidation - through both a reduction in the overall number of parking spaces - the conversion of Pay & Display spaces on Wren St to cycle parking is a good example - and by moving some parking from one street to others in order to free up space for a cycle lane or wider footpath;
- speed-reduction measures such as width restrictions and speed humps;
- mandatory or segregated cycle lanes;
- on-street cycle storage. The majority of residents live in flats, making the storing of bikes difficult or impossible in their premises;
- increased zebra or other pedestrian crossings. For example, across Mount Pleasant at the southern end of Gough Street;
- street greening;
- more crossing time for pedestrians at signalised junctions. For example, at the Calthorpe/Gray's Inn junction the time allowed for pedestrians to cross the street is insufficient;
- the use of non-polluting vehicles (cycles/cargo-bikes) for deliveries.
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4.1.3 Our busy main roads and streets - Gray's Inn, Kings Cross, Farringdon, Calthorpe, Margery and Lloyd Baker - are mostly local roads, with responsibility for maintenance shared between Camden and Islington transport departments (apart from King's Cross and Farringdon roads, which are part of the TfL road network). Where our TRS proposals require modelling, we will request the support of the departments in securing the necessary TfL backing.

4.1.4 The Plan seeks the installation of cycle lanes along the Area's main roads to improve cycle safety and encourage those currently too scared to ride (latent cyclists) to overcome their fears. Improve cycling safety and more people will ride. It is also important to provide on-street cycle storage facilities where there is sufficient local demand, along with on-site cycle storage as standard for all new developments.

Policy TE1: Development proposals should safeguard any opportunities to

- improve air quality;
- reduce on-street parking;
- install air-quality monitoring equipment at street level.

Recommendation TE 1a: The Forum will liaise with the borough councils and on the potential for the designation of air-quality management areas (e.g. around schools).

Recommendation TE 1b: The Forum recommends the phasing out of polluting vehicles in our Area. All end-of-life replacement of cars and commercial vehicles owned, with permanent parking provision or licensed in our Area, to be replaced with less-polluting vehicles.

Recommendation TE 1c: Regular air-quality audits are recommended in areas with concentrations of vulnerable people, such as nurseries, schools, medical centres, homeless shelters, and old people's homes. These will be funded by new developments in the Area.

4.2 The Green Environment

4.2.1 The value of urban trees in terms of their benefits to public health and well-being has long been recognised. The Forum wishes to promote opportunities for new planting within the Area.

4.2.2 There is a key opportunity to enhance the quality of the local environment, reinforce the sense of identity and promote more sustainable movement and healthy lifestyles, through the creation of the Fleet Valley Walk (FVW) as a central green spine for the Area. This is considered a strategic development opportunity and is safeguarded in policies TE3 and GE1.

4.2.3 The green environment is critical to supporting biodiversity and quality of urban life. Most residents live in flats, without access to a private garden, so an attractive, healthy streetscape, which enhances both physical and mental well-being, is crucial to all development within the Area. MPNF's Green Infrastructure Audit (Appendix

illustrates the neighbourhood's present concrete bleakness and demonstrates how even small measures can green and soften otherwise desolate spots. The green environment also helps improve air quality and reduce the risk of flooding.

4.2.4 Air quality must be improved as a matter of urgency. In addition to the proposed traffic-reduction policies (4.1.2 above), the promotion of a greener environment by the adoption of the measures outlined in 4.2.7 below will help filter the ambient air.

4.2.5 The Area suffers from unpleasant and unsanitary flooding of storm-drains after heavy rain - the overflow mixing with the sewage that runs underground in to what used to be the Fleet River. It is vital, therefore, that Sustainable Urban Drainage Systems (SUDS) and related actions (e.g. water butts & roof-top/ground-level rainwater collection) are required of all new developments. These measures will reduce surface runoff, as well as the demand for water, particularly important in dry periods to help sustain our air-filtering and aesthetic planting proposals.

4.2.6 Such action could be complemented by the installation of public water-fountains, aka community refill facilities, to help encourage the reduction of single-use plastic bottles, frequently – as elsewhere across London - to be found littering the neighbourhood. The global damage this discarded, often unrecycled waste is doing to the environment is huge (in the UK, less than 50% of the truly astonishing 38.5 million bottles bought each day is recycled)*, a problem recognised by the mayor of London**. Excellent examples of refill/drinking facilities can be found in King's Cross' Granary Square and Borough Market. In the latter location, where three water-fountains were opened in August 2017, stallholders are no longer allowed to stock single-use bottles. Even Harrow Council has upgraded an early C20 fountain in its largest, namesake park, Harrow Rec.

4.2.7 The Plan seeks to redress the impoverished local green environment through the following measures:

- green roofs: we recommend that these be installed wherever practicable in both new-build and refurbishments, commercial and residential; where this isn't possible, a compensatory green measure should be provided by the developer, for example tree-pit planting or hedges (below);
- pocket parks: are an invaluable addition to any residential area, particularly one as bleak as ours. The Green Infrastructure Audit (Appendix) gives an idea of where these could be sited. The triangular area at the rear of Christopher Hatton primary school in Mount Pleasant is a prime location which we believe should form part of the development of the Royal Mail sorting-office site;
- street trees: wherever feasible, at least one street tree should be planted for every new development/refurbishment; large-canopy species, like the famous London

plane, are best suited to this inner-city area, providing shade and cooling in summer, and having the greatest air-cleansing properties;

- tree-pit planting: we would like to see this introduced as standard across the Area under both established and new plantings. This simple attractive measure is cheap to install and easy to maintain, the visual benefits immediate for both residents and pedestrians.
- hedges: these can form an attractive softening feature in a hard-surfaced urban environment such as ours. They also have the advantage of being relatively easy both to plant and maintain;
- public water fountains.

Policy TE4: New development proposals shall safeguard and enhance the green environment through:

- the protection of existing green spaces and planting - including private gardens and railway corridors - from damage or loss through development;
- the appropriate provision of new green spaces and planting, contributing towards addressing the open space deficiencies of the Area;
- the safeguarding and implementation of the FVW strategic policy;
- the offsetting of any loss of green space and planting;
- the appropriate provision of green corridors through existing and new streetscapes; and
- the provision of outdoor facilities - such as water fountains, water run-off attenuation features, amongst others.

Footnotes:

*https://www.theguardian.com/environment/2017/jun/28/a-million-a-minute-worlds-plastic-bottle-binge-as-dangerous-as-climate-change?CMP=share_btn_tw

**<https://www.theguardian.com/environment/2017/apr/13/londons-plastic-water-bottle-waste-out-of-control-mayor-warned-deposit-return-scheme-recycling>

5. HISTORIC ENVIRONMENT

5.1 Conservation Areas

5.1.1 At least 75% of the Area lies within one of four Conservation Areas (CAs): Bloomsbury, Rosebery Avenue, Hatton Garden and New River Head.

The MPNF part of the Bloomsbury CA (Camden) is mainly Georgian and Victorian housing, including mansion blocks, with some listed public buildings (Eastman Dental Hospital – formerly the Royal Free Hospital); whilst our part of the Rosebery Avenue CA (Islington) includes Victorian/Edwardian office buildings and former metal cable workshops, as well as Edwardian mansion blocks. Rosebery Avenue CA also includes the Edwardian “Venetian” commercial frontages running from Mount Pleasant southwards down Farringdon Road. Our portion of New River Head CA (Islington) includes Georgian Granville Square and attendant side streets, and sections of the Georgian Lloyd Baker Estate.

The Hatton Garden CA (Camden) includes the Camden side of Rosebery Avenue (west of Farringdon Road), the mansion blocks on Gray’s Inn Road, the old “Italian Quarter” around Back Hill and Warner Street, with attendant former print warehouses, together with the southern side of Mount Pleasant (the Apple Tree Pub, a row of early Georgian houses, the Christopher Hatton School and Panther House). This CA has its eastern boundary along the Camden-Islington boundary, so does not include some of the sweeping vista of Edwardian “Venetian” frontages running south along Farringdon Road towards Farringdon Road station. The latter fall within the Islington CA of Rosebery Avenue.

There are also areas of special historic interest such as Hatton Garden itself, Clerkenwell Green, Farringdon Road/Turnmill Street, Ely Place and the Inns of Court, which border the Area and have their own special character and ambience which need to be taken into account in any future development.

The MPNF supports both Camden’s and Islington’s policies concerning these CAs, and want to see these strictly enforced.

There is concern that, at times, development proposals do not meet the councils’ established CA policies - for example, the addition of mansard roofs or deep basements, or the remodelling of the interiors of dwellings with the intention of accommodating more residents.

The CAs will become meaningless if the rules on protection are not strictly enforced. In view of the extreme pressure that this part of London faces for intensification of

development, it is critical that the heritage of the Area is given greater protection and value in future planning decisions than has previously been the case. There is otherwise a high risk that this Area in central London with high land values would be overdeveloped in terms of the impact on the CAs and their setting, contrary to the NPPF and national planning regulation. This would also tend to reduce the existing stock of council housing, and the CAs themselves would be eroded by incremental and cumulative change impact.

5.2 Relationship of other Plan policies to Conservation Areas

5.2.1 Housing policies: Unsuitable redevelopment in the Area's CAs has in the past been justified on the grounds of housing pressures but are contrary to the objectives of the Plan, and the conservation policies of both councils. This includes the following:

- mansard roof additions;
- deep basements; and
- re-partitioning of interiors to provide mini-dwellings, removing all traces of the original interior and the original proportions of the rooms.

Recent exceptions to the presumption against such developments, however, have highlighted the risk to the overall character of the CAs, for example: mansard roofs, which are contrary to both councils' CA planning policies, have resulted in changing the roofline or, in other cases, inadequately serviced or overcrowded accommodation for the Area. There is a danger that the incremental and cumulative impact of such developments will destroy the Area's character over time. Therefore past exceptions to policy must not be seen as a precedent, nor should the pressure for housing be used to override the need to safeguard the purposes of the CA designation, and its "sense of place".

Greening policies: It is important to recognise the potential for "Greening" of CAs as part of the wider environmental policies for the Area. More green features in our neighbourhood are desirable for reasons of aesthetics, to reduce air pollution, and to create open space for local people within the public realm. In CAs, any planting, water features or other environmental measures should enhance the characteristics of the CAs, by being suitable, not distracting and by aiding the aims of the designated area.

Retail policies: CAs tend to lose pubs and shops to redevelopment for desirable housing, and the former businesses to get priced out of these "desirable" residential locations and be put up for sale. Over time this causes the CA to lose vibrancy and local community life. In the same way that Islington has designated areas such as

Exmouth Market (bordering the Rosebery Avenue CA) as a special retail area, the Forum would wish to designate certain other local areas, such as the Calthorpe Street/Gray's Inn Road crossroads, as areas of special retail significance. Policy RET3 sets out the planning framework for safeguarding these important local assets.

Policy CA1: There shall be a presumption in favour of development that preserves or, where appropriate, enhances CAs and heritage sites:

- there shall be a presumption against proposals which are considered to detract from the special character, attractive and/or historic appearance and architectural and/or historic significance of CAs and heritage sites in the Area;
- proposals which detract from the special character, attractive and/or historic appearance and architectural and/or historic significance of CAs and heritage sites in the Area will not be supported'.

Recommendation CA1: The following actions by the local councils are supported by the Forum as priorities to safeguard the heritage of the NP area:

- (i) Much stricter application of their present policies and guidelines concerning CAs within our Area.
- (ii) Additional listings of historic buildings and Tree Preservation Orders (TPOs) wherever possible (including those in Schedule Y).
- (iii) Enhanced protection through special retail designations within the Area's CAs.

6. SOCIAL PROVISION

Our neighbourhood is fortunate to be well-provided with excellent social-care and health provision. Leisure provision is present, but less comprehensive, and the lack of a local secondary school has been a long-standing local preoccupation. There is a gap in comprehensive leisure services for teenagers.

6.1 Schools

6.1.1 Primary Schools: We have an excellent and over-subscribed primary school within our Area, Christopher Hatton School (outstanding) and Nursery on Mount Pleasant/Laystall Street. Other, well-respected local primary schools are within walking distance at St Alban's (outstanding), (Baldwin's Gardens) (Camden) and St Peter and St Paul, Amwell Street N1 (Islington) (good), St George the Martyr (outstanding). All these schools have high Ofsted ratings [clarification needed]

6.1.2 Secondary School: The local secondary school was situated at Sidmouth Street (opposite the Calthorpe Project) but was closed, and the site and buildings transferred to Westminster/Kingsway College, a sixth-form college of further education which still operates on this site today. However, there is no secondary school south of Euston Road, and this has been the subject of a long-standing hope for the area. The need for a secondary school will become more acute as the intensification of the Area continues to increase its population. A potential site has been earmarked at Wren Street workshops (the building housing these is owned by Camden Council).

6.1.3 However, a new school building and a new school both require permission from the Minister of Education. There have been various local secondary school proposals put forward, but all, including the latest one for a free school, have been rejected, mainly on the grounds that there are not enough children, especially teenagers, resident in the proposed catchment area to justify the expenditure. Supporters of the secondary school campaign refute this argument and point to a current rise in the under-16 population in this area, and the prospect of new residential developments bringing more families with school-age children into the locality. They say local demand for secondary school places is increasing, and population projections show this local need is likely to escalate over time.

6.1.4 The campaign group “Secondary School South of Euston Road” still exists. Their main argument is that children in central London make friends at their local primary school, then when they have to travel quite long distances to their new secondary school elsewhere in London, they find very few or none of their former school friends and acquaintances at this new secondary school. The teenagers have to re-socialise from scratch; some of them find this very difficult and this can cause long-standing problems for some young people. The campaigners also object to the long distances some local teenagers have to travel on public transport to their allocated secondary schools in inner or outer London..

6.1.5 Camden Council has allocated potential development space for a secondary school in Wren Street, on the site of the present workshops. Current feeling is that the Wren Street site (which is, in some ways, a practical choice since Camden Council already owns the site) is really too small for a proper secondary school. There is also a minority of local residents who are opposed to this location for a secondary school.

6.2 Health and Social Services

6.2.1 Primary care, hospital services, and social-care provision: the Area is well provided with NHS GP practices and dental services. Social-care provision, including

both district nurses and personal care assistance, from both boroughs, is adequate and appears to be well-integrated with the NHS services. Both Islington and Camden provide locally based chiropody services, and a home-delivery service for the housebound.

6.5 Sheltered housing for the elderly in Camden is provided in Jubilee Court, Gray's Inn Road (on the border of our Area), Millman Street WC1 (just west of our border on Gray's Inn Road) and within our Area at Sage Way, off Acton Place, near Fleet Square. All of these Camden housing projects are easy to reach within our neighbourhood. Islington sheltered housing is more distant from the neighbourhood, the nearest facility being at Cope House, Bath Street EC1 (near Old Street roundabout).

6.6 Hospital services:

The Area is within easy walking distance of two large major general hospitals (University College London and St Bartholomew's (though St Bartholomew's no longer has an A&E department, it does have a minor injuries unit. We can also walk to the Ear, Nose and Throat hospital on Gray's Inn Road, Great Ormond Hospital for Children and the National Hospital for Neurosurgery off Queen's Square. St Pancras Hospital is reachable by foot and bus - the site is being considered for redevelopment as replacement for Moorfields Eye Hospital, as is Eastman Dental Hospital (the site of the original Royal Free Hospital) on Gray's Inn Road which lies within our Area.

6.7 Child play services and pre-school provision:

The Area has many opportunities for play and recreation. Walk-in access to Coram's Fields (Guilford Street) just outside the neighbourhood provides open access play-space as well as some organised activities for younger children in the form of childcare available during holidays and after school. In the large space, facilities include sports pitches, zip wire, sand play, some open grassy areas, and resident animals for nature courses. The local Scouts and Guides troupes meet there.

Pre-school nursery provision is available at Coram's, 1a Rosebery Avenue (Islington), and at the Calthorpe Project, Gray's Inn Road (Camden), and all three providers also offer some services for older children. In recognition of the needs of local children it is worth noting that there are further services at KCB (Kings Cross-Brunswick Neighbourhood Association) across Gray's Inn Rd (youth drop-in three nights a week), Three Corners adventure playground, as well as the YMCA on Tottenham Court Road providing youth and play services. It is widely believed that play is important for children to maintain a sense of community.

For adults too, children's play can help to build good social networks, providing opportunities to interact with one another at places children play. For children specifically, public space enables the building of friendships and social rules. Public space is also an important play arena, whether on the streets or in more secluded areas. As well as the designated spaces listed above, there are other local areas where children can play (e.g. St Andrew's/St George's Gardens). The experiences in other areas are that these opportunities normalize community socializing and children playing in the public realm.

6.8 Social provisions for elderly people:

Again we have good provision, at the Millman Community Centre, Millman Street (Camden) and the Peel Centre (formerly at Percy Circus, now at Three Corners Centre EC1, off Exmouth Market), which is a local charity based in Islington.

6.9 Social provisions for young adults:

The Area has a range of facilities including the following:

- Sports Facilities - Provision for football, indoor court sports and swimming at Coram's Fields, the Calthorpe Project, Oasis, YMCA and Kings Cross 'BETTER' centre; and
- Interest Clubs – chess, martial arts, art, choral singing, and IT at a range of venues.

Therefore, by and large, our neighbourhood has good social provision. Despite this the Area, like many central-city neighbourhoods, has an undertow of resident minor criminality by teenagers. An enhanced provision of leisure activities for this age group is therefore desirable, such as:

- o Computer Club, including basic programming courses and games-design;
- o Martial Arts;
- o More space for 5-a-side football or basketball

Policy implications: The Forum fully supports both councils' social provision within the Area. The range of policies and actions set out in this Plan will collectively reinforce social wellbeing in the neighbourhood in addition to providing immediate specific benefits, for example:

- Enable the old and the young to walk round our neighbourhood without excessive traffic, noise and air pollution - a "healthy walk" - ref to GLA Healthy Streets Approach].
- Policy GE1 will provide benches, green planting and water-features, as appropriate, to improve the atmosphere and the ambiance.
- To aid pedestrian permeability through the neighbourhood away from main roads.

- Policy DES1 will make a green link through the neighbourhood, with off-shoots to parks and pocket-parks, again so that walkers, child-minders and cyclists can use the neighbourhood easily, and with more pleasure.
- Policy RVP will delineate and commemorate the route of the River Fleet through this erstwhile river valley, and enable some glimpse into the past - to have at least one history board to display the dramatic changes to the neighbourhood.
- To link up with the modern local tourist attractions: the Post Office Museum and the Post Office Railway, so that the FVW not only commemorates the past, but provides pedestrian and cycle access point to these attractions, which themselves open doors onto the local past.
- Policy GE1 will further ambitions to pedestrianise sections of some streets, and provide more pocket parks, both measures leading to improved air quality.

In addition to the above, Policy SOC1 seeks to supplement these with a youth centre and enhanced provision of local facilities linked to new development through CIL and S106 funding.

7. STRATEGIC DEVELOPMENT AREAS

In addition to the general planning policies and action set out in previous chapters, there are specific sites that the Forum wishes to highlight. The Plan does not seek to allocate these for development; rather to outline factors and aspirations that local residents believe should be considered if site proposals are brought forward during the lifetime of the Plan. The sites are:

- The Fleet Valley Walk (FVW)
- Mount Pleasant Sorting Office
- The Eastman Dental Hospital
- Wren Street Workshop
- Clerkenwell Fire Station
- Charles Simmons House and Junction

7.1 The Fleet Valley Walk

7.1.1 One of the most important natural features that has shaped the neighbourhood over centuries is the Fleet River. The river's course, now culverted, winds through our Area in a north-south direction, approximately defining the political boundary between Islington and Camden and giving a unique topographical character to the urban landscape, exemplified by steep gradients and overlapping multi-level urban infrastructure. The river's course provides an ideal opportunity to use this historical

and natural feature as a source of inspiration in the creation of a quiet corridor providing a pleasant and pleasurable axial route through our Area that connects to wider networks of pedestrian and low-impact, non-vehicular modes of transportation across the city. The new route would also help to strengthen the Area's sense of place by connecting its local centres and giving new access, meaning and potential to existing open spaces and both planned and established built environments.

7.1.2 A key objective of the Forum is to protect and enhance the quality of the local environment, reinforce the sense of identity and promote more sustainable movement and healthy life styles. The key opportunity to achieving these ambitions is the creation of the Fleet Valley Walk as a central green spine to the area. This aspiration is to make a pleasant, relatively pollution-free walk through our neighbourhood:

7.1.3 The proposed route of the Fleet Valley Walk (refer Map & visualisation) will be:

- START – Frederick/Cubitt Street junction – possibility of some pedestrianisation at northern end of Cubitt Street/Fleet Square/Sage Way, benches, green planting.
- Cubitt/Pakenham streets – possibility of pocket park at junction of Cubitt and Pakenham...link at Wren Street to St Andrew's Gardens.
- Junction Pakenham Street/Phoenix Place/Calthorpe Street – benches, trees etc by/on traffic island.
- Phoenix Place – difficult to decide until more is known about development plans for RMG's postal lands – link here to the Post Office Museum and car-park.
- Mount Pleasant/Warner Street – niche planting, benches – link to proposed pocket park by Christopher Hatton School.
- END – Warner Street/Ray Street - trees, planters etc.

7.1.5 This route follows the route for the Cycle Superhighway 6 (CS6) from Blackfriars Bridge to King's Cross. CS6 chimes well with our plans for a "healthy walk". This is a long-term aspiration for a permanent community asset. More detailed work is required on such matters as traffic flows, cycle routes, alternative developments and pedestrianisation before the outline can be finalised. It will require ongoing liaison and planning with public and private bodies, in particular with the RMG in terms of its logistical requirements, and TfL regarding Cycle Superhighway 6.

7.2 Mount Pleasant Sorting Office Site

7.2.1 The Mount Pleasant development has been the subject of intense scrutiny by the local community, the local councils and the GLA over the last half decade.

Planning consent was granted under mayoral powers. However outstanding concerns about the design of the development and its mix of uses remain. Policy MPSO1 therefore requires that any opportunity to improve the existing scheme should be used. To ensure the proposed development does no further damage to our Area, regard should be given in any future assessment of the proposal to the Design and Access Statement and Heritage Statement for the site drafted by the community as part of our CRtB project (see Annex):

Policy MPSO1: Consideration shall be given to any plans or recommendations for the mitigation of the impact of this development on the local community and surrounding area, especially with improvements to the public realm and landscaping immediately outside the site's boundary. For example, see 'Fleet Valley Gardens' in CIL Wish List.

7.3 Eastman Dental Hospital

7.3.1 The Eastman Dental Hospital (EDH) is an asset of the National Health Service (NHS) that has been sold to University College London (UCL). The historic buildings and accompanying grounds are a significant asset to the Area. In addition to the general requirements of the Plan, Policy EDH1 therefore ensures that any proposal for the future use of the Hospital has regard to its significance in the community and retains its function in providing a service to the public. It will also have a physical and functional relationship with the neighbouring New Calthorpe Estate, the Calthorpe Project and St Andrew's Gardens. The existing interface between the site and St Andrew's Gardens in particular provides an opportunity to improve permeability for people walking in the area.

Policy EDH1: In addition to the consideration of the policies of the Plan any development of the EDH site shall seek to retain a community function and have regard to its setting and be subject to full engagement with the local community.

7.4 Wren Street Workshops

7.4.1 The publicly owned workshops at Wren Street provide a vital service to the Area in providing affordable workspaces for a variety of predominantly creative industries. The site is also earmarked for a local secondary school, which has been the subject of an ongoing parent campaign for over 30 years. It is important that these opportunities are retained within the site or replaced within the Plan area if a new use is being proposed for the site, and that opportunity to include facilities for creative teaching and practice, thus sustaining the artisan traditions of the Area.

7.5 Clerkenwell Fire Station

7.5.1 London's oldest surviving fire station was sold off under the former Mayor, Boris Johnson, and since when it has remained unoccupied. The future of this historic structure remains uncertain. In addition to protecting the heritage value of the building, the Plan provides for any future use to be primarily residential, and include public amenity space within the building and its adjacent infrastructure (such as the fire tower). The space on the forecourt of this building, created by its set-back from Rosebery Avenue, should be retained and improved for public use.

Policy CFS1: In addition to the consideration of the policies of the Plan any development of the Clerkenwell Fire Station building and site shall incorporate:

- a significant proportion of public and private housing;
- public amenity space; and
- a public frontage.

8. ASPIRATIONS/ENGAGEMENT/IMPLEMENTATION

8.1 ASPIRATIONS

It is recommended that:

- when available, draft agreements should be published with all relevant planning applications;
- the relevant council should have a duty to consult with local residents and groups on the content of any draft agreement;
- the final text of an agreement should be published on the relevant council website as soon as possible after approval is given to an application. This should include a clear breakdown of which payments will be made to whom and when;
- the relevant council should provide updates when money is spent and on what;
- as a general principle, developer contributions (whether CIL or S106) should be spent on projects close to the development and should be kept in the Area.
- the Forum will liaise with the councils and TfL on the location of bus stops, taxi ranks, pedestrian crossings and other transport infrastructure in order to avoid or reduce traffic risks near or adjacent to high concentrations of vulnerable people such as nurseries, schools, medical centres, homeless shelters, and old people's homes.

8.2 COMMUNITY ENGAGEMENT

8.2.1 The Area is a locality where business development is encouraged. The Forum wants to work with this new wave, to form some kind of partnership between

business and local life. If commercial developers have greater regard to the local context, much of mutual benefit can be achieved.

8.2.2 Through early local intervention in the planning process, where local representatives are working with developers to produce an integrated plan, a better outcome can be achieved. Therefore the Forum considers that there is a range of improved consultative procedures that should be introduced to achieve this end, and which apply to the implementation of all policies in the Plan. These are set out in Recommendation IMP1:

Recommendation IMP1: In the interests of clarity and transparency, and help in implementing the Plan, it is recommended that consultation procedures with the local community should be enhanced by the following measures:

- formal local representation on both councils' Design Advisory Committees with a right to speak on behalf of the Forum on any projects within the Area;
- consultation by council planners and developers'/landowners' clients with the Forum at the earliest possible pre-planning stage and throughout the planning process;
- Forum representation to be part of the standing arrangements in the planning committee process.

8.3 IMPLEMENTATION/PLANNING GAIN

Planning gain from commercial developments (through either CIL or S106) should result in the funding of affordable housing in the Area. The Forum understands the need for councils to gain funding for housing provision and is aware that in many cases these payments, along with CIL funds, become held in the council reserve account for indefinite periods of time. However, the Plan does not support proposals where there is no local community benefit from these arrangements, and wishes the expenditure of that proportion of CIL funding allocated to the Area should be related to the priorities in the Plan and involve consultation with the Forum which will expect to have a deciding voice in how this local money is spent. In addition to CIL funding, where appropriate, developers should make a contribution to the specific priorities for improvements in the Area identified in the Plan (e.g. public realm and greening). In addition to the Aspirations set out at the beginning of this chapter, requirements and recommendations are set out in Policy IMP below and supporting Table.

Policy IMP: CIL Funding

Appendix X lists MPNF's priority projects and schemes for the Area for the use of CIL or, if applicable, S106 funding.

[Refs below to be inserted as footnotes at bottom of appropriate pp in relevant chapters:

Chap 1 Housing: High Court backs Islington's appeal against developer's legal action, sets precedent for Viability Assessments:

<https://www.insidehousing.co.uk/news/news/high-court-dismisses-developers-affordable-housing-appeal-56011> and

<https://www.islingtongazette.co.uk/news/rics-affordable-housing-guidance-islington-council-high-court-uk-royal-institute-chartered-surveyors-1-5733956>

Can estate regeneration meet London's housing need:

<http://www.ourcity.london/issues/regeneration/can-estate-regeneration-meet-londons-housing-need/> (Jan 2017). Lockdown flats:

<http://www.ourcity.london/issues/micro-flats/lockdown-landlord-convicted-for-breaches-in-planning-act/> (July 2017).

Chap 4 transport section: ***<https://tfl.gov.uk/travel-information/improvements-and-projects/central-london-cycling-grid> ****

https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf

NON-PLANNING PRIORITY SCHEMES

Chapter 4 Transport and the Green Environment

Policy TE3: Where feasible, development proposals shall have regard to the potential to enhance the environment through the creation of green road corridors and key links through the Area, and to create quality spaces (this might be about creating the right environment for pedestrians):

- trees and hedges to line major roads in order to absorb pollution and provide soft, welcoming vistas;
- pocket parks, trees and planting-troughs on side streets;
- historic walks, including the proposed FVW, to provide benches, water-features and planting areas, as part of a tourist attraction and to reduce pollution.

CIL PRIORITY LIST (to be expanded)

The provision of new facilities for younger aged children and teenagers, including potential play streets and local meeting spots.

Establish the 'Fleet Valley Gardens' - a pocket park on the triangle of public land between Mount Pleasant and Laystall Court, outside the entrance of Christopher Hatton Primary School.

Establish a 'Fleet Valley Walk' – a green and quiet corridor through the spine of our Area that recalls the historic and topological characteristics of this once famous river.

Environmental measures to offset any loss of existing environmental assets caused by the redevelopment of Charles Simmons House and the adjacent junction.

All new developments to make provision for cycle storage and associated facilities (e.g showers for employees) and to make a contribution to public cycle infrastructure on or adjacent to their development.

Priority to clearly defined and signposted cycle lanes with attention to and amelioration of cycle accident black-spots at the following junctions: Gray's Inn/Theobald's roads, Rosebery Avenue/Farringdon Road, Gray's Inn Road/Guildford Street).

APPENDICES

Appendix ? CIL priority list

Appendix? Local History - narrative details

Appendix? Extracts from Census 2011 for Neighbourhood Area

Appendix? Demographics Report from Census 2011

Appendix? Charts and diagrams relating to Census 2011 data

Appendix? LMOA map re areas of deprivation

Appendix ? Camden Local Framework Plan (LFP), Islington LFP

Appendix ? Camden Documentation Conservation Areas: Bloomsbury, Hatton Garden

Appendix ? Islington documentation Conservation Areas: New River Head, Rosebery Avenue

Appendix ? Islington Conservation Areas: Rosebery Avenue, provision for “special retail” at Exmouth Market

Appendix ? Map of Conservation Areas in our Neighbourhood.

Appendix ? Forum Design Guide for local area.

Appendix ? Social demographics – extract from 2011 Census

Appendix ? Camden (and Islington?) policy on local preferential selection in housing

Appendix ? GLA London housing strategy

https://www.london.gov.uk/sites/default/files/2018_lhs_london_housing_strategy.pdf

[Camden and Islington Conservation Area \(CA\) Guidelines](#)

Appendix ? Camden Core Strategy

<https://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-policy/planning-policy-documents/core-strategy/>

pp.... section on deep basements [???]:

Appendix ? Islington Core Strategy

<https://www.islington.gov.uk/~media/sharepoint-lists/public-records/environmentalprotection/qualityandperformance/reporting/20112012/20120303corestrategyfebruary2011.pdf>

Appendix ? Council policies on parking, and air pollution from vehicles (page....)

Appendix ? GLA Environment Strategy

https://www.london.gov.uk/sites/default/files/london_environment_strategy_0.pdf

Appendix ? TfL North-South Cycle Superhighway 6 <https://tfl.gov.uk/travel-information/improvements-and-projects/cycle-superhighway-north-south>; TfL [and council policies] Central Cycle Grid <https://tfl.gov.uk/travel-information/improvements-and-projects/central-london-cycling-grid>

Appendix ? Healthy Streets for London <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

Appendix ? Census 2011 - Social demographics for this area, including car ownership (page.....
https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf (TfL update re Islington:<http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf>)

Appendix ? Air pollution Study Camden. Forum's own Air Pollution Study (page.....)
Appendix? Mount Pleasant Forum Grenn Audit [can't find this on the MP website]
????

Appendix? Photos of new Post Office Museum, Phoenix Place, Warner Street, Cubitt Street.

DESIGN GUIDE

The following recommendations are intended to complement and not duplicate the relevant design guidance provided by the GLA, both local authorities and other local plans and Conservation Area Guidelines.

Overarching

Development proposals should demonstrate:

- how the scheme relates to the character of the site and the wider Area, especially with respect to the Mount Pleasant Neighbourhood Forum's stated vision and long-term strategy.
- an iterative design process informed and enhanced by the early engagement of the local community.

Streetscape and Built Environment

Development proposals should demonstrate:

- how the scheme fits coherently within the immediate and wider urban fabric of the Area.
- a reasonable height to width ratio of building façade and street citing local precedents.
- the maintenance of a roofline and, where this is not achieved, a robust rationale for breaking with an established precedent.
- how the scheme improves the urban experience for pedestrians through good connectivity and coherent design and the avoidance of gates, barriers or other types of obstacle designed to restrict public access.
- how they enhance or comply with wider measures to create quiet routes for pedestrians and cyclists and improve community safety.
- how the scheme makes provision for mobility impaired and/or other vulnerable users.

- how they encourage active frontages and streetscapes.

Landscape and Open Space

Development proposals should demonstrate:

- how the overall design responds to the local physical context either through complementarity or variance of public space, landscape and topography.
- how the scheme enhances the environmental performance and characteristics of the local area.
- how the scheme enhances the local provision and quality of publicly accessible open space.
- how the scheme makes provision for good natural light within the site and how it impacts the natural light affecting existing buildings and spaces outside the site.
- the choice of surface finishes (pavements, open spaces, landscaped areas, etc) and how these reflect or enhance the local character of the area.
- where the development incorporates housing for children, how the proposals make provision for and enhance the experience of infants, children and youth through play and other forms of recreation facilities.

Architecture

Development proposals should demonstrate:

- how the architectural design responds to the local physical context either through complementarity or variance of architectural character, form, material and appearance.
- where they fall within a Conservation Area and/or incorporate a Listed Building how the architectural design reflects and respects the stated characteristics and attributes of both designations.
- how the volume and massing of the scheme does not unreasonably impact on the existing built environment and its occupants/users.
- how the design meets the highest environmental standards (e.g BREEAM rating) and makes further contingencies with respect to climate change mitigation and adaptation (e.g. green roofs, walls and energy saving and generation).
- an aspiration for innovation, particularly in areas concerned with improving the environmental standards of the building's construction, performance and function.

Transportation

Development proposals should demonstrate:

- how they support and achieve the local authority's zero car policy.
- how they make provision for cyclists in both public and private areas.

- an aspiration to enhance the urban environment by supporting the GLA's Healthy Streets for London strategy through contributions to CIL or other measures in collaboration with the local community.