

Former Holloway Prison

Environmental Statement Volume 4:
Non-Technical Summary



**AVISON
YOUNG**

**Former Holloway Prison, Islington
Environmental Statement, Volume 4:
Non-Technical Summary**

November 2021

Contents

1.	Introduction	1
2.	The Project Team	2
3.	The Existing Site and its Surrounds	3
4.	The Development and its Implementation	8
5.	Alternatives and Design Evolution	30
6.	Approach and Environmental Impact Assessment Methodology	33
7.	What are the Likely Environmental Effects and How Would They be Minimised?	36
8.	What Happens Next?	46

Prepared By: Jonny Wilks, Jo Dickson and Hannah Fiszpan

Status: Version 001

Date: November 2021

For and on behalf of Avison Young

1. Introduction

- 1.1.1 Peabody Construction Limited (the 'Applicant') is seeking full planning permission to redevelop a 4.16 hectare (ha) area of land located in Islington, north-east London within the administrative boundary of the London Borough of Islington (LBI).
- 1.1.2 The existing 4.16 ha Site comprises the former Holloway Prison which has a number of connected buildings ranging between two to five storeys in height. Such buildings had several uses during the operational life of the prison including prison blocks housing the inmate cells, maintenance areas and stores, healthcare units, staff facilities, an education centre, a day care centre, a chapel and a visitors' centre.
- 1.1.3 All buildings on-Site are surrounded by landscaped areas and open green spaces, including pocket courtyards and a central garden.
- 1.1.4 The Site fronts Parkhurst Road / Camden Road (A503) to the east and residential uses are located adjacent to the north, south and west of the Site. Although currently largely disused, the Site is manned by security and is used for filming.
- 1.1.5 The Applicant's proposals (the 'Development') would provide 985 residential homes (including homes for older people known as extra care homes), a Women's Building, new commercial space, a new publicly accessible park, play space, private and communal amenity spaces, car (blue badge) and cycle parking facilities and cycle and pedestrian connections.
- 1.1.6 As part of the full planning application an Environmental Impact Assessment (EIA) was undertaken. EIA is a formal procedure that must be followed for certain types and scales of development, where the likely significant environmental effects of the development are systematically assessed and reported. The purpose is to ensure that appropriate information regarding the likely significant effects of the development in question is available for consideration by the relevant Local Planning Authority (LPA), consultees and the public, and that the LPA have this information prior to determining the application for development. The EIA process can also identify ways in which the Development can be modified, or likely significant adverse effects mitigated, so to reduce or remove likely significant effects and to create and enhance beneficial effects. The legislation relevant to EIA is the Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulation, 2017 (the 'EIA Regulations').
- 1.1.7 From an early stage the Applicant recognised that the planning application would require an EIA and commissioned Avison Young (AY) to undertake the EIA for the Development. The findings of the EIA are reported in the Environmental Statement (ES), which has been prepared to accompany the full planning application. The likely significant environmental effects of the Development, both during the enabling, demolition and construction phases (the 'Works'), and once completed and operational, have been assessed. This document provides a summary of the findings in the EIA in non-technical language.

2. The Project Team

2.1.1 The Applicant appointed a project team in 2019 to bring forward the residential led mixed-use redevelopment of the Site and prepare the planning application. **Table 1** confirms the core project Team and their role in preparing the planning application including the ES.

Table 1: The Core Project Team

Project Team	Role
Peabody Construction Limited.	The Applicant.
Allford Hall Monaghan Morris.	Architectural Team.
Exterior Architecture.	Landscape Architects.
Avison Young.	Planning Consultants and Lead EIA Consultant.
London Square.	Construction Advisors.
Velocity Transport Planning.	Transport Planning Consultant.
Tavenor Consultancy.	Townscape, Visual and Above Ground Built Heritage Consultant.
Cityscape Digital.	Accurate Visual Representations (AVR) Consultant.
WSP UK Ltd.	Socio-Economic Consultant, Noise and Vibration Consultant and Health Consultants.
Air Quality Consultants Ltd.	Air Quality and Greenhouse Gases Consultant.
Waterman.	Structural Engineers and Drainage Engineers.
Hoare Lea.	Mechanical and Electrical (M&E) Consultants, Energy and Sustainability Consultants.
RDWI.	Wind Microclimate Consultant.
Point 2 Surveyors.	Daylight, Sunlight and Overshadowing Consultant.
MOLA.	Archaeology Consultant.
Penny Anderson Associates.	Ecologist.

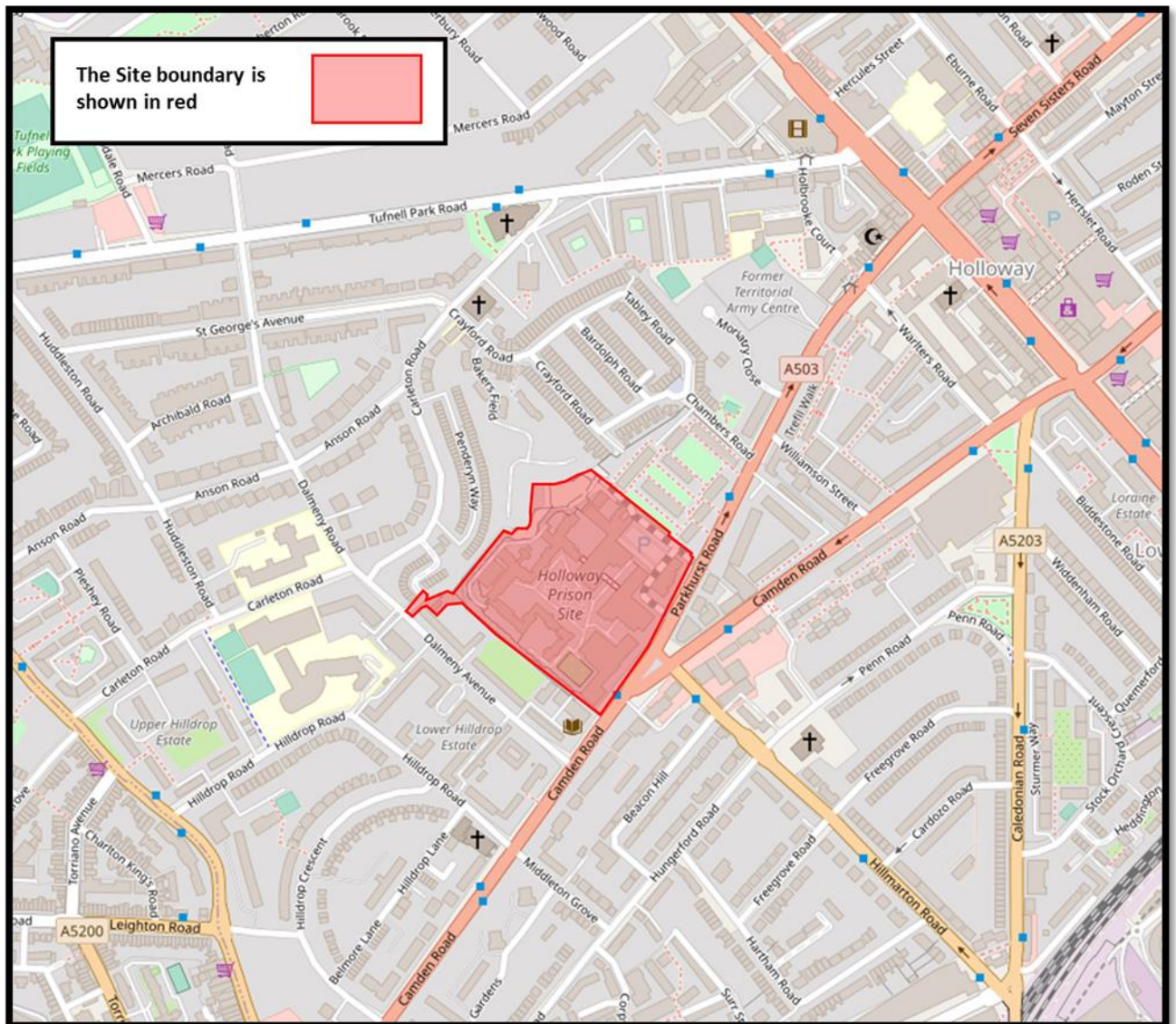
3. The Existing Site and its Surrounds

3.1.1 A plan showing the location of the Site is shown in **Figure 1** and an aerial photograph of the Site is shown in **Figure 2**.

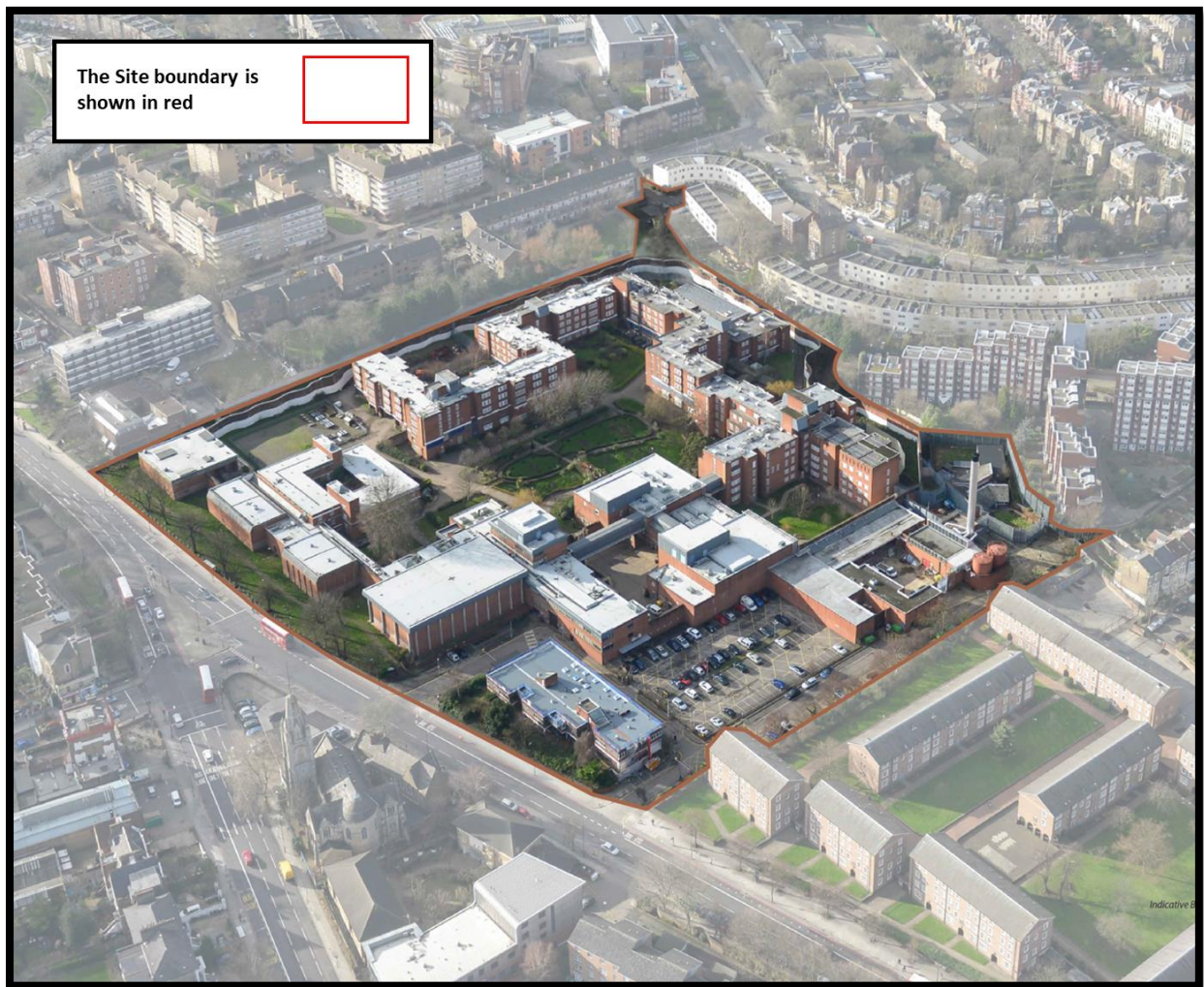
3.1.2 The Site is broadly bound by:

- Residential uses and Parkhurst Road to the north.
- Parkhurst Road / Camden Road (A503) to the east to south-east.
- Rear of residential properties off Dalmeny Road, Carleton Road and Penderyn Way to the south, west through to the north.

Figure 1: Location of the Site



- 3.1.3 The existing 4.16 ha Site comprises the former and largely disused Holloway Prison. The prison was first opened in 1852, originally as a mixed-gender facility, however, it became the first female-only prison in the early 1900s. Originally an imposing Victorian structure (referred to as 'The Castle'), the original prison underwent complete renovation between 1971 and 1985, giving rise to its current day built form and configuration. The renovation was reflective of a desire to move away from the Victorian justice system. It was purposely designed not to feel like a prison with accommodation grouped around a number of attractive green spaces, with cells along corridors rather than wings to provide greater privacy.
- 3.1.4 In 2015, the UK Government announced that the prison would close. This was on account that the design and physical state of the prison did not provide the optimal environment for the rehabilitation of offenders. Consequently, inmates were relocated to other secure facilities and the prison closed in 2016. With the exception of the presence of on-Site security personnel and use of the Site for filming, the Site remains largely disused and vacant.
- 3.1.5 The Site fronts Parkhurst Road / Camden Road (A503) to the east; Camden Road and Parkhurst Road both form part of the Transport for London Road Network (TLRN) and are red routes. Accordingly, limited access is provided from Parkhurst Road / Camden Road (A503), via two separate access points, both located north of the junction with Hillmarton Road. The Site has eighty four car parking and ten cycle spaces located in the north of the Site.
- 3.1.6 Owing to the historic use of the Site, a large perimeter sinusoidal wall surrounds the Site. There is an access gate to Bakersfield on the north-west side of the Site which was operational when the prison was open but since it closed, the gate has been secured shut. There is therefore very limited connectivity to the wider area.
- 3.1.7 As noted earlier, the Site comprises a number of connected buildings ranging between two to five storeys in height. Such buildings comprised several uses during the operational life of the prison including prison blocks housing the inmate cells, maintenance areas and stores, healthcare units, staff facilities, an education centre, a day care centre, a chapel and a visitors' centre.
- 3.1.8 A boiler house is located in the north of the Site, characterised by a single flue rising above the tallest six-storey blocks on-Site. A row of garages is located in the west of the Site off Trecastle Way.
- 3.1.9 All buildings on-Site, with the exception of the garages, are surrounded by landscaped areas and open green spaces, including pocket courtyards and a central garden.

Figure 2: Aerial Photo of the Site

Surrounding the Site

3.1.10 Land uses surrounding the Site include:

- **To the north** - Residential land-uses (Holloway Estate, owned by the Corporation of London) and a small number of local business retail and commercial uses.
- **To the north-east** - Residential land-uses, Holloway Estate Community Centre and commercial uses. Beyond the immediate surrounds, further areas of residential uses, Emirates Football stadium, the centre of Holloway and Finsbury Park overground / London Underground Limited (LUL) station (Piccadilly Line and Victoria Line) are located.
- **To the east** - Residential land-uses, commercial uses and transport infrastructure (including Parkhurst Road / Camden Road (A503), Caledonian Road and local residential streets), Holloway Road LUL Station (Piccadilly Line) and overground rail line infrastructure.

- **To the south-east** - Residential land-uses, light industrial and retail land-uses (including a superstore), transport infrastructure (including Parkhurst Road / Camden Road (A503), Caledonian Road and local residential streets and Caledonian Road LUL station).
- **To the south** - Residential land-uses (including the Market Estate), light industrial land-uses, transport infrastructure (including Parkhurst Road / Camden Road (A503), Caledonian Park and Market Gardens with associated sports and social infrastructure (including Islington Tennis Centre, Market Road Football Pitches and the clock tower and playground area). A number of primary schools area also located to the south, including The Bridge Primary School, Hungerford Primary School and the Gower School.
- **To the south-west** - Residential land-uses (including estates of Dalmeny Avenue and Hilldrop Estate), light industrial land-uses, commercial uses and transport infrastructure (including over-ground rail lines, Kentish Town and Camden Road overground stations, and local residential streets). Beyond the immediate surrounds, further areas of residential uses and the centre of Kentish Town are located.
- **To the west** - Residential land-uses (including Hilldrop Estate), social infrastructure (including The Bridge Secondary School and Holloway School) and transport infrastructure (including over-ground rail lines, Kentish Town and Camden Road overground stations and Tufnell Park LUL station (Northern Line) and local residential streets). Beyond the immediate surrounds, further areas of residential, the centre of Gospel Oak and Tufnell Park and a large open area comprising Hampstead Heath.
- **To the north-west** - Residential land-uses (including the Bakersfield Estate, owned by Peabody with a 999 year lease granted to Notting Hill Estates), social infrastructure, areas of open / green spaces (including Tufnell Park Playing Fields and Foxham Gardens) and light industrial uses (including Orient Industrial Park) and transport infrastructure (including local residential streets, Junction Road (A400) and Archway LUL Station (Northern Line)).

Planning Context

- 3.1.11 The statutory development plan relevant to the Site includes the adopted London Plan¹, the LBI Core Strategy² and the LBI Development Management Policies Development Planning Document³ ('DPD').
- 3.1.12 The LBI is currently updating its adopted Local Plan. A Draft Islington Local Plan Strategic and Development Management Policies⁴ document was published in September 2019, with Modifications for Consultation⁵ published in March 2021. The LBI has produced several Supplementary Planning Documents (SPD) of relevance to the Site. The most relevant is the Holloway Prison Site SPD⁶, dated January 2018. It identifies the Site as being suitable for residential development and in particular affordable housing. Key planning and development objectives for the Site stated within the Holloway Prison Site SPD are as follows:

¹ GLA. The London Plan. 2021.

² Islington Council. Core Strategy. 2011.

³ Islington Council. Development Management Policies. 2013.

⁴ Islington Council. Local Plan: Strategic and Development Management Policies. 2019.

⁵ Islington Council. Strategic and Development Management Policies Modifications for consultation. 2021.

⁶ Islington Council. Holloway Prison Site Supplementary Planning Document. 2018.

- *“The provision of housing and in particular maximising affordable housing to meet identified housing needs in the borough.*
- *The provision of a women’s building / centre that incorporates safe space to support women in the criminal justice system and services for women as part of a wider building that could also include affordable workspace to support local organisations and employment opportunities.*
- *Active uses along Parkhurst Road and Camden Road, which could include, for example, a small amount of retail provision.*
- *Improvements to local infrastructure to support population growth, for example, health facilities and public transport.”*

4. The Development and its Implementation

4.1.1 The planning application includes a set of plans, elevational drawings and other information drawn in detail, forming a set of planning application drawings, which have been submitted to the LBI for approval.

4.1.2 The Development includes the demolition of all existing built form and hard standing on the Site. Twenty nine individual trees including a London Plane Category A tree and three tree groups would be retained and three trees would be translocated as part of the proposals.

4.1.3 The Development would provide the following:

- A total of 985 residential homes (Use Class C3) comprising:
 - 392 private homes.
 - 415 social rent homes (of which 60 units are classified as extra care homes).
 - 178 London shared ownership homes.

As such, 60% of the total residential homes would be affordable.

- 1,822 sqm (GIA) of Flexible Commercial Floorspace (Use Class E).
- A Women's Building (Use Class F2) of 1,489 sqm (GIA).
- Approximately 10,480 sqm of public open space, comprising a Public Garden (public park), nature garden and Trecastle Connection with an additional provision of 2,613 sqm private amenity space serving residential units, 6,128 sqm communal amenity space (including rooftop space) serving residential units and 699 sqm garden dedicated to the Women's Building.
- Hard and soft landscaping including the creation of 5,292 sqm of play space within the Site.
- Plant space.
- Waste storage / collection facilities.
- 30 Car parking spaces (blue badge) and 1,943 cycle parking including both long and short stay spaces.
- Vehicular servicing / access appropriate to all land uses proposed.

4.1.4 The Development would comprise the construction of 15 buildings (with 17 cores) across five Plots referred to as Plots A, B, C, D, and E. The five Plots would be subdivided as follows:

- Plot A: Buildings A1 / A2 (2 cores but 1 building), A3 and A4.
- Plot B: Buildings B1, B2, B3, B4 / B5 (2 cores but 1 building) and B6.
- Plot C: Buildings C1 and C2.
- Plot D: Buildings D1, D2 and D3.
- Plot E: Buildings E1 and E2.

4.1.5 Plot A would be located in the north of the Site adjacent to the adjacent Bakersfield Estate. Plot B would be positioned in the east of the Site adjacent to Parkhurst Road (A503). Plot C would be in the south of the Site adjacent to Camden Road and the rear of properties along Dalmeny Avenue. Plot D would be positioned in the south-west of the Site adjacent to the rear of those properties along Dalmeny Avenue, and Plot E in the west of the Site adjacent to those properties along Dalmeny Avenue and Penderyn Way. **Figure 3** shows the proposed layout of the Plots on Site and the buildings which make up the Plots (which are shown in white circles).

Figure 3: Layout of the Development (Source: AHMM)



4.1.6 A new internal road would be introduced as part of the Development. This would traverse through the Site from the existing Site access on Parkhurst Road (A503) in the eastern corner to a new Site access point in the south of the Site onto Camden Road. It would be located between Plots A and B and D and E as shown on **Figure 3** above. In addition, there would be three pedestrian access points from Parkhurst / Camden Road (A503) and a connection to Trecastle Way from the western side of the Site.

4.1.7 The massing of the Development shown in **Figure 4** below.

Figure 4: Development Massing (Source: AHMM)



4.1.8 Table 2 provides detail on the massing of the Development.

Table 2: Development Massing

Plot	Building / Core (where stated)	Number of Storeys ⁷	Height Above Ordnance Datum (AOD)
Plot A	A1 (Core)	7 – 9	+ 66.050 AOD
	A2 (Core)	2 – 9	+ 62.950 AOD
	A3	8 – 9	+ 68.375 AOD
	A4	8 – 9	+ 67.645 AOD
Plot B	B1	8 – 9	+ 65.675 AOD
	B2	8	+ 67.00 AOD
	B3	8	+ 66.95 AOD
	B4 (Core)	9	+ 72.425 AOD
	B5 (Core)	11	+ 77.625 AOD
	B6	8	+ 63.75 AOD
Plot C	C1	12 – 14	+ 87.675 AOD
	C2	8 – 10	+ 77.625 AOD
Plot D	D1	10	+ 75.275 AOD
	D2	9	+ 70.1 AOD
	D3	8	+ 68.675 AOD
Plot E	E1	5 – 7	+ 66.125 AOD
	E2	7	+ 65.77 AOD

4.1.9 Each Plot is described below in terms of its location within the Development, height and proposed use.

⁷ Storey heights include the lower and upper ground floors. i.e., a building with a lower and upper ground floor and seven upper floors is defined as a building comprising nine storeys.

Plot A

- 4.1.10 Plot A is located in the northern corner of the Site, adjacent to Bakersfield Estate and the Holloway Estate. Plot A includes three buildings (referred to as Buildings A1/A2, A3 and A4) that are connected at upper ground level. Cores A1 and A2 visually appear as one building, with adjoining party walls. Buildings A3 and A4 are separated to allow for an additional link to the courtyard from the street.
- 4.1.11 The buildings are proposed to be distributed around a semi-private landscaped courtyard for use by all residents of Plot A which has pedestrian only access. The courtyard is 21m wide.
- 4.1.12 The courtyard is set above a semi-sunken podium. This accommodates bike storage, bins, plant and other ancillary uses. Each of the buildings has a maximum height of nine storeys.
- 4.1.13 The massing of Building A1 / A2 steps down significantly. Building A1 steps down from nine storeys to four storeys and Building A2 steps down from nine storeys to two storeys. A stepped massing is also proposed on Buildings A3 and A4 from nine storeys to eight and seven storeys respectively. The stepping of the buildings within Plot A allows for the provision of bio-diverse roofs and private terraces on each building for residents. A communal rooftop terrace is provided at the southern extent of Building A3 where the building steps down from nine to seven storeys; the terrace is accessible to Building B3 residents only.
- 4.1.14 The residential units facing the new road (which would run between Plots A and B) would benefit from individual private entrances and gardens at street level to activate the frontage.
- 4.1.15 To maximize the number of dual aspect apartments, projecting corners with windows would exist on the façade of each building to increase façade length, improve aspect and maximise internal light.

Plot B

- 4.1.16 Plot B is located in the north-eastern portion of the Site adjacent to Camden Road / Parkhurst Road (A503) and the Holloway Estate. Plot B would be the largest of the Plots, comprising five buildings referred to as Buildings B1, B2, B3, B4 / B5 and B6. Four of the buildings (B1, B2, B4 / B5 and B6) would be connected at the lower ground level beneath a central courtyard. Building B3 is not proposed to be connected to the other buildings in the Plot. The massing of Building B4 / B5 would be connected while the other buildings would be separate identifiable volumes. The buildings would be centred around a pedestrian access, semi-private landscaped communal courtyard which would only be accessed by residents of Plot B. Private amenity spaces are also proposed which are dedicated to individual apartments at the upper ground level.
- 4.1.17 The central courtyard is proposed to be 22m to 27m wide.
- 4.1.18 Buildings B1, B2 and B3 are each proposed to be seven storeys in height. The massing of Building B1 steps down to six storeys to protect the local views towards St. Paul's Cathedral. Core B4 would be eight storeys in height,

Core B5 10 storeys and Building B6, six storeys. Building B6's height is set at six storeys to also protect the local designated views towards St. Paul's Cathedral.

- 4.1.19 Rooftop terraces would be provided on top of Buildings B1 and B4. Residents of these two buildings would have stair and lift access to these.
- 4.1.20 Projecting corners with windows are proposed to be introduced to the façade of each building in order to increase the number of apartments with dual aspects.
- 4.1.21 Commercial uses are proposed within Buildings B4 / B5 and B6 in single and double storey units. These would be accessed from Camden Road / Parkhurst Road (A503).

Plot C

- 4.1.22 Plot C is proposed to be located within the south-west of the Site adjacent to Camden Road / Parkhurst Road (A503) and buildings which front on to Dalmeny Avenue. Plot C would be largely residential and comprises two Buildings: C1 and C2. The two buildings are connected at the lower and upper ground levels by a Women's Building.
- 4.1.23 Building C1 is proposed to be 14 storeys in height and Building C2 is proposed at 11 storeys in height. The Women's Building would span the lower and upper ground levels of the Plot.
- 4.1.24 The primary entrance to the Women's Building would be located between the two buildings and approached from an open and elevated terrace facing Camden Road and Parkhurst Road (A503). The Women's Building would have access to a private Women's Garden at the rear of the Plot.
- 4.1.25 Plot C is located a minimum of 18m away from the Cat & Mouse Library to the south-east.
- 4.1.26 Projecting corners with windows are proposed to the façade of each building in order to increase the number of apartments with dual aspects.
- 4.1.27 The top two floors of the south-east elevation of the buildings facing onto Camden Road / Parkhurst Road (A503) would be stepped to create rooftop amenity space for the building residents; this would include both private and communal amenity areas.

Plot D

- 4.1.28 Plot D would be located in the southern edge of the Site located adjacent to the buildings which front onto Dalmeny Avenue. The Plot would comprise three buildings, D1, D2 and D3 which would all be connected at the lower ground level.
- 4.1.29 Building D1 is proposed to be 10 storeys in height, D2 is nine storeys and D3 is 8 storeys. The south-west elevation of Buildings D1 and D2 step down to nine and eight storeys respectively. This would create rooftop

amenity space for the residents of these buildings. This would also respond to views LV4 and LV5 views from Archway towards St. Pauls Cathedral. Buildings D1 and D2 are also proposed to step down along the park façade. This would also create private terraces to top floor apartments.

- 4.1.30 Between each building is proposed to be a shared pedestrian access courtyard amenity space comprising communal space and private amenity, for use by building residents only. The buildings would be spaced 18m apart to allow sunlight in the public park and also to break up the length of elevation facing the park.
- 4.1.31 The Plot is proposed to be largely residential with a number of shared resident facilities. Exact uses would be driven by market demand but indicative uses include a concierge, post rooms, gym, workspace, rentable dining space, screening room as well as associated ancillary uses. The facilities would be available to all residents living in the Development.
- 4.1.32 To increase the number of dual aspect apartments, parts of the mass (corners) of the buildings would be pushed out to give an outlook towards the new park proposed as part of the Development and towards the amenity spaces set between the buildings.
- 4.1.33 Communal roof terraces would be provided on Building D1 and D2, accessible by Building D1 and D2 residents only and all three buildings within Plot D would have private amenity space at roof level.

Plot E

- 4.1.34 Plot E is proposed in the western extent of the Site adjacent to Trecastle Way and Penderyn Way. The Plot would comprise two buildings, E1 and E2. The buildings are not proposed to be connected at any level.
- 4.1.35 Both buildings would be seven storeys in height. The north-east elevation of Building E1 steps down to five storeys to provide a communal roof terrace for residents of this building.
- 4.1.36 Building E1's south-eastern façade line is proposed to run at an angle to the new street edge in order to open up the view from the new park towards a new connection to Trecastle Way. The stepping of the façade is proposed to provide dual aspect and maximise views towards the new park.
- 4.1.37 To the rear of Building E1, at ground floor level, is proposed to be a sensory garden and a private amenity space for use by building residents only. To the rear of Building E2, a communal garden is proposed for residents of the building.
- 4.1.38 Residents' communal spaces set at ground floor level of Building E1 would provide social spaces / ancillary accommodation and other amenities.

Land Uses

- 4.1.39 As detailed in the above sections, the Development would provide a mix of land uses, the location and composition of which is described as follows.

Residential Land Uses (Use Class C3)

4.1.40 The Development would provide 985 residential units, including 60 extra care homes. **Table 3** to **Table 7** provide the breakdown of total residential units proposed within each Plot, as well as the breakdown of social rent (affordable), London Shared Ownership (affordable), and market accommodation together with the size of unit proposed. Extra care homes are a type of housing which means residents retain independence while they are assisted with tasks such as washing, dressing, going to the toilet or taking medication.

Table 3: Residential Unit Mix of the Development

Plot	One-Bed	Two-Bed	Three-Bed	Four-Bed	Total
Plot A	50	150	26	9	235
Plot B	123	177	18	3	321
Plot C	33	75	46	1	155
Plot D	17	142	24	-	183
Plot E	66	25	-	-	91
Total	289	569	114	13	985

4.1.41 Affordable housing units would be provided within all Plots. Of the 985 dwellings proposed, 593 would be affordable units comprising social rent and London Shared Ownership tenures. The 593 units would be split 70% social rent and 30% London Shared Ownership. **Table 4** provides the breakdown and the mix of unit sizes proposed of affordable residential units.

Table 4: Affordable Residential Unit Mix of the Development

Plot	One-Bed	Two-Bed	Three-Bed	Four-Bed	Total
Plot A	33	100	26	9	168
Plot B	71	103	15	3	192
Plot C	33	75	46	1	155
Plot D	5	13	-	-	18
Plot E	60	-	-	-	60
Total	202	291	87	13	593

4.1.42 Social rent units would be provided within Plots A, B, C and E. It is proposed that 415 (42%) of the 985 proposed dwellings would be social rent tenure. **Table 5** provides the breakdown and the mix of unit sizes proposed of social rent units.

Table 4: Social Rent Residential Unit Mix of the Development

Plot	One-Bed	Two-Bed	Three-Bed	Four-Bed	Total
Plot A	13	68	26	9	116
Plot B	-	66	15	3	84
Plot C	33	75	46	1	155
Plot E	60	-	-	-	60
Total	106	209	87	13	415

4.1.43 The social rent units in Plot E (all located in Building E1) are proposed to be wheelchair accessible extra care housing for older people and would include associated facilities for assisted use for the elderly.

4.1.44 London Shared Ownership units would be provided within Plots A, B and D. It is proposed that 178 (18%) of the 985 proposed dwellings would be London Shared Ownership tenure. **Table 6** provides the breakdown and the mix of unit sizes proposed of London Shared Ownership units.

Table 6: London Shared Ownership Residential Unit Mix of the Development

Plot	One-Bed	Two-Bed	Three-Bed	Four-Bed	Total
Plot A	20	32	-	-	52
Plot B	71	37	-	-	108
Plot D	5	13	-	-	18
Total	96	82	0	0	178

4.1.45 Market accommodation units would be provided within Plots A, B, D and E. It is proposed that 392 (40%) of the 985 proposed dwellings would be market housing. **Table 7** provides the breakdown and the mix of unit sizes proposed of market residential units.

Table 7: Market Residential Unit Mix of the Development

Plot	One-Bed	Two-Bed	Three-Bed	Four-Bed	Total
Plot A	17	50	-	-	67
Plot B	52	74	3	-	129
Plot D	12	129	24	-	165
Plot E	6	25	-	-	31
Total	87	278	27	0	392

Women's Building (Use Class F2)

4.1.46 As detailed above, a Women's Building would be provided within Plot C on the lower ground and upper ground floors. This is intended to be a women-only space, with separate and secure access and outdoor amenity space. The Women's Building would incorporate a safe space to support women and provide services for women. The provision of women's services would be beneficial in enabling the rehabilitation and integration of hard-to-reach groups of women beyond those in the criminal justice system; including those that are vulnerable, homeless, and those that fall between services and agencies.

Commercial (Use Class E)

4.1.47 Commercial uses would be provided within Plots B and C. The commercial land uses would be provided at the lower ground levels of Building B5 / B6 of Plot B and the lower ground level of Building C1 of Plot C. Commercial uses are currently flexible but the Development has been designed so that these could include range of units that can accommodate uses such as a supermarket, small-scale retail units, small offices, or cafés, bars or restaurants.

Resident's Shared Facilities (Use Class C3)

4.1.48 Plot D of the Development would include the resident's shared facilities available to all residents living in the Development. The exact uses shared facilities would be led by market demand but the indicative uses include a concierge service, post rooms, gym, workspace, rentable dining space, screening room as well as associated ancillary uses. The concierge service and post rooms would be provided on the upper ground floor of Building D2. The remaining uses would be provided on the lower ground floor of Plot D which spans the three buildings in the Plot.

Public Realm, Play Space and Amenity Space

4.1.49 The Development would provide significant areas of open and green space. This would include areas open to the public as well as communal areas for residents of the Development. Some residential homes would also have private amenity space. The proposed areas of open and green spaces, communal areas and play space are shown on **Figure 5 to Figure 9**.

Figure 5: Ground Level Landscaping Masterplan (Source: Exterior Architecture)



- 1 The Public Garden & Destination Play Space
- 2 Residents Communal Gardens
- 3 Nature Garden
- 4 Sensory Garden (Older Persons Housing)
- 5 Women's Garden
- 6 Pedestrian & cycle connection to Trecastle Way
- 7 Memory Garden Corner
- 8 Pedestrian connection to Crayford Road (potential)
- 9 Eco-Garden
- 10 Residential Street
- 11 Retained CAT A tree

Figure 6: Rooftop Landscaping Masterplan (Source: Exterior Architecture)



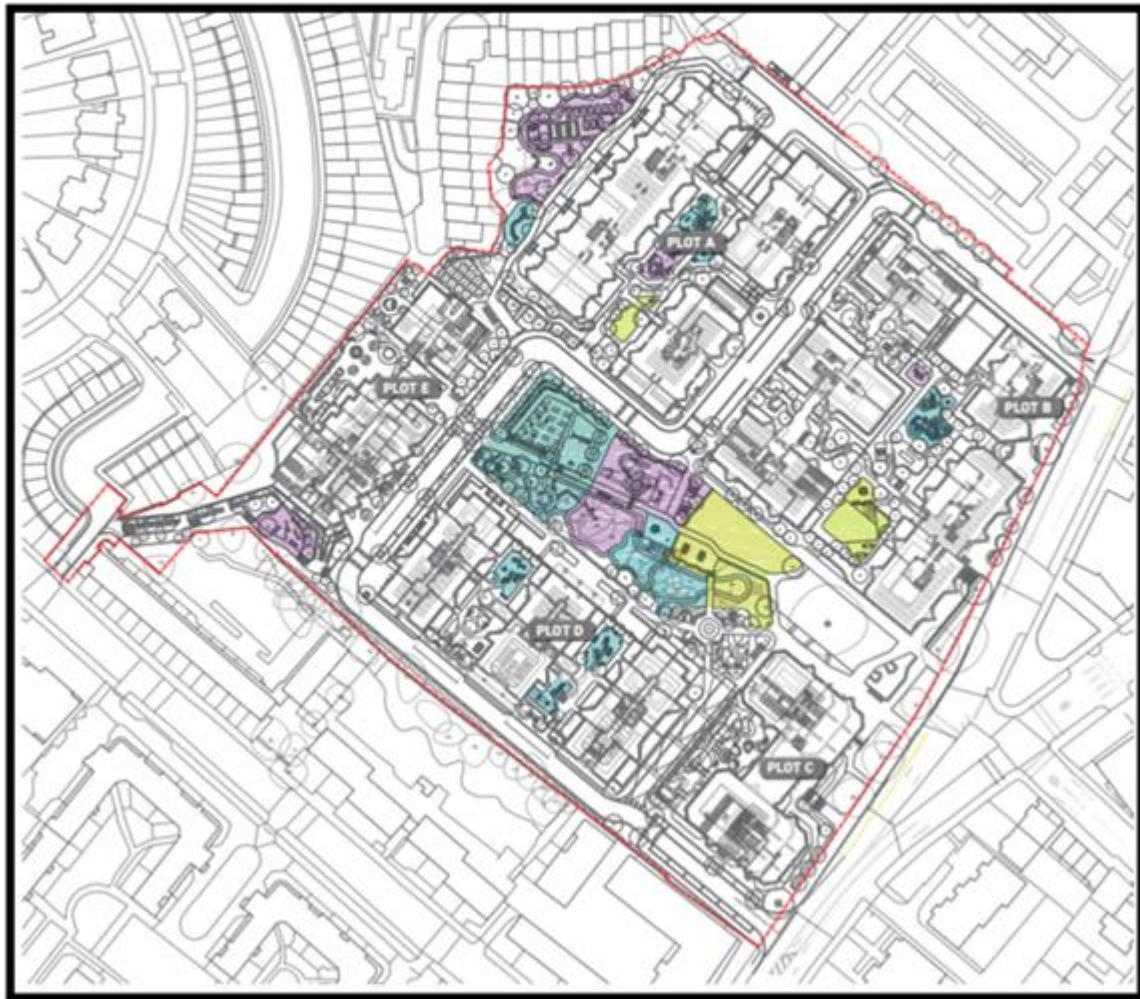
- 1 Plot E / Extra Care Amenity Terrace
- 2 Plot D Amenity Terraces
- 3 Plot B Amenity Terraces
- 4 Plot A Amenity Terrace
- 5 Biodiverse Roof with PV panels

Figure 7: Communal Residential Gardens within the Development (Source: Exterior Architecture)



Figure 8: Open Space Strategy within the Development (Source: Exterior Architecture)



Figure 9: Play Provision within the Development (Source: Exterior Architecture)

AGE
0 to 4
5 to 11
12+

4.1.50 The following public realm and public play space would be provided:

- **A new Public Garden and Destination Play Space.** This park would be located at the centre of the Development, enclosed by the proposed buildings. The park is intended to provide an area for performance, gathering, and pop-up activities, such as food trucks and markets. Central to the design of this space is the introduction of a destination play area which encompasses a feature play tower with elevated play areas, bridges, climbing nets and a slide, along with natural play and ecoplay trails under existing retained trees.
- **Nature Garden.** The Nature Garden would be located to the north-west of the Plot A buildings. The garden would include opportunities to grown fruit and vegetables as well as play spaces. The garden would also include new and retained habitats for birds, bees, bats and invertebrates. New and retained vegetation along

the borders of the Site would provide a buffer to the adjacent properties on the Bakersfield Estate to the north-west. The Nature Garden would also include a rain garden.

- **Improvements to public realm along Camden / Parkhurst Road (A503).** The Development would introduce new commercial units along Camden / Parkhurst Road (A503). New planting would be placed beneath the retained trees provide series of spaces stepped back from the carriageway so the commercial units can 'spillout' comfortably without disrupting pedestrian movement along the footpath. In the centre of the space, between Plot B and Plot C, would be an entrance space which serves to 'open up' and make prevalent the previously closed site, creating views into the new Public Garden (park).

4.1.51 The following private amenity areas and private play space would be provided:

- **Residents Communal Gardens.** The Residents Communal Gardens would be located adjacent to the residential buildings on the Site. Doorstep play with additional elements for a range of ages would be located across the gardens.
- **Sensory Garden (Extra Care Housing).** Located to the north-east of the Building E1, which is proposed to be extra care accommodation, the Sensory Garden would include accessible urban farming areas, spaces for communal sitting and walking routes for the elderly. The space is designed to encourage mental well-being for a range of users and abilities and would only be accessed from Building E1.
- **Women's Garden.** The Women's Garden would be located to the west of Plot D buildings and would be a communal garden connected to the Women's Building. The space comprises a series of small and enclosed seating areas with planting for physical and mental rehabilitation, contemplation, gathering, workshops, meetings and socialising.
- **Roof Terraces.** Located on the rooftops of Buildings A3, B1, B4, C1, C2, D1, D2, and E1, the communal roof terraces are intended to provide an opportunity for residential recreation and relaxation for residents of those buildings.

New Pedestrian Connections

4.1.52 The Development would provide pedestrian connections that would improve permeability across the Site. These routes would include a new connection between the Site and Trecastle Way to the south-east. The Trecastle Connection provides a ramped and stepped route from the Site to Trecastle Way as a mechanism to promote connectivity between the Site and the surrounding schools, greenspaces and streets.

Vehicular Access

4.1.53 The key points of vehicular access to the Development would be from the existing access on Parkhurst Road (A503) to the east and via a new access onto Camden Road (A503) in the southern corner of the Site. The existing eastern access would be left-in / left-out whereas for the southern access all movements would be allowed. A new road with footways either side separated from the carriageway by kerbs would follow the Site boundary from the south of the Site (from Camden Road (A503)), feeding into minor access roads within the Site to

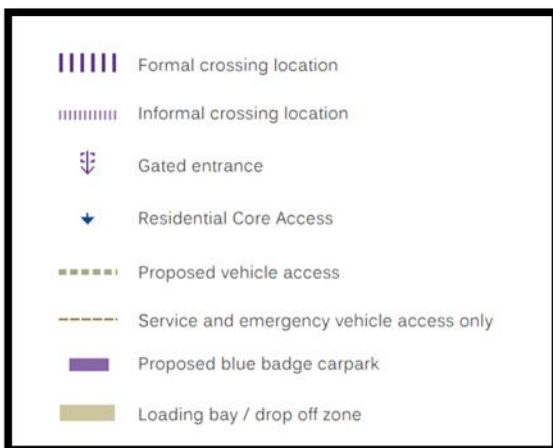
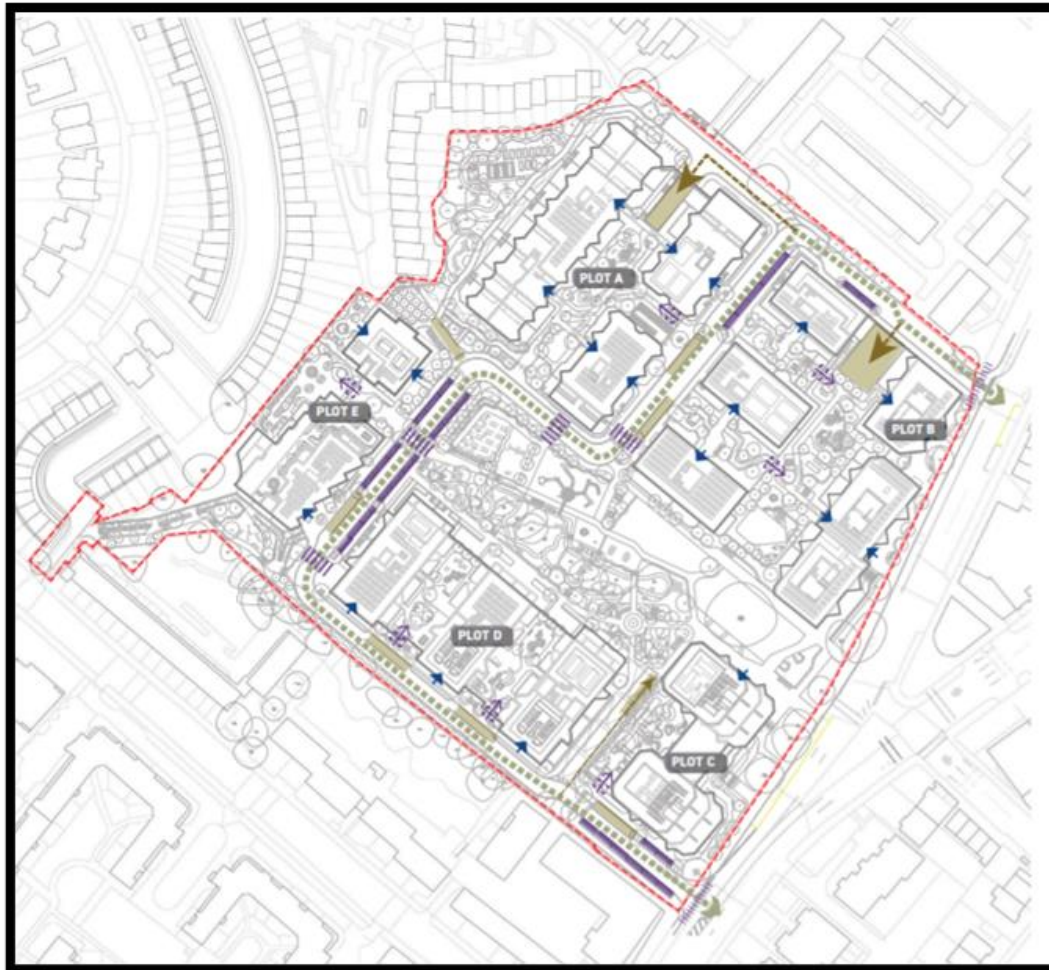
accessible cycle, mobility scooter and cycle parking, and setting-down bays, and would then re-join Parkhurst Road (A503) at the Site's eastern extent. Vehicle traffic would be restricted to the following:

- Residents of the Development / staff working in the Development who have an allocated on-street residents' accessible car parking bay.
- Emergency vehicles.
- Delivery and removal vehicles for residential and commercial areas.
- Refuse vehicles.

Cycle and Car Parking

- 4.1.54 The Development would provide a total of 1,897 long stay cycle-parking spaces for residents and employees of the Development. These spaces would be provided across the lower ground floor level and upper ground floor level of each of the Plots.
- 4.1.55 The Development would also provide a total of 112 short stay spaces at surface level for both residents and employees of the Development.
- 4.1.56 30 accessible (blue badge) car parking spaces would be provided within the Development and would be provided within the Site as on-street parking along the internal road. All parking spaces would have access to active Electric Vehicles Charging Points.
- 4.1.57 Vehicular access points to the Site are shown on **Figure 10**.

Figure 10: Vehicular Access Points to the Development (Source: Velocity Transport Planning)



Servicing and Delivery

4.1.58 Servicing of the Development would primarily take place from the loading bays along the new internal road which would include six loading bays. The bays provides for flexible use and can accommodate one large delivery/refuse truck or two vans at the same time. In addition, the Development would provide podium loading bays located within Plots A and B.

Ecological Enhancements

4.1.59 The planting and landscaping for the Development would comprise native plants and trees to encourage and enhance biodiversity within the Site and its surroundings. The soft landscaping strategy would include the following to clearly define spaces, soften the appearance of the Development, help create variation in character, enhance ecological diversity, and provide visual interest and colour throughout the seasons:

- **Understorey Planting** – this would include shade-tolerant plant species which would seek to enhance biodiversity beneath/around retained trees.
- **Rain Gardens** – this would include plants that can withstand waterlogging and would be located within areas where surface water percolates through the soil and would form part of the Surface Water Drainage Strategy.
- **Eco-Buffers** – these would include trees, large shrubs, high grass and perennials that would create buffers to neighbouring sites and between public / private and semi-private areas.
- **Featured Planting** – this would include species rich lawns which would frame seating areas and meeting points.
- **Sensory Planting** – this would include scented plants, edible species and medicinal plants with soft textures to create therapeutic and relaxing spaces.

4.1.60 The non-accessible rooftops across the Site would provide an opportunity to include a variety of habitats to support a range of local bird and insect species. The proposed biodiverse roofs would include a mosaic of nectar-rich low maintenance planting, bare ground, stones, sand, rubble, logs, invertebrates loggers, nest/ roost boxes and photovoltaic (PV) panels which can be integrated into the biodiverse roofscape.

4.1.61 Further ecological enhancements measures which would be incorporated into the Development include hibernation and summer roost boxes for bats, seven swift boxes, seven starling boxes and four bug hotels.

Surface Water Drainage Strategy

4.1.62 A range of Sustainable Drainage Systems (SuDS) would be implemented across the Site to ensure that the Development meets the requirements of the Environment Agency and that water discharges to agreed rates. Approximately 3,222m³ of attenuation would be required on-Site to achieve the proposed discharge rate. This means that the water would be temporarily stored and the release back in to the drainage system at a controlled rate. This would be provided through a combination of permeable paving, plinth tanks and below ground tanks. Permeable paving would be provided throughout the Development, plinth tanks would be provided on Plots A and B and the below ground tanks would be provided on Plots A and B, and beneath the central landscaped park. The range of SuDS to be incorporated into the Development would be as follows:

- **Green roofs.** Green roofs would provide a bio-diverse habitat, water quality benefits, as well as capturing rainwater and naturally slowing the rate of runoff. Green roofs are incorporated in each Plot of the Development.
- **Permeable paving.** Permeable paving / porous surfacing would provide water quality benefits as well as attenuating flows with the aggregate sub-base storage. The inclusion of permeable paving is proposed throughout the Development.
- **Rain gardens.** Rain gardens are planted areas where surface water percolates through the soil and aggregates, providing treatment of the water prior to being conveyed into the surface water piped system. Rain gardens also provide amenity and biodiversity benefits. Lined rain gardens are proposed to provide treatment to the runoff arising from the hardstanding areas and roads where possible.
- **Geo-cellular attenuation tanks.** As noted above, attenuation tanks would also need to be incorporated to restrict surface water runoff sufficiently.

4.1.63 As per the existing situation, all surface water runoff from the Site would be discharged to the existing Thames Water sewers. However, the flow of surface water runoff would be restricted and reduced via a combination of SuDS.

Energy Strategy

4.1.64 The heat network for each Plot would be served by Air Source Heat Pumps (ASHPs) which would form the central component of the energy strategy for the Development. Each Plot would have an individual ASHP located at roof level. The roof-mounted ASHPs would generate the heat energy, which would feed down to the buffer tanks at lower ground levels, before being distributed around the Plots via a centralised low temperature heat-loop. The centralised low temperature heat-loop would directly feed into localised Water Source Heat Pumps (WSHPs) and Variable Refrigerant Flow (VRF) units within each floor and to each individual dwelling. Where required, this system would be able to provide heating, cooling and domestic hot water. For non-residential land uses, heating and cooling would be provided by a localised VRF system, with domestic hot water being provided by instantaneous electric systems. Further to this, PV panels would be installed on the roof of each Plot to maximise the Site-wide reduction of carbon emissions.

Waste Management

4.1.65 Waste storage provision would be provided in line with the LBI's Recycling and Refuse Storage Requirements guidance. For homes it would include general waste, recycling and food waste. Waste would generally be stored in centralised waste storage areas and waste collection would take place from loading bays. Commercial waste would be stored in separate areas.

Climate Change Resilience

4.1.66 The Development incorporates a number of features that would contribute to climate change resilience. These include:

- A surface water drainage strategy which accounts for future climate change was developed for the Site. The strategy was designed to accommodate surface water runoff during all events up to and including 100 year plus 40% climate change allowance.
- An Energy Strategy that reduces energy demand and CO₂ emissions, as described above.
- The Development has been designed to avoid excessive overheating and cope with the predicted increase in global temperatures as a result of global climate change. Measures include:
 - Façades have been developed with suitable glazing-to-solid ratios.
 - Incorporation of Solar control blinds to some homes.
 - Energy efficient lighting (i.e., LED) with low heat output.
 - Insulation to all heating and hot water pipework.
 - Energy efficient equipment with low heat output to reduce unnecessary heat gain.
 - Passive ventilation would be possible via opening windows in all areas of the Development allowing occupants the option to make use of natural ventilation to improve thermal comfort in the spaces. However, in response to the acoustician's advice, openings should remain closed on some façades with high external noise levels. In these areas, tempered air mechanical ventilation solutions will be proposed.
 - Mechanical ventilation would be incorporated throughout the Development.

Demolition and Construction Programme

4.1.67 Construction of the Development is expected to commence in mid 2022, with full completion, occupation and operation anticipated in 2027. Once the buildings are demolished, the construction of the buildings would take place across three phases. Phase 1 would include Plots C, D and E, Phase 2 would include Plot A and Phase 3 would include Plot B. As Plots were completed, they would be released for occupation. The demolition works

would be undertaken in accordance with a licence from Natural England to ensure that there was no disturbance to hibernating bats.

- 4.1.68 An outline of the Construction Environmental Management Plan (CEMP) is included in the planning application and within the ES. It sets out how the Works would be carried out and the Applicant's intentions for managing environmental effects during the Works. A detailed Plan would be agreed with the LBI before works begin on Site. The Works would also be undertaken in accordance with the LBI's Code of Practice for Construction Sites which sets out the minimum standards and procedures for managing and minimising the environmental effects of construction projects within the borough of Islington.

5. Alternatives and Design Evolution

5.1.1 In considering various alternatives to the Development, the EIA Regulations require Applicants to consider the consequences of not undertaking development at a site. The 'No Development' scenario greatly limits the potential of the Site, especially with regards the relationship with its surrounds, existing and future users. The no development situation would result in the lost opportunity for the following key benefits within the Site and its surrounds:

- No creation of a diversity of housing through a mix of affordable, open market and extra care homes proposed.
- No provision of a Women's Building, providing services and safe spaces for women.
- No new pedestrian and cyclist routes across the Site.
- No new public realm or landscaping improvements on the Site.
- No new commercial space provided on the Site.
- No improvement to streetscape and visual connectivity between the Site and surrounds including restoring the connection to Hillmarton Road with pedestrian access and visual connections.
- No improvements to the sustainability of the Site.

5.1.2 The Applicant did not consider alternative Sites or fundamentally different alternative land uses for the Site. This was because relevant planning guidance, namely, the Holloway Prison Site Supplementary Planning Document (SPD), identified housing as an appropriate use for the Site. As such, residential-led development at the Site was a unique Site-specific opportunity.

5.1.3 Although the key principles of the Development in terms of its key objectives have remained unaltered from the outset, various opportunities and constraints of the Site and surrounds did influence the overall design process which has culminated in the Development.

5.1.4 In discussion with key stakeholders including three public consultation events, the design proposals evolved through many various iterations. These iterations / alternative approaches were appraised and evaluated to understand their positive (beneficial) and negative (adverse) aspects. Key elements of how the design evolved in response to various prevailing environmental constraints and opportunities are summarised as follows:

5.1.5 The Development proposed a long central park, positioned as an extension to Hillmarton Conservation Area from the early stages in 2019 in addition to courtyard spaces. The size and layout of the courtyard spaces changed over time in response to daylight and sunlight studies in order to maximise the amount of sunlight in the courtyards. In addition, the siting and massing of the buildings evolved to ensure sufficient daylight would reach the windows and rooms within the proposed homes within the Development as well as the surrounding residential properties. Buildings were set back from neighbouring properties to ensure adequate levels of daylight within them and their associated amenity spaces. It was recognised that the prison buildings are

relatively low rise and a significant redevelopment on the Site would result in buildings with greater height and mass than the existing buildings.

5.1.6 The design continually responded to daylight and sunlight issues. By mid 2021, in response to consultation with the community and stakeholders, the following changes had been made to the design:

- An additional plot (Plot F) was removed to increase the distance from the built form to surrounding neighbours.
- Plot D was reduced in height and gaps were opened up within it, increasing sun-on-ground in the central park.
- A separate 'pavilion' for the Women's Building was created within Plot C increasing sun-on-ground to the Women's Garden.
- Plot E was reduced in height to improve its relationship with the surrounding neighbours, a gap created through the Plot and its position in relation to the Site boundary reassessed.
- Plots A and B had mass removed and gaps opened up, and the buildings split, to improve the relationship with the surrounding neighbours and to improve light to the public open spaces.
- The pavilions to Plots A and B were removed to improve the availability of light to the public open spaces.

5.1.7 The overall design responded to comments made regarding height of the buildings. This was relevant to both consideration of the effect on neighbours and also the protected views of St Pauls Cathedral. For example in 2019, in response to comments made, the frontage along Camden Road and Parkhurst Road was lowered in height to reduce the perceived height of the proposals as seen from the Hillmarton Conservation Area and concentrate the bulk of the mass internally within the Site.

5.1.8 In response to ecological issues, in 2020 the central park was designed to be centred around the existing trees and mature landscape. Increasingly, in response to ecological surveys, ecological enhancement measures were incorporated into the Development. Latterly, a significant number of bat boxes for summer roost and hibernating bats have been included in the scheme. In order to encourage biodiversity on the Development, bird boxes and bug hotels have also been included. The choice of landscaping plants has evolved to include species that are preferred by wildlife such as native species and non-native species of wildlife value to provide nectar-rich flowers, fruit, nuts and berries as a foraging resource for invertebrates, bird and bats.

5.1.9 In late 2020, wind tunnel testing identified that most areas in and around the Site would be suitable for their intended pedestrian uses but that there was one area which could be improved. This was the entrance points at the tightest point between Plot C and Plot D (within the south and south-western parts of the Site). As a result, the gap between the two Plots was increased to ensure a suitable and comfortable wind microclimate in this area.

5.1.10 Community and stakeholder feedback on the October 2020 design (including feedback from the Public Consultation events) led to a further change in approach to design, with changes largely driven by an effort to

improve aspect, the availability of daylight and sunlight to both existing surrounding neighbouring residential properties and proposed residential units, views through the Site, and permeability through the Site. Amendments as noted above in paragraph 5.1.6 resulted from the consultation.

5.1.11 As a result of the iterative design process 15 buildings within five Plots were carefully positioned across the Site, accommodating residential and flexible commercial land uses together with a Women's Building, in addition to providing extensive public and communal spaces for all residents.

6. Approach and Environmental Impact Assessment

Methodology

- 6.1.1 The EIA was undertaken in accordance with the EIA Regulations and best practice guidance using established methods such as site surveys, reviews of available reports and data, computer modelling, consultation with relevant organisations and specialist assessments.
- 6.1.2 An early stage of the EIA process involved undertaking a 'Scoping Study'. The purpose of the 'Scoping Study' was to identify the likely significant environmental effects that could arise from the Development and therefore provide the focus of the EIA. The findings of the scoping exercise, along with details of the proposed methods for the specialist assessments, were presented in an EIA Scoping Report which was submitted to the LBI in May 2020.
- 6.1.3 The scope of the EIA was formally agreed with LBI via their formal 'Scoping Opinion'. A draft EIA Scoping Opinion was initially issued on 19th June 2020. Following this, discussions were held between the Applicant, Avison Young, AECOM and the LBI to further discuss the intended scope of the ES. Such discussions allowed an opportunity for the provision of further information and clarification, culminating in a final EIA Scoping Opinion being issued by the LBI on the 20th July 2020. Further correspondence was issued to the LBI on 1st September 2021 outlining the key changes to the Development since the original EIA Scoping Report was submitted and other EIA matters since the LBI's EIA Scoping Opinion was issued. This confirmed that no changes were need to the EIA Scoping Opinion which was confirmed by the LBI during discussions on 7th October 2021.
- 6.1.4 The Scoping process confirmed that the Development would likely give rise to a number of issues which need to be considered in the EIA. These comprise:
- Socio-economics.
 - Air Quality.
 - Noise and Vibration.
 - Ecology.
 - Wind Microclimate.
 - Daylight, Sunlight and Overshadowing.
 - Greenhouse Gases.
 - Effect Interactions.
 - Townscape, Visual and Above Ground Built Heritage.

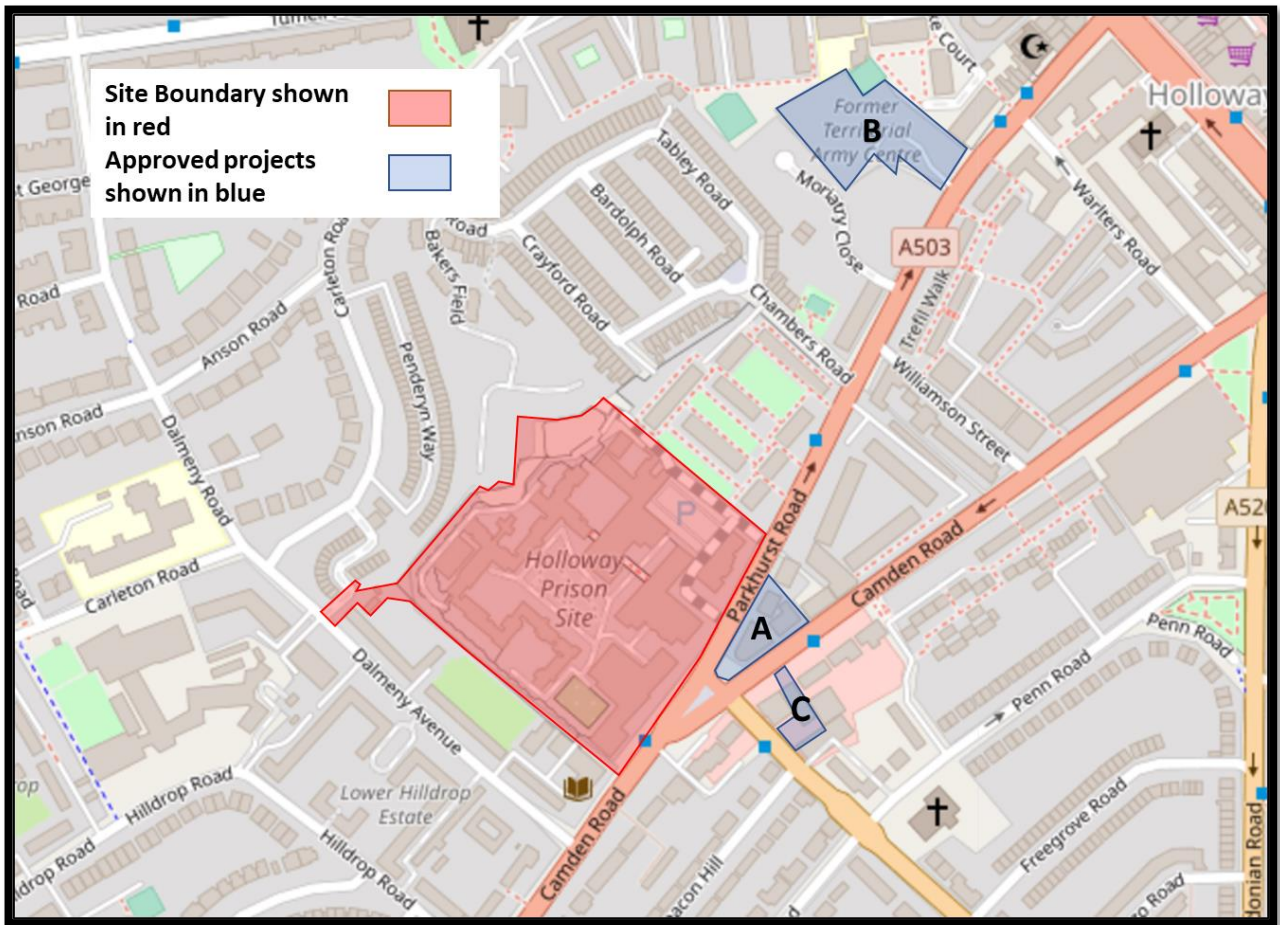
- 6.1.5 Each of the above issues were addressed in the ES, with a 'Chapter' dedicated to each of these issues. The townscape, visual and above ground built heritage effects were presented in a separate volume (**ES Volume 2**) of the ES.
- 6.1.6 In each Chapter and **ES Volume 2**, a description of the assessment methodology was provided together with a description of the relevant environmental aspects of the Site and surrounding area. This was followed by an assessment of the likely significant effects of the Development (both beneficial and adverse) and any additional measures that should be adopted to reduce or offset any significant adverse effects identified during the assessment. Such additional measures would be related to elements of the Development's design that were not already incorporated into the Development or additional environmental management controls that would automatically be required via legislation or standard means, irrespective of the need for EIA.
- 6.1.7 The ES also provides an assessment of the likely residual effects that would remain after the application of any additional mitigation measures, as well as the cumulative effects of the Development together with other relevant Cumulative Schemes. These include three Approved Projects which have been granted planning consents and are located within 1km of the Site. They are detailed in **Table 8 and Figure 11**.

Table 8: Approved Projects within 1 km of the Site's Boundary

Planning Application Reference	Location Relative to the Site and Label within Figure 11	Description	Status
P2015/0330/FUL and P2016/5054/LBC (Listed building Consent (LBC). 2 Parkhurst Road & 2A Parkhurst Road, London N7 0SF. Islington Arts Factory Site.	30 m east (LBI). Labelled as 'A' in Figure 11 .	Demolition of the existing garage structure, refurbishment of the Grade II listed former Verger's Cottage and former Sunday School building to provide 413 sqm GIA of office floorspace (Use Class B1), refurbishment and conversion of the Church building to provide 7 private residential units (2 x 1-bed, 4 x 2-bed and 1 x 3-bed) and construction of a new 5-storey building with basement below to provide 792sqm GIA of community floorspace (Use Class D1) and ancillary cafe, 132 sqm of office floorspace (Use Class B1) and 18 affordable residential units (7 x 1 bed, 9 x 2 bed and 2 x 3 bed), resulting in a total of 25 residential units (9 x 1-bed, 13 x 2-bed and 3 x 3-bed), along with associated landscaping, access, parking and public realm works.	Resolution to grant at Committee but S106 never been issued. Construction not yet started.
P2020/0648/FUL Former Territorial Army Centre, 65-69 Parkhurst Road London N7 0LR.	245 m north-east (LBI). Labelled as 'B' in Figure 11 .	Redevelopment of site to provide 118 residential units in buildings ranging from 3 to 6 storeys in height, accessible car parking, cycle parking, landscaping and other associated development.	Construction commenced October 2020.
P121287, as amended by	50m east (LBI).	The part demolition, refurbishment and redevelopment of	Construction

Planning Application Reference	Location Relative to the Site and Label within Figure 11	Description	Status
P2015/4073/s73 392A Camden Road & 1 Hillmarton Road.	Labelled as 'C' in Figure 11 .	the existing coachworks and the erection of a four-storey building to accommodate a new workshop space and ancillary office/administration facilities plus nine residential units.	underway.

Figure 11: Future Development within 1 km of the Site's Boundary



6.1.8 In addition to the consideration of Approved Projects, the EIA Scoping Opinion requested that a secondary assessment of “[developments] that have a planning status within the development plan process...due to their potential to influence cumulative effects” be included in the ES. As there is limited information for these schemes, a broad, qualitative, and necessarily high-level secondary assessment of potential cumulative effects arising from developments with a planning status in the development plan process was undertaken.

7. What are the Likely Environmental Effects and How Would They be Minimised?

Socio-economics

The Works

- 7.1.1 It has been calculated that the Works would generate 1,660 temporary construction jobs on and off Site, which would generate £116.8 million in Gross Value Added (GVA) to the regional economy over the entire build period. GVA is the value of economic activity generated as a result of work undertaken.

The Completed and Operational Development

- 7.1.2 The Development would support between 53 and 308 net additional jobs (of which between 28 - 165 would be located in LBI) at the Site and in the wider economy and subsequently create a GVA to the local economy of between £4.2 million and £24.5 million annually from on-Site employment plus onward expenditure and supply chain activity.
- 7.1.3 The Development would result in an additional population of 2,207 residents. New residents are estimated to generate an annual expenditure of approximately £23.2 million per annum within the economy from spending money on goods and services. New residents would also result in an uplift in £1.5 million per year in additional Council Tax Receipts for the LBI.
- 7.1.4 The Development would provide 985 net additional new homes across a range of sizes and tenures. The provision of 985 new homes is equivalent to 12.7% of the LBI's revised 10 year delivery target of 7,750 units (2019/20 – 2028/29), as outlined in the New London Plan (2021). Moreover, of the 985 units to be provided, 593 units would be affordable. This equates to 60% of the total residential units to be provided.
- 7.1.5 The residents living in the Development would create a demand for a maximum additional 1.2 GPs (doctors). 12 GPs located within the vicinity of the Site are accepting new patients, with a total GP to patient ratio of 1 GP per 1,600 patients which is within the NHS's recommendation of 1 GP per 1,800 patients. This indicates that the existing GPs in the area have capacity to take on new patients.
- 7.1.6 The Development would be expected to generate demand for an additional 174 primary school places (ages 5-11) and 119 secondary school places (ages 12-17). There are 7 state funded primary schools within 1km of the Site, which have a total of 172 surplus places. As such, in a worst-case scenario in which none of the new child yield are currently enrolled at schools, there would be a very marginal deficit of 2 places. It is very likely that some children of families who move into the Development would already be enrolled in schools and so would not need a school place. There are 9 state funded secondary schools within 2km of the Site, which have a total of

1,194 surplus pupil places. As such, there is currently capacity across the secondary schools surrounding the Site to comfortably accommodate the additional 119 pupils generated by the Development.

- 7.1.7 The Development delivers 10,480 sqm of public open space. This equates to between 86% and 90% of the target taking into account the minimum and maximum estimated job creation. The provision therefore narrowly misses LBI's requirements which states that 5.21 square metres (sqm) of open space per resident and 2.6 sqm of open space per employee should be provided for developments in excess of 200 residential units. However, it is considered the open spaces identified in close proximity to the Site including Caledonian Park (approximately 550m south) and Paradise Park (approximately 880m south-east), would more than cater for the remaining marginal requirement.

Cumulative Effects

- 7.1.8 During the Works, the Development and the Cumulative Schemes would be expected to provide further construction-related employment, an increase in GVA to the local economy and increased local spending by the combined construction workforce.
- 7.1.9 Considering the impact of the completed and operational Development in conjunction with the identified Approved Projects and projects with Planning Status, it is expected that there would be beneficial effects in terms of employment generation and associated GVA, household expenditure impacts, council tax receipts and housing delivery. It has been assumed that population related impacts (e.g. the impact of the developments on social infrastructure services like GPs and schools) would be considered on a case by case basis by the LBI during the determination of each scheme, with necessary mitigation measures implemented to mitigate any adverse effects identified.

Air Quality

The Works

- 7.1.10 The main effect on local air quality during the Works would relate to nuisance that is caused by dust from the physical processes undertaken on Site such as demolition works, cutting materials and movement of equipment and materials across the Site. However, this would only likely be experienced by people living or using premises closest to the Site and only for a temporary period. A range of appropriate measures to minimise or prevent dust were identified and would be implemented as an inherent part of the Works via a Construction Environment Management Plan (CEMP) to minimise the effects to the neighbouring community. With the implementation of such measures there would be unlikely to be any significant dust nuisance caused by the Works.
- 7.1.11 Computer modelling was carried out to predict the effect of construction traffic-related exhaust emissions at a number of existing sensitive locations surrounding the Site. The modelling concluded that construction traffic associated with the Works would not give rise to any significant air quality effects.

The Completed and Operational Development

- 7.1.12 Computer modelling was also carried out to predict the effect of future traffic-related exhaust emissions and heating plant emissions associated with the completed and operational Development upon local air quality. The results show the Development would result in an imperceptible change to air quality at all existing sensitive locations assessed. Furthermore, the new residents of the Development would experience ambient air quality conditions below the Air Quality Strategy Objectives set by the Government for human health. Accordingly, the Development would be suitable for new residents in terms of air quality.
- 7.1.13 The Development does not incorporate any centralised combustion plant as the Energy Strategy relies on air-source heat pumps (ASHPs) and photovoltaics (PV) for the provision of heat and hot water and therefore the Development would have no building-related emissions.

Cumulative Effects

- 7.1.14 It is anticipated that during the demolition and construction works, the Approved Projects and developments with Planning Status would adopt appropriate mitigation measures to limit emissions of dust, would hold the liaison meetings and would ensure that plans are co-ordinated to minimise impacts upon the most sensitive receptors. This is required by the Code of Practice for Construction Sites. Similarly, with regards to the cumulative effect of construction vehicle emissions, all sites are assumed to implement Construction Logistics Plans (CLP) to minimise the environmental and road traffic related impacts of the Works in accordance with LBI requirements. During the Works the appointed contractors would collaborate with the developers of appropriate projects where there is likely to be cumulative effects in construction traffic to avoid any overlap in peak construction vehicle activities in order to reduce the potential cumulative effects of construction emissions.
- 7.1.15 The traffic data used for the assessment of the Development also incorporate traffic flows associated with all of the Approved Projects which would affect flows on the roads. As such, predictions of future pollutant concentrations take account of cumulative effects of the Approved Projects and it is considered that there would be an imperceptible change to air quality at all existing sensitive locations assessed.

Noise and Vibration

The Works

- 7.1.16 Whilst the physical process associated with the Works have the potential to give rise to noise and vibration, the implementation of the CEMP which would include requirements within the Council's Code of Practice for Construction Sites would significantly reduce the likelihood of noise and vibration impacts from the Works. However, this assessment has found that local noise effects may still occur at receptors in close proximity to the Works and that vibration effects may also occur at the nearby sensitive receptors. These would be temporary, lasting the duration of the construction works during the construction hours on-Site.

The Completed and Operational Development-

7.1.17 The completed and operational Development would not give rise to any significant noise effects to sensitive receptors surrounding the Site from the operation of building services and plant. Appropriate noise limits for the operation of such services and plant would be controlled by a condition of any planning approval. It would be mandatory to adhere to the noise limits, thereby protecting against noise nuisance.

Cumulative Effects

7.1.18 In respect of cumulative effects, noise and vibration effects associated with physical processes during the Works would be dependent upon the relevant timing of the construction programmes and sequences of the Development and the relevant Cumulative Schemes. As is the case for the Development, it is considered reasonable to assume that the relevant Cumulative Schemes would implement suitable CEMPs which would include for all reasonable protocols, procedures, management and mitigation to reduce levels of noise and vibration associated with construction sites and CLPs, to manage and mitigate effects resulting from increased construction traffic. As such, the implementation of these measures would ensure no unacceptable noise and vibration effects to surrounding shared sensitive receptors as far as practicable.

7.1.19 Similarly, for the completed and operational Development, as with the Development in isolation, appropriate noise limits for services and plant would be controlled by a condition of any planning approval for each of the Cumulative Schemes.

Ecology

The Works

7.1.20 Best practice measures would be adopted during the demolition and construction works to avoid harm and disturbance to nesting birds and bats. This would include sensitive timing, methods and ecological supervision. A licence would be obtained from Natural England to allow for removal of the bat roosts without risk of harm to bats. Best practice measures would also be adopted to safeguard the retained trees and to remove and dispose of invasive non-native species Japanese knotweed and wall cotoneaster. These measures would be implemented under a CEMP.

7.1.21 There would be risk of disturbance to and displacement of nesting birds and bats during the Works. This would be limited as far as possible by the phasing of the Works to minimise disturbance at any one time and by ensuring that bat roosting provision was included within the first Plot to be completed (anticipated to be Plot D) as well as across the rest of the Development in due course.

The Completed and Operational Development

7.1.22 Mitigation has been included in the design to retain a substantial number of existing trees as well as selecting landscape planting that would be of benefit to wildlife. Bird nest boxes, bat roost features and bug hotels would

be incorporated into the Development. Overall, the new landscape planting would provide a biodiversity net gain of + 16.98% which is well above the Government's target of 10%.

7.1.23 In the long-term it is anticipated that the Development would result in the continued provision of habitats for the local common pipistrelle bat population and may result in increased numbers of bats through a net gain in the number of bat roost features to be provided. Off-site habitat linkage would ensure that nesting birds and bats could continue to move between the Site and the surrounding area and sensitively designed lighting that avoids direct illumination of bat roosts would ensure that there was no impact on bat roosting and foraging activity. New landscape planting has been selected to include plant species that provide nectar and berries for wildlife and there would be an overall increase in provision of nest sites for starling and swifts and habitat for invertebrates.

7.1.24 The long-term ecological value of habitats would be assured via a commitment to management in perpetuity.

7.1.25 The Development accords with relevant national and local planning policy by virtue of providing publicly accessible greenspace, substantial urban greening, a net gain in biodiversity and the retention and safeguarding of as many of the existing trees as possible.

Cumulative Effects

7.1.26 There are no other nearby developments that would result in a cumulative effect on ecology during the Works or in the long-term.

Wind Microclimate

The Works

7.1.27 The wind effects during the Works have been assessed using professional judgement and informed by an analysis of the background windiness of the Site based on the meteorological data. The demolition of the existing buildings would not be expected to have a significant effect on the wind conditions within, and immediately surrounding, the Site. As construction of the Development proceeds, the wind conditions of the Site would gradually adjust to the conditions of the completed Development. On-Site and off-Site effects during the Works are not expected to be significant and no design and/or management measures are considered necessary during the demolition and construction of the Development.

The Completed and Operational Development

7.1.28 Following the incorporation of inherent mitigation measures, wind tunnel testing of the Development, including the proposed landscaping, showed that conditions within the Site would be suitable for the corresponding intended uses throughout the year. This included at entrances, thoroughfares, bus stops, ground level amenity spaces, terraces and balconies. In addition, conditions around the Site would remain suitable for use.

Cumulative Effects

- 7.1.29 Wind tunnel testing was also undertaken for the Development and the three Approved Projects. This concluded that the Development together with other schemes would not give rise to any materially different wind microclimate effects over and above those identified for the Development in isolation.
- 7.1.30 Three sites with a Planning Status were identified as having proposed massing which could result in potential significant effects in combination with the Approved Projects and the Development. However no significant effects were considered likely to result due to the distance of the sites from the Development.

Daylight, Sunlight and Overshadowing

The Works

- 7.1.31 The Works associated with the Development would give rise to a range of daylight, sunlight and overshadowing effects to surrounding receptors (which mainly include residential receptors and amenity spaces). For example, demolition would result in increased levels of daylight and sunlight and reduced levels of overshadowing as the existing Site's building massing is removed in a phased manner. However, as construction of the Development proceeds, the effects to daylight, sunlight and overshadowing to surrounding receptors would evolve to eventually meet those resulting from the completed and operational Development.

The Completed and Operational Development

- 7.1.32 A detailed assessment was undertaken to determine the effects of the physical presence of the Development on the amount of daylight and sunlight received by neighbouring properties. In addition, an assessment was undertaken to determine the effect on amenity spaces surrounding the Site. The results were compared to levels within the 'industry standard' document produced by the Building Research Establishment (BRE) called Site Layout Planning for Daylight and Sunlight 2011, A Guide to Good Practice (called the BRE Guidelines below).
- 7.1.33 Following completion of the Development, the results of the assessment show that the majority of existing residential properties surrounding the Site are predicted to receive adequate levels of daylight with 41 of the 73 properties assessed experiencing insignificant effects. The remaining properties would experience effects beyond the BRE Guidelines, however, this is not unusual given the urban context of the Site and its surroundings and it is considered that the general overall daylight availability for the affected residential properties remains adequate.
- 7.1.34 Generally adequate sunlight levels, in line with BRE Guidelines, would be achieved for the vast majority (91%) of southerly orientated rooms assessed within the sensitive receptors. In the instances where BRE Guideline levels of sunlight were not predicted to be achieved, the overwhelming majority are bedrooms for which the BRE acknowledge sunlight is less important and the levels of retained sunlight will generally remain reasonable for an urban location.

7.1.35 In terms of the potential for the Development to result in overshadowing of existing amenity spaces in the vicinity of the Site, 50 out of the 60 amenity spaces assessed remain compliant with the criteria set down in the BRE Guidance. In fact, 4 gardens within the Bakersfield Estate would experience improvements in the level of sunlight received. Whilst the gardens that do not meet the BRE Guidelines fall short of the day stated within the BRE Guidelines (March 21st), they would achieve the recommended 2 hours of sun on ground by no later than 7th April which is just 17 days later in the year.

Cumulative Effects

7.1.36 The assessment concluded that the construction of one of the Approved Projects - 2 and 2A Parkhurst Road (the Islington Arts Factory site) - would result in some significant effects. Within this property, the effects to the main living areas would be lessened and the more significant effects would occur to bedrooms which are considered less sensitive to changes in daylight. Each of these bedrooms would meet the minimum recommendations in the BRE Guidelines.

Greenhouse Gases

7.1.37 The assessment took a whole life approach to develop a greenhouse gas (GHG) footprint for the Development, including emissions associated with construction materials, construction Site activities and construction transport during the Works and ongoing repair, maintenance and refurbishment activities, transport, energy consumption, water use during its operation. The end of life GHG emissions from demolition, deconstruction and disposal of the Development were also considered.

7.1.38 The GHG assessment has identified that the Development would lead to GHG emissions throughout its lifetime, which are described as significant in accordance with best practice guidance on the assessment of GHGs for EIA produced by the Institute for Environmental Management and Assessment (IEMA). Although the individual contribution of the Development to total GHG emissions (from local through to global scale) is small, the IEMA guidance recognises that the contribution of GHG emissions to climate change is a cumulative global issue, and as such it is important for developments of all scales to acknowledge the significance of any increases in GHG emissions. Therefore, mitigation was provided during the design of the Development to avoid and reduce the GHG emissions, including the Development meeting the requirements of the London Plan, with a reduction of more than 35% in regulated emissions when compared to the Part L of the Building Regulations baseline.

Cumulative Effects

7.1.39 The cumulative effects assessment has identified that the conclusions would not change or be worse than that of the assessment of the Development in isolation.

Townscape, Visual and Above Ground Built Heritage

The Works

- 7.1.40 The most significant townscape and visual effect associated with the Works would be the demolition of the existing structures on the Site, the erection of tower cranes, scaffolding, netting and demolition platforms, heavy plant and the construction of new buildings. Each of these would have an effect on the Site's townscape character and visual intrusion. However, their presence would be an inevitable consequence of the nature and scale of the Development and would be an expected consequence of the Works.
- 7.1.41 Contractors would be required to apply good practice measures as part of compliance with the CEMP. The measures would limit adverse effects on views and townscape character during the Works.
- 7.1.42 The Works would not be considered to impact on the heritage significance of any of the above ground Heritage Assets (HAs) surrounding the Site. Some short-term, local effects are anticipated with regards to townscape character, local, medium and long distance views.
- 7.1.43 All effects associated with the Works would be temporary and would last until construction works had been completed.

The Completed and Operational Development

- 7.1.44 The Development has been designed to improve access through the Site and reintegrate the Site with its surrounding community and to create new shared public open space that retains as many of the good quality existing trees as possible. The Development would create new connections with Camden Road, the Bakersfield Estate and Trecastle Way, and allow for connections to be made to the Bakersfield Estate and Crayford Road in the future.
- 7.1.45 The architectural treatment of the Development has developed to respond to the historic residential townscape in the surrounding area. It has been inspired by the rich mix of styles, special design features and materials in the surrounding streets of the Tufnell Park and Hillmarton Conservation Areas.
- 7.1.46 The mass and form of Development has been shaped by the visual constraints of designated views and sculpted and refined in response to the townscape character of the setting of this specific Site.
- 7.1.47 The Development would have significant localised beneficial townscape effects on its surrounding context and some significant effects further from the Site where streets and spaces align with the Development. Any potential adverse townscape effects of the completed and operational Development have been mitigated or minimised during the iterative design development process prior to submission and all significant effects of the completed and operational Development would be beneficial or neutral in nature.
- 7.1.48 The new public open space would be defined and well overlooked by the surrounding residential buildings. Feature buildings E2 and C1 would mark either end of the new public open space. The Development would

provide a well-defined and activated frontage to Camden Road and Parkhurst Road reinforcing this primary urban frontage with the tallest buildings proposed and creating legible new connections with Camden Road. The architectural treatment of the Development has developed to respond to the historic residential townscape in the surrounding area. It has been inspired by the rich mix of styles, special design features and materials in the surrounding streets of the Tufnell Park and Hillmarton Conservation Areas. The Development would respond to the character of its existing edges or to the role of the buildings within the layout in the detail of their articulation and materiality.

7.1.49 The assessment has considered the effect of the Development on three key elements which are considered in the paragraphs below:

- Heritage assets.
- Townscape.
- Views.

7.1.50 There would be an adverse effect on the non-designated heritage asset, the former Camden Road New Church which is a designated LBI landmark, due to a loss in dominance of the landmark spire in views from the north-east part of Camden Road. While there would be noticeable visual changes to the settings of some other heritage assets within the study area, no effects are assessed to the heritage significance or appreciation of heritage significance of any of the other heritage assets in the study area. As noted below, when the Development is considered in combination with the cumulative scheme which includes restoration of the spire, the effect becomes beneficial.

7.1.51 The Development would have significant localised beneficial townscape effects on its surrounding context and some significant beneficial effects further from the Site where streets and spaces align with the Development.

7.1.52 The Development would have significant localised beneficial effects on visual amenity within its close surrounding context and some significant effects further from the Site where streets and spaces align with the Development. There would be an adverse effect on a view from the north-east end of Camden Road resulting from a loss in dominance of the spire of the former Camden Road New Church in views from this part of Camden Road. All other visual effects would be beneficial or neutral in nature. As noted below, when the Development is considered in combination with the cumulative scheme which includes restoration of the spire, the effect becomes beneficial.

Cumulative Effects

7.1.53 Cumulative effects on views, townscape character areas or above ground built heritage assets during the Works would not be anticipated to differ from those of the Works for the Development in isolation.

7.1.54 For the completed and operational Development, the Approved Projects would result in cumulative effects on the Verger's Cottage and remodelled entrance to the Camden New Church and the Church of St Luke which

would be beneficial in nature as a result of the reinstatement of the spire of the former Camden New Church as part of the approved Islington Arts Factory development.

7.1.55 The cumulative effects on townscape character areas would not be altered in comparison to the Development considered in isolation.

7.1.56 The cumulative visual effects would be altered in comparison to the Development considered in isolation for views from Camden Road, east of the former Camden Road New Church. In this view the scale of the effects would not be altered but the nature of the effects would change from neutral to beneficial. For all other views, the Approved Projects would not alter the effects in comparison to the Development considered in isolation.

7.1.57 There may be effects as a result of the presence of other developments which have Development Plan status but without full details it is hard to determine the precise extent. Due to the distance of many of the sites from the Development, they would be peripheral to the majority of the views assessed. Similarly they would unlikely to significantly affect heritage assets or the local townscape.

Effects Interactions

The Works

7.1.58 Significant adverse residual effect interaction during the Works would be limited, comprising the following:

- Occupants of properties around the Site potentially experiencing noise and vibration from the physical processes associated with the Works and changes to the visual setting of the Site.

The Completed and Operational Development

7.1.59 Significant adverse residual effect interaction once the Development is completed and operational would also be limited, comprising:

- Occupants of properties around the Site experiencing changes to daylight, sunlight and / or overshadowing and changes to the visual setting of the Site.

7.1.60 No additional mitigation would be required to address significant effect interactions during either the Works or once the Development was completed and operational.

8. What Happens Next?

8.1.1 Following the submission of the full planning application, there will be an opportunity for any interested parties to comment on the proposals. The ES and a set of documents supporting the full planning application can be viewed on LBI's website: <https://www.islington.gov.uk/>.

8.1.2 A copy of the ES is also available for viewing by the public during normal office hours at the following addresses:

London Borough of Islington
Islington West Library
Thornhill Square
107 Bridgeman Road
London
N1 1BD

and

Cat and Mouse Library
277 Camden Road
London
N7 0JN.

8.1.3 A CD version of the ES can be purchased from Avison Young on request at a cost of £50. Contact details are provided overleaf.

Contact Details

Enquiries

Hannah Fiszpan

020 7911 2695

Hannah.Fiszpan@avisonyoung.com

Visit us online

avisonyoung.co.uk

Avison Young

65 Gresham Street, London EC2V 7NQ

Avison Young (UK) Limited