

# Archway Development Framework

## Supplementary Planning Document

Adopted 13 September 2007



**Drawings in this document are for illustrative purposes only.**

**July 2007**

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# INTRODUCTION

This SPD seeks to provide the necessary planning guidance to assist the regeneration of the identified Archway area. It sets out the relevant planning guidance that should be considered in preparing development proposals for the Archway area. The SPD identifies a core site where development could be concentrated and a wider framework area that proposals will need to have regard to. In addition to this, proposals falling within the wider framework area should also consider the guidance contained in this SPD.

In order to provide clear guidance to potential developers the SPD sets out the following:

- **The vision** for Archway
- **The planning policy context** for development in Archway
- **The key objectives** that need to be delivered in order to regenerate Archway
- **The principles** that underpin the delivery of the objectives and in turn the vision for Archway.

## Background

- i. The Archway Development Framework is a Supplementary Planning Document (SPD) to guide the future development of Archway. The SPD establishes a framework of key objectives and principles for development in line with relevant planning and other council policies and aspirations. It will be used to assess future planning applications within the Archway area.
- ii. The regeneration of Archway has been a priority for Islington Council for a number of years. This SPD promotes a high quality, vibrant, mixed use vision and is the culmination of an extensive consultation process which, began in March 2005 with Rethinking Archway and continued during 2006 and 2007.

## Status of the Supplementary Planning Document

- iii. A Supplementary Planning Document (SPD) is one of the material considerations that can be taken into account when determining a planning application. It forms a part of the Local Development Framework (LDF) and is intended to elaborate upon policies in Islington's Development Plan Documents (DPD). In preparing this SPD we have had particular regard to Planning Policy Statement 12 (2004) which sets out the Government's policy on the preparation of Local Development Frameworks.
- iv. This SPD establishes the core principles that will need to be considered when considering planning applications for development within the identified framework area. We have prepared the guidance in accordance with the relevant Islington adopted and emerging planning policies. It supplements the following policies contained in the Unitary Development Plan (2002).
  - E12 – Priority Areas

- S17 – Archway District Shopping Centre
- Schedule 13 – AO31 – Areas of Opportunity

### **Sustainability Appraisal**

- v As set out in PPS12, this SPD has been subject to a Sustainability Appraisal (SA). The SA has had due regard to the national guidance ‘Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks’ (November 2005). The SA was used to refine the options and to assist the assessment of scenarios prior to the production of the draft SPD
- vi A copy of the SA is available on request from Islington Council, Planning Division.

### **Consultation**

- vii This SPD is a result of a collaborative process between the London Borough of Islington, key stakeholders and the local community.
- viii Consultation was undertaken prior to and during the preparation of the SPD. This consultation was undertaken at key stages in the process as follows:

#### **Scoping**

In order to identify the key issues and options for Archway, a scoping report was consulted upon in November / December 2005. The report was adopted in January 2006.

#### **Options**

This consultation stage sought to build on the previous consultation and presented a number of different forms of scale and massing and consulted upon the principles and objectives that could be taken forward into a draft SPD for statutory consultation. This stage was undertaken in June / July 2006.

**Draft SPD:-** Statutory Consultation was held in January and February 2007 in order to gain the local communities views on the draft document prior to its adoption. This SPD reflects those comments received and has responded to them.

#### **Informal Stakeholder meetings**

In addition to the key consultation stages undertaken in the drafting of this SPD Islington council has held a series of meeting with key local and strategic stakeholders including:

- The Greater London Authority (GLA)
- Transport for London (TfL)
- The Better Archway Forum (BAF)
- Existing landowners

- ix Full details of the consultation process are contained within the Statement of Community Consultation that has been published along with the SPD.

# 1: The Vision

The regeneration of the Archway area is a long held desire of both local residents and Islington Council. It is a major opportunity to deliver a beacon of sustainable development and create a thriving district centre, by improving the local environment and strengthening the area's existing sense of identity.

Through the consultation process undertaken in drafting this SPD the following vision for Archway has been established:

***“That Archway will continue to be a thriving district centre with a strong sense of identity. Archway will include a clearly identifiable ‘heart’, offering a vibrant mix of uses set within a well connected network of streets and spaces of the highest quality. Archway will be a welcoming place that is a pleasure to live in, work in and visit.”***

In order to achieve the vision the following key objectives have been identified which all development proposals within and adjacent to the core site must deliver.

The key objectives are:

- **Delivery of a beacon sustainable development** *to ensure that any development at Archway contributes to the delivery of a truly sustainable community and thus contributing to all aspects of sustainable development i.e. environmental sustainability, economic sustainability and social sustainability.*
- **Delivery of a mixed use development** *to build upon Archways strengths as a district centre and enhance this role.*
- **Enhance / replacement of the existing library and leisure centre** *to ensure that there is a continued provision of leisure and learning facilities in this part of the borough for the use of all of the community..*
- **The improvement of the pedestrian environment** *to provide a safe environment and improve the pedestrian links through to the adjoining areas such as the Whittington Hospital and University campus*
- **The creation of high quality public spaces** *to provide an environment where people can visit, shop, relax while providing links to the surrounding areas and uses in Archway*
- **The reconfiguration of the gyratory** *to reduce the impact of traffic on the immediate and surrounding areas, while reducing the feeling of segregation between Archway Close and the rest of Archway.*

# 2 The Framework Area

## Area description

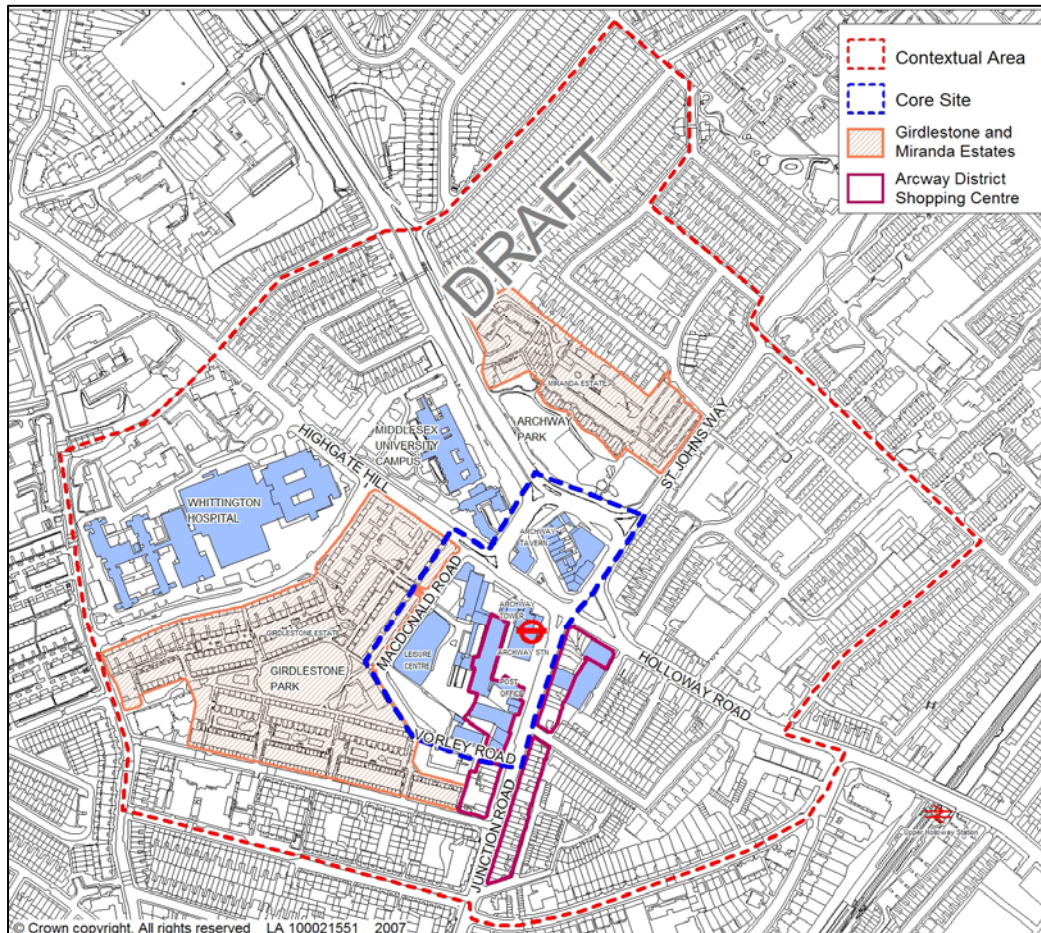


Figure 1: Archway Framework Area

### The core framework area

The Archway Development Framework core area is defined as being the land bounded by Junction Road, Vorley Road, Mcdonald Road and Lower Highgate Hill.

The framework area is dominated by both the 1960's office accommodation of Hamlyn House and Hill House, Archway tower and the layout of the A1 gyratory road system in such a way that the core site is divided into two different areas that are difficult to access and move within and between, particularly as a pedestrian.

The core framework area includes Archway Close (within the 'Island' created by the A1 gyratory). The Island contains the listed Archway Tavern, a number of historic 2-3 storey buildings, and the Archway Methodist Hall, also a locally listed building.

Archway is also an important transport hub served by a significant number of London Bus routes, and the London Underground Northern Line. It is also an area of strategic importance for Islington. This is reflected in its identification as a key stitch forming part of the A1 borough strategy.

The core framework area includes the defined Archway district centre. The district centre is an important local shopping and business area for the local community in the northern part of Islington and adjacent areas of Camden and Haringey.

The Archway district centre includes the existing retail units in Archway mall (the majority of which are vacant) and extends along Junction Rd to Bredgar Rd on the northern side and Hargrave Park on the southern side of Junction Rd.

While the SPD relates specifically to the core site, development proposals need to consider how the proposals impact on the wider Archway area and ensure that any proposals facilitate and contribute to the wider regeneration of Archway. Development proposals should in particular facilitate the improvement of links to the Hospital and the Universities campus and any future proposals on these sites.

In turn proposals outside of the defined core area should consider the ways in which they can build upon the principles outlined in this SPD, the impacts on the delivery of the objectives for development within the core area, and how these principles can be applied to development sites as and when they come forward for development.

### **The wider framework area**

The wider framework area includes the Girdlestone Estate, Miranda Estate, Archway Park the Middlesex University and University College London, Archway Campus and the Whittington Hospital site which opened a new wing in 2006 that moved the entrance of the Hospital to Magdela Avenue. To the southern boundary of the wider framework area approximately 10 minutes walk away from the core site is Upper Holloway main line rail station.



# 3 PLANNING POLICY CONTEXT

## National Planning Guidance

In preparing this SPD we have had particular regard to the Government policy set out in the following National Planning Guidance documents:

- PPS1: Delivering Sustainable Development
- PPS3: Housing
- PPS6: Planning for Town Centres
- PPS12: Local Development Frameworks
- PPG13: Transport
- PPG17: Sport & Recreation
- PPS22: Renewable Energy
- PPS23: Planning and Pollution Control

Full copies of these guidance notes are available to download from the Department of Communities and Local Government (DCLG) website at the following internet address.

[www.communities.gov.uk](http://www.communities.gov.uk).

## The London Plan 2004

In addition to national guidance we have also had regard to the policies contained in the London Plan produced by the Mayor of London. This plan has been prepared to guide all major public strategies and plans in London and to establish a longer term strategic view of the City's future ambitions, needs and priorities.

A summary of the relevant London Plan policies specifically related to Archway is given in Appendix 1 to this SPD. More information on the London Plan along with a copy of the London Plan and any revisions are available to download from the Greater London Authorities website at the following address:

[www.london.gov.uk/mayor/planning/strategy.jsp](http://www.london.gov.uk/mayor/planning/strategy.jsp)

## Islington Unitary Development Plan 2002

The UDP is currently the adopted development plan for Islington. It will incrementally be replaced by the Local Development Framework (LDF) as Islington adopts the relevant development plan documents that will form the LDF for Islington.

Within the UDP Archway is identified as a District shopping centre and is recognised as an area of opportunity where the council wishes to see a vibrant centre for the local community including improved shops and local facilities. On the basis of identified high levels of deprivation in Archway the UDP recognises a need for a

holistic approach to regeneration in the area.

A full summary of relevant policies within the UDP affecting Archway is given in Appendix 1, however it should be noted that this list is not exhaustive and applicants will need to have a regard to other policies in the UDP where they are relevant to development at Archway. A full copy of the UDP is available to download from the Islington Council website at the following address:

[www.islington.gov.uk/Environment/Planning/PlanningPolicy/UDP/](http://www.islington.gov.uk/Environment/Planning/PlanningPolicy/UDP/)

## **Local Development Framework 2006**

The council is currently producing a number of development plan documents as part of the Local Development Framework (LDF), these include amongst others the Core Strategy and Development Control Policies. Proposals will need to conform to adopted policy at the time of applications and have regard to emerging policy and planning guidance.

Appendix 1 provides a summary of relevant planning policies and supplementary guidance. An earlier withdrawn version of the Core Strategy has been adopted by the Council (June 2007) as non-statutory guidance for development control purposes, and relevant text from this is shown in appendix 1. Full copies of the LDF documents are available to download from the LDF web pages at the following web addresses.

[www.islington.gov.uk/Environment/Planning/PlanningPolicy/localdevelopmentframework](http://www.islington.gov.uk/Environment/Planning/PlanningPolicy/localdevelopmentframework)

[www.islington.gov.uk/Environment/Planning/PlanningPolicy/CoreStrategy/](http://www.islington.gov.uk/Environment/Planning/PlanningPolicy/CoreStrategy/)

## 4: Development principles

In order to deliver the vision for Archway and the identified key objectives of:

- The delivery of a beacon sustainable development
- The delivery of a mixed use development
- The enhancement / replacement of the existing library and leisure centre
- The improvement of the pedestrian environment
- The creation of high quality public spaces
- The reconfiguration of the gyratory

A series of principles that all development proposals, (whether these are as part of a comprehensive approach to the core site, or for a site within the framework area) have been identified having regard to the relevant existing planning policies at the local, regional and national levels. These principles relate specifically to the delivery of each objective and are set out in detail in this section of the SPD.

The principles are fundamental to the successful regeneration of the Archway framework area and the delivery of the vision for Archway. It is important to note that these principles should be applied to developments outside of the core area where development proposals impact upon the regeneration of Archway and its role as a district centre in the north of the borough.

In meeting these principles all developments will be able to work towards and contribute to the delivery of the vision for Archway and thus enable Archway to become a safe environment where pedestrians have easy and equal access to local facilities and destinations, and are encouraged to pass through freely and directly.

# 1. Delivery of a beacon sustainable development

The guiding objective for the SPD is to ensure that any proposed development meets the highest possible standards in regard to all the aspects of sustainability (social, environmental, and economic).

Archway provides an opportunity to push the boundaries of sustainable design, construction and new technologies. There is the potential for any development at Archway to be carbon neutral and contribute to reducing CO2 emissions in Islington and London as a whole.

The following principles for achieving a sustainable development identified under the sub headings of *Environmental Sustainability*, *Economic Sustainability* and *Social Sustainability*, should be considered to be the minimum targets that development proposals should strive to achieve.

## *Environmental Sustainability*

Environmental sustainability relates to the protection of the natural and historic environment. Essential to delivering environmental sustainability is the need to minimise the impact of new development on the quality of the environment, through amongst other things:

- minimising waste,
- increasing recycling rates,
- encouraging sustainable use of water,
- improving air quality
- sustainable energy use reducing greenhouse gas emissions, and
- increasing biodiversity.

In achieving these environmental principles developments will be able to work towards meeting the overarching principle of delivering a beacon of sustainable development. Within this section the following areas are covered:

- Sustainable buildings
- Historic environment
- Sustainable travel

### **Sustainable Buildings**

In addition to the guidance given in the Councils supplementary planning guidance on green construction and the GLA's SPG on sustainable design and construction development proposals (including change of use and refurbishment of existing buildings) in Archway should meet the following requirements.

- *Energy*

The most energy efficient building design and technologies should be used in all aspects of proposals in order to reduce energy use and ensure that carbon dioxide (CO2) emissions are minimised. District and communal heating and cooling networks should be included in proposals supplied by decentralized energy generation including combined heat, cooling and power, and renewable energy systems.

The resulting CO2 emissions from development proposals following energy efficiency and CHP reductions should be reduced by at least 20% through the use of on- site renewable energy generation.

In addition to this and to facilitate a move towards zero carbon development, the DCLG has recently published its code for sustainable homes (December 2006). This code seeks to set a sustainability standard that can be applied to all homes. Regard should be had to this guidance and proposals should demonstrate how they meet the sustainability standards in the code for it's identified six levels for any residential component of a development proposal.

- *BREEAM/EcoHomes*  
Proposals should achieve an excellent BREEAM / bespoke BREEAM / EcoHomes 2006 standard or to any updated BREEAM / EcoHomes standard rating for all new / refurbished buildings.
- *Water*  
Proposals will be expected to incorporate adequate facilities for reducing water consumption and run-off. Sustainable urban drainage systems and the incorporation of grey water and rain water recycling should be fully investigated and implemented as part of any development proposal.
- *Bio-diversity*  
Proposals for the redevelopment of Archway should maximise the opportunity to protect and enhance the existing bio-diversity of the area. The potential to use green walls, green roofs and brown roofs will be encouraged.
- *Waste and Recycling*  
Proposals should incorporate adequate provision for recycling facilities and waste storage for all elements of a proposal. The reuse and recycling of construction material will be expected.
- *Materials and sustainable resourcing*  
All materials should be from sustainable and responsibly managed sources, and a proportion will be expected to be from within 35 km.

## **Historic Environment**

- *Historic Buildings*  
Developments should conserve the cultural and historical buildings of interest in the area, including the following locally listed buildings:
  - 32 Junction Rd, Listed at Grade A
  - The Archway Tavern, listed at Grade B
  - The shop front of 6 Archway Close, listed at Grade B
  - The former Archway Methodist Hall, listed at Grade B

Archway Close and its historic frontages contribute towards creating a local

character and identity in Archway. Any new development should seek to retain the facades and enhance the setting of these buildings.

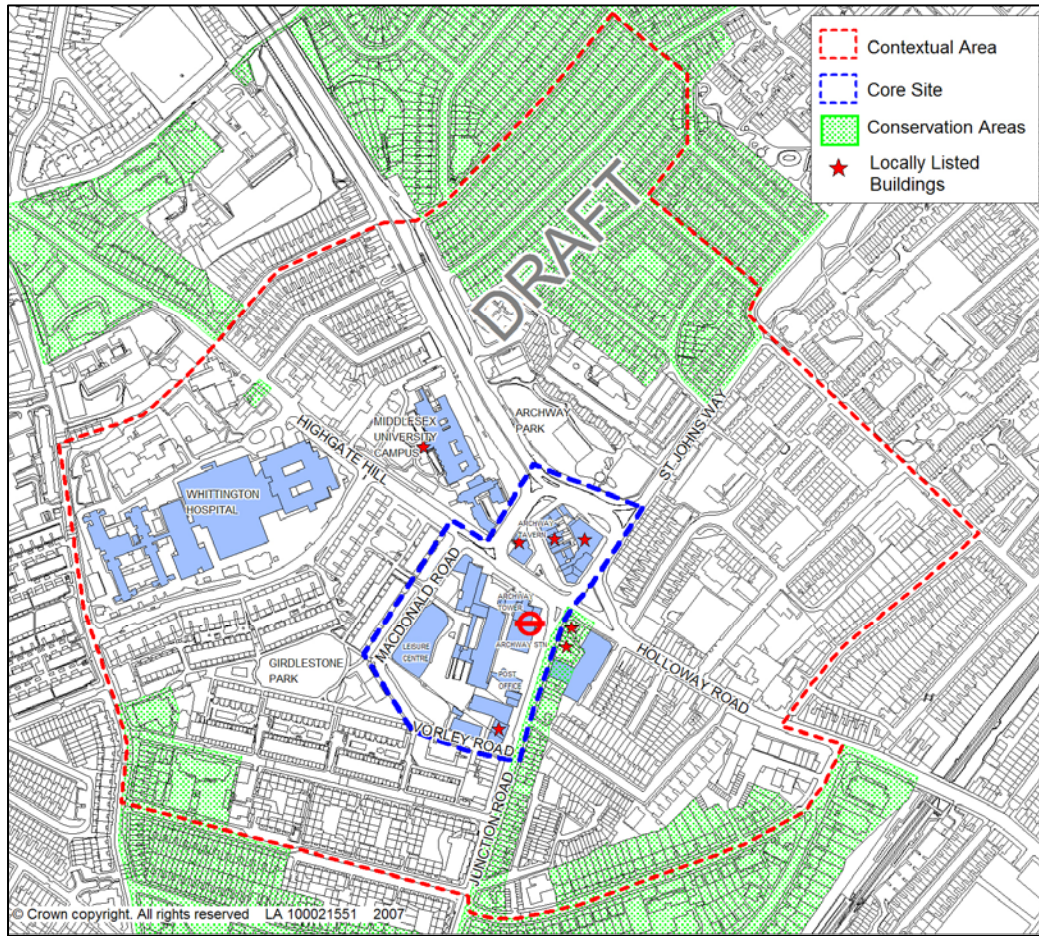


Figure 2: Archway historical environment

### Sustainable Travel

In order to reduce the amount of traffic by reducing the need to travel, particularly by the private car and encourage the use of sustainable modes of transport, proposals for development at Archway will need to meet the following requirements.

- *Parking*  
Archway's location and role as a public transport interchange provides an opportunity to encourage sustainable modes of transport. Essential to meeting this objective is the need to encourage the use of other modes of transport other than the private car. The guiding principle for development in Archway is that all proposals for development including residential, retail and offices in Archway will be car-free for all uses.
  
- *Car Clubs*  
Proposals should facilitate the delivery of car clubs in the area. In order to contribute to the Councils policy for reducing the impact of the private car and encourage sustainable travel choices.

- *Walking*  
Any proposed development should promote walking as an alternative mode of transport. Proposals should therefore meet the principles for pedestrian movement and accessible design as set out elsewhere in this SPD.
- *Cycling*  
New office and residential developments should provide convenient, secure cycle parking facilities including changing rooms and showers to promote the use of cycling as an alternative to the car in accordance with LB Islington and Transport for London guidelines for cycle parking.

### **Public Transport Infrastructure**

Archway needs to remain a key public transport interchange. Improving access to public transport facilities, provision of new well located bus stops, improving bus routes and providing for easy interchange between tube to bus and bus to bus modes of transport are some of the improvements required for the area.

- *Bus*  
It is important that bus users can easily access buses and that bus traffic can move freely and safely without significant delay. The potential for a bus way, facilitated by the removal of the gyratory could be level separated to provide a distinct public transport zone and reduce the visual impact of buses from any new public space.
- *Bus stops*  
A new series of bus stops could be provided along Lower Highgate Hill that take into account the removal of the gyratory and the greening of Junction Road.
- *Vorley Road Bus Layover*  
TfL has expressed a requirement for the bus stand to be retained without a reduction in its capacity but with the incorporation of improved cafe and restroom facilities. Proposals will be expected to incorporate and or contribute to improved facilities for drivers.  
  
The potential for developing over the bus layover in order to mitigate its current impact should be considered although such proposals will need to demonstrate that there has been significant consultation undertaken with TfL in order to ensure that proposals meet their requirements.
- *London Underground station*  
London Underground intends to implement a project that provides step free access at Archway station in order to improve accessibility. In drawing up schemes that could affect the underground station developers should be conscious of these proposals and consult with London Underground at the initial stages of design to ensure that their proposals are compatible with those for step free access.

It should be noted that (apart from the operational requirements of London Underground), development proposals affecting the station will need to ensure that Archway Tube station remains open at all times.

## *Economic Sustainability*

In order to contribute to the delivery of economic sustainability there is a need to encourage economic growth and increased job opportunities in Archway by increasing the quality and range of employment premises, reducing poverty and social exclusion and provide for the improvement of education and skills in the Archway area.

A mixed use regeneration that meet the needs of the local area is therefore sought for Archway providing a vibrant range and mix of uses, adding to the existing established employment, community and transport uses.

It will be important to ensure that proposals do not result in the dominance of one particular use within the area, but contribute to the creation of a lively and diverse quarter, without having a negative impact on the adjoining town and district centres.

In order to enhance Archway's district centre status and create an area well used at all times of the day and evening the following uses will be supported in principle:

- Residential
- Retail
- Offices
- Leisure
- Community services – including upgrades of existing services such as the Library and leisure centre including a pool.
- Training facilities for the local community, including possible links to the adjacent health and education campuses
- Workshops for start up businesses

These are not necessarily exclusive uses and as such there are possibilities for further cultural and suitable employment uses to respond to changing circumstances and proposals in the wider Archway area.

There are current initiatives linked with the potential redevelopment of parts of the Whittington Hospital site and the UCL and Middlesex Universities Archway campus. Development proposals for the core site should be mindful of these proposals as and when they are forthcoming. In turn it will also be important for proposals on these sites to build upon the principles and objectives in this SPD to ensure that they contribute to the regeneration of Archway as a whole.

- *Residential*  
For further information on the principles underpinning residential use please see the section on social sustainability below.
- *Retail*  
Expansion of the existing retail provision will be acceptable where it creates a retail environment that builds upon the existing provision in Junction Road and connects legibly with it.



For flexibility and adaptability of building stock, a mixture of retail floor plate sizes and use classes such as cafes, restaurants, pubs, shops, should be provided. Any proposed retail will need to meet the objective of encouraging sustainable modes of transport and as such should be car free with no single large unit dominating the unit mix.

A proportion of the retail floor space will be expected to allow for the retention and inclusion of local businesses and independent retailers and should respect, complement and enhance those existing retailers on Junction Road.

A full retail impact study will need to be undertaken to justify the level of any new retail floor space within a development proposal in order to ensure that the total amount of retail floor space within the district centre will not have a detrimental impact on other units within the location or in other adjoining town and district centres such as the Nags Head.

- *Office Uses*

Archway is recognised as an important employment location and it is desirable for the existing types of commercial and employment uses to be retained in some form on the site either in new or refurbished accommodation that meets the high standards of environmental sustainability outlined in this SPD.

Commercial uses that require larger floor plates and have the potential of creating disjointed environments and buildings with blank facades should be avoided.

Flexible units for offices, workshops, start up businesses and training facilities will be encouraged.

- *Community Uses*

In addition to the provision of the leisure centre and library additional community uses will be encouraged in proposals. Such facilities should be easily accessible from any existing or proposed public places and streets.

New community facilities should be integrated into new development and co-located with other community services or retail facilities creating a highly active public frontage but allowing for operations to be separate. Thought should be given to new forms of community facility and the brief for these should be subject to ongoing consultation with the community itself.

- *Training*

New development will need to provide training opportunities for the local community such as construction training, in accordance with the council's existing planning and regeneration policies and strategies such as the Employment and Training Code of Practice.

## *Social Sustainability*

Social sustainability seeks to ensure that development proposals meet the needs of all sectors of a community by meeting the aims of:

- Providing a decent affordable home for everybody
- improving the health of the population,
- reduce crime and the fear of crime, and
- encourage a sense of identity and welfare.

In order to contribute to the delivery of social sustainability proposals for development at Archway will need to meet the following principles.

- *Affordable housing*  
Residential units should provide for a range of unit types. They should include the provision of 50% affordable housing with a tenure split of 60% social rented and 40% intermediate. Further guidance in regard to affordable housing can be found in the Affordable Housing Guidance Note October 2006.
- *Housing mix*  
Any residential element should be tenure blind and provide a range of unit mix across all tenures. In regard to the affordable housing provision the unit sizes should meet the requirements as outlined in Islington's Affordable Housing Guidance Note October 2006.
- *Inclusivity*  
Proposals for Archway will need to embrace the principles of accessibility and inclusivity having regard to the latest Government and Islington guidance.

Proposals will need to address access issues through consultation with local groups representing disabled people and the submission of an Access Statement addressing key issues such as:

- Parking and vehicular access
  - Pedestrian circulation and transport links
  - Landscaping and footways
  - Wayfinding and orientation
  - Materials and finishes
  - Access to public buildings
  - Access to commercial buildings
  - Housing
- *Lifetime homes*  
All residential accommodation will be required to be designed to Lifetime Home Standards, and 10% of all accommodation should be specifically designed to permanently accommodate wheelchair users regardless of tenure and the size of the development. Further guidance is contained within Islington's interim

## 2 The creation of high quality public spaces

Archway suffers from poor quality public spaces dominated by the 1960's office accommodation of Hamlyn House and Hill House and Archway Tower. As stated earlier the core site is difficult to access and move within and between, particularly as a pedestrian. The delivery of high quality public spaces in Archway is dependent on the delivery of a high quality public realm taking into consideration the impact of the scale and massing of buildings as well as their design in order to provide an environment where people can visit, shop, relax and enjoy while providing links to the surrounding areas and uses in Archway.

### Scale and Massing

Any new development will need to enrich and complement the existing qualities of Archway. New development should take into account the scale, height and massing of neighboring buildings either new or old. They should relate to the local context and form a consistent and coherent urban structure, whilst maintaining a degree of variety in individual architectural styles. In particular the existing scale of Archway Close should be respected..

- *Height of buildings*

As indicated in the scale and massing diagram (figure \*), extensions to existing buildings or new buildings away from the site of the Archway Tower should generally remain in the height range of four to five storeys with scope to rise to 6-8 storeys to mark junctions or gateways where appropriate. All development will need to comply with the Council's existing guidance note for Building Heights (June 2005)

Variation in roof scape will be encouraged in order to distinguish street intersections/ junctions and can act as gateways to the development. This will help in creating character and identity and improving ease of movement.

Existing Key views to St Paul's Cathedral and Archway Bridge should be retained and the Council will resist any development that has an adverse impact on these protected views

- *Archway Tower*

Proposals for Archway Tower either through it's replacement or its retention and refurbishment will be supported by the Council. Proposals that involve the retention of Archway Tower will need to address the associated existing wind impact, due to downdraft caused by the Tower on the public realm especially around the entrance to the tube station fronting Highgate Hill.

In the instance that a proposal seeks to replace Archway Tower, any replacement building will be expected to conform to the constraints identified in this SPD with respect to Vorley Road, Macdonald Road and the protected view corridors. In addition overshadowing and wind impacts will need to be considered so that the quality of any existing or new public spaces are not compromised by the environmental impact of tall buildings.

The Archway Tower or any new replacement tall building should be modified

and/ or designed to optimise its potential to form a local landmark and help enhance the identity of the Archway district centre and wider framework area.

- *Microclimate*

The associated wind impact, due to downdraft, of existing or new tall buildings on the public realm should be minimised as part of any new proposals for Archway. If the Archway Tower is to be retained as part of a scheme the existing issues in regard to the wind at the base of the tower will need to be addressed.

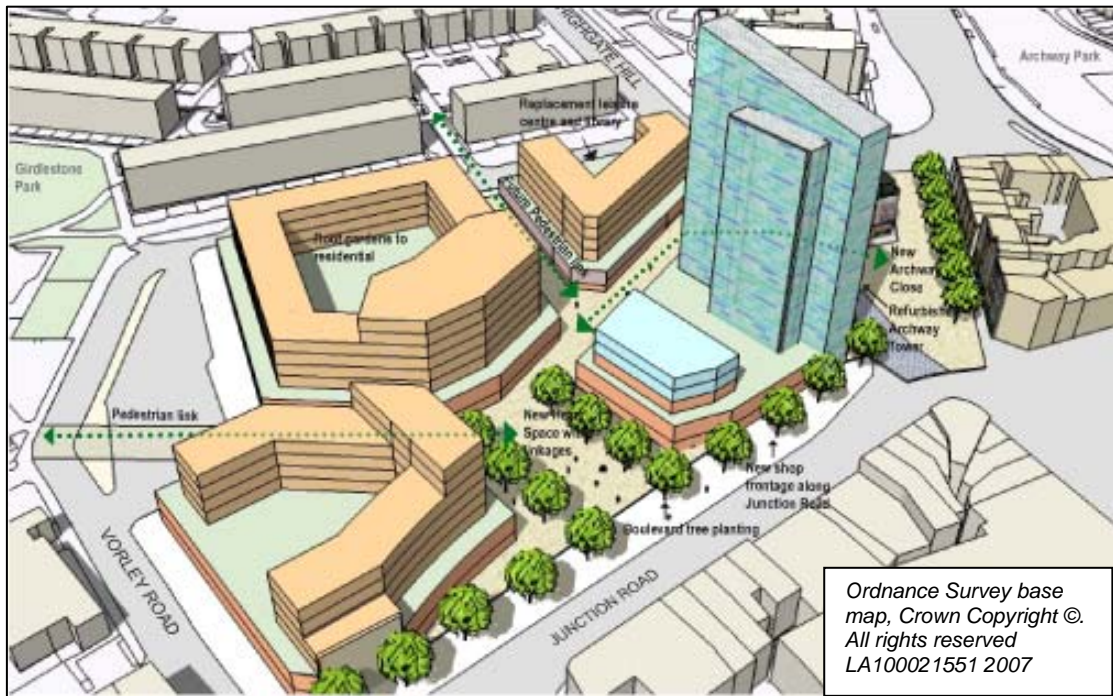


Figure 3: Scale and Massing Diagram (NB: Image for indicative purposes only)

## Public Realm

A new public realm needs to be created at Archway as part of the redevelopment process. It should be sympathetic to its location and incorporate contemporary features. Creating well connected public spaces to help to encourage social interaction.

- *Public Spaces*

A new square or public space must be provided as part of any proposals at a suitable scale to create a local intimate character to enhance Archway's role as an important district centre within the north of Islington and the wider locality.

Any public space should be located to allow for maximum surveillance and security but unlike the existing space, it must be connected through in all directions in order to attract people and make them feel secure.

There is a further opportunity to facilitate the creation of a public space adjacent to Archway Close, to act as an 'arrival space to Archway and provide an improved setting and context for the locally listed buildings. The creation of such a space in Archway Close must allow for the continuation of bus traffic

along lower Highgate Hill. The clear containment of the bus traffic and the creation of a safe pedestrian environment around bus traffic is essential.

- *Archway Market*

It is essential that any proposals allow for the continuation of the existing Archway market on Saturdays and the main public space is designed to facilitate a range of activities and creates an opportunity for use of the space by the local community.



Ordnance Survey base map, Crown Copyright ©. All rights reserved LA100021551 2007  
*Indicative public spaces diagram (NB: Image for indicative purposes only)*

## **Frontages**

Frontages contribute to how successfully a public space works by bringing activity to the surrounding areas. Proposals could make use of the change in levels across the site and incorporate uses that can connect through the change in levels as a continuation of the pedestrian environment, enhancing the links to the wider Archway area.



Ordnance Survey base map, Crown Copyright ©. All rights reserved LA100021551 2007

*Frontages (NB: Image for indicative purposes only)*

- **Residential frontages**  
New residential units should be located on the upper floors above active ground floor uses with entrances at street level and should adopt a simple perimeter block structure as indicated in the scale and massing diagram (figure\*\*). This will facilitate a successful high density development with well defined street frontages.
- *Frontages to Public spaces*  
The new public squares and other pedestrian streets set out in this guidance should similarly have strong frontages with active ground and first floor uses. Buildings fronting on to the squares should have a strong architectural presence and treatment, with variation in height to create an interesting streetscape.

The existing level change across the site should be incorporated into the public realm and continuous routes providing step free public access with activity along the desire lines across the whole area retained or created. The current arrangement of sunken or stepped areas which exist outside of Archway station adjacent to Highgate Hill and along McDonald Rd should be avoided and if this is not possible active frontages and spaces to provide interest and surveillance should be promoted.

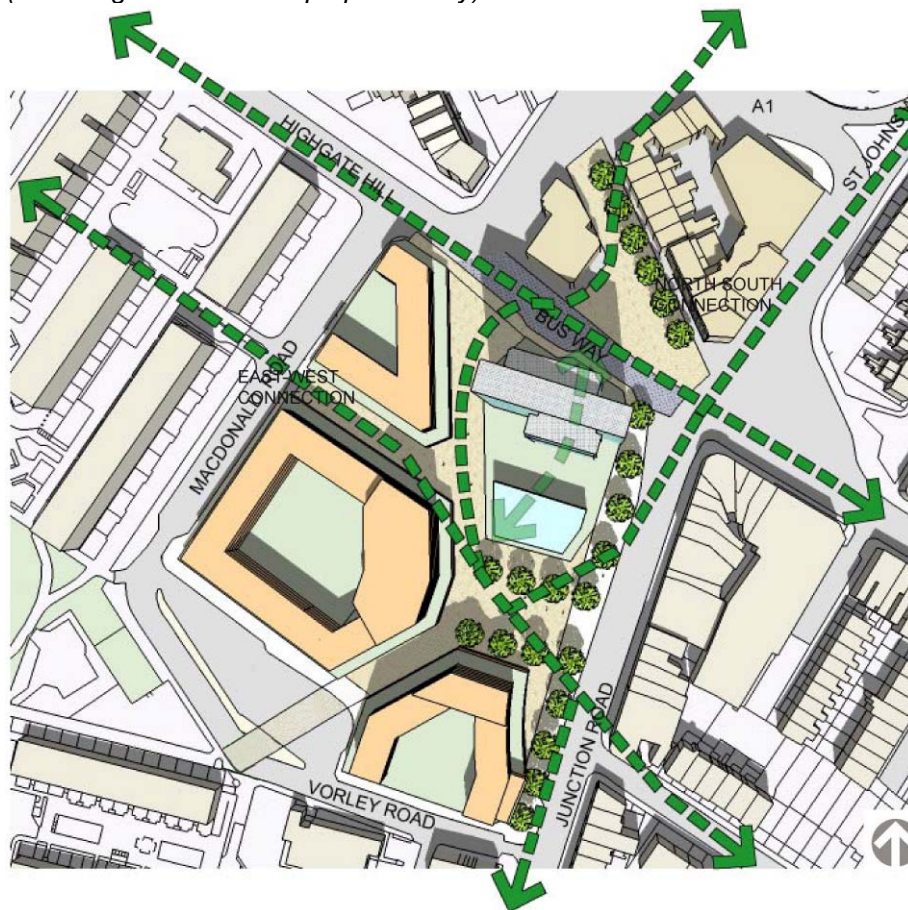
- *Archway Underground station*  
 There is already a focus of activity on Junction Road and Lower Highgate Hill at the entrances to the underground station and the interchange with buses. The opportunity to enhance this including through improvements to the public space and its use as well as through building design and use will be further considered by the Council and should be included as part of developers' proposals. TfL should be involved in order to take into consideration the existing proposals for step free access and ensure that there is no adverse impact upon public transport, the A1 or TfL property interests.
- *Highgate Hill*  
 There is currently a 3-4m level difference between the base of the tower and Lower Highgate Hill which creates an unpleasant microclimate and access difficulties. Therefore the redesign of the pavement area around the Archway Tower and outside of the existing library is of paramount importance. The base of the tower should be redesigned to address this issue and be at grade with Lower Highgate Hill and take up the level differences. This may require a part redesign of the underground station as the second entrance/exit is located within the sunken plaza.
- *Junction Road*  
 Any development will need to reinforce the importance of Junction Road as the main 'high street'. The building frontage along Junction Road should therefore be set back from the street slightly to widen the pavement. The frontage should be strong, consistent and have active ground floor uses to create a pleasant environment for pedestrians.
- *Vorley Rd / Mcdonald Rd*  
 Frontages and activities along Vorley Road and Macdonald Road should respect the residential nature of the surrounding areas and the current use of these roads by buses. Entrances to new residential development could be located along these edges. It is recommended that residential units edge the building blocks giving the street a strong sense of enclosure.
- *Public art*  
 The use of innovative Public Art should be well integrated within the public realm and should be provided as part of any proposals for Archway. Public Art can help create local character and identity and should be integral to any scheme from the start of the design process.

### 3 The improvement of the pedestrian environment

The pedestrian environment in Archway should enable people to move conveniently and freely through the area while providing clear and safe links to the surrounding uses such as Whittington Hospital and the Universities campus and existing parks and the Girdlestone and Miranda estates.

For maximum permeability, new development should establish and facilitate new pedestrian links across the core site. These links should create a logical pedestrian circuit connecting with the existing street network and any other public spaces to allow for a good quality environment at ground level. In developing proposals applicants should have regard to TfL's Streetscape Guidance and 'The Walking Plan for London 2004'.

*(NB: Image for indicative purposes only)*



- **Safety**  
Street design should ensure pedestrians will be more confident of crossing the surrounding roads in safety.  
  
In order to help facilitate pedestrian movement the signalled pedestrian crossings should be realigned to ensure easier and more direct routes for pedestrians. The detail of the alignments will need to be determined by a



separate technical study associated with the removal of the gyratory and implementation of public realm enhancements so that bus priority, safety, and other factors are satisfactorily accommodated

- *Public Realm around key nodes*

The existing public realm around the entrance to the tube station from Highgate Hill needs to be improved as part of any redevelopment. Development proposals will be expected to contribute to an improved environment around the entrance to Highgate Hill in order to create a safe accessible and direct link up to Highgate Hill from the tube station and subsequently to the facilities in the wider Archway area.

- *Linkages*

The links to the existing parks and open spaces need to be enhanced and upgraded as part of any wider regeneration strategy and linked into a comprehensive network of new street crossings to ensure that access to these spaces is improved and integrated into proposals for Archway.

Of primary importance is the creation of a direct east-west link connecting Junction Road to Whittington Hospital and a north-south link connecting Archway Park and Archway Close to Junction Road and Girdlestone Park, it is also desirable to create a route to the Mall area from MacDonald Road/Vorley Road. However the creation of such a link would need to take into account the operational requirements of the bus layover area in consultation with TfL.

The demarcation of street space for users (general traffic, public transport on the bus way, cycle way and footway) will need to be well defined, but it is very important that they are harmonious to create the overall impression of a unified high quality, primarily pedestrian space. Well designed facilities for cycle parking should be incorporated that integrate with extensions to the cycle network and link in to Archway Station to encourage cycle use.

- *Designing Out Crime*

New development should have regard to Circular 5/94 'Designing out Crime' and the police initiative 'Secured by Design' which encourages crime prevention measures and provides best practice on security and design matters.

It is essential for any new development to ensure natural surveillance and human presence.

## 4 The reconfiguration of the gyratory

The reconfiguration of the gyratory to reduce the impact of traffic on the immediate and surrounding areas is an essential principle that should guide proposals in the Archway area.

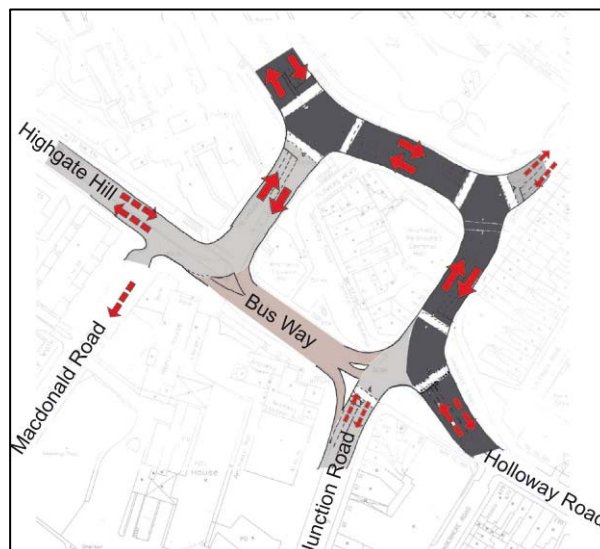
This SPD promotes changes to the public highway system at and around Archway to support the development principles outlined above. The final form of these measures will need to be discussed with LB Islington and Transport for London (TfL) as Traffic and Highway Authority following appropriate further consultation and detailed modeling in addition to the initial modeling undertaken (by MVA, available on request) in drafting this SPD.

Such analysis will need to address the following factors:

- General traffic impact
- Bus route impacts
- Cycle & pedestrian impacts
- Safety problems

- *Gyratory*

From consultation responses, the preferred option is to limit the A1 traffic along Holloway Road and Archway Road in a new reconfigured two-way road system. A new bus-way along Lower Highgate Hill would be able to provide a better transport interchange to the underground. Also the removal of the gyratory will reduce the 'race track' effect and improve pedestrian links to Archway Close.



Changes to the Gyratory

- *TfL Network Management Plan*

TfL are in the process of producing a Network Management Plan for the A1 corridor. As part of this plan TfL intend to look at the options for Archway Gyratory. Applicants will need to undertake detailed discussions with TfL and carry out further design and modeling work in order to develop a robust business case (technical and cost / benefit) for any gyratory changes.

- *Provision for cyclists*

It is essential that clear and high-quality safe cycling links are established for the benefit of the area that facilitate safe and quick through movement for cyclists as well as encouraging cycling to Archway as a destination. To achieve this objective, any building or development design should not only take this into account but also facilitate links to existing or proposed cycle routes and seek ways to complement the passage of cyclists through the area.

The implementation of two-way working on the remaining three sides of the gyratory should include the latest standards for cycle provision including cycle advance areas and lead in cycle lanes. Cyclists should be able to share the use of the proposed bus way in lower Highgate Hill. Space should be available for secure cycle parking for those who wish to continue their journeys by public transport.

## 5 Enhance / replacement of the Existing library and leisure centre

The enhancement or replacement of the leisure centre and the library is essential in providing for the health and education needs of residents in the north of the borough, while also contributing to the future sustainability of London as a sustainable City...

Any new development therefore must provide community and leisure facilities that meet the strategic needs of the borough in this location. Proposals affecting the existing leisure centre and library will be required to ensure that the re-provision of these facilities are provided and that new facilities are in place prior to enhancement or replacement of the existing building. This is in order to ensure that the local community continues to have access to these services throughout the regeneration of the Archway area.

In a comprehensive approach to the site it may be appropriate to locate any new facilities such that they are in a location that takes advantage of pedestrian movement within the site and takes account of the links to the hospital and the universities campus.

The opportunity to co-locate library leisure facilities within any redevelopment of the site. should also be investigated further with the Council in drawing up proposals.

# 05 IMPLEMENTATION

The SPD for Archway provides a vision and a set of clearly defined principles for achieving the development and regeneration objectives. The Framework will provide a tool to promote and facilitate the development and regeneration of Archway.

Delivery of the development vision for Archway will require concerted and coordinated action and commitment from the public, private and voluntary sectors.

5.2 This following section sets out guidance on the implementation and delivery of the Framework.

## **Land Ownership**

5.4 The site is within a mix of public and private ownerships. The public interests in the site comprise the Local Authority swimming pool and the Vorley Road Bus Stand / layover situated in the north western corner of the site. The remainder of the site is within a number of private ownerships, many of which are subject to a multitude of leasehold interests.

## **Regeneration Principles**

5.3 A number of delivery principles underpin the implementation of the Framework:-

- Development must accord with the Framework Vision, Objectives and Principles
- Development must be viable to ensure that proposals can be delivered while meeting all of the principles stated above
- Delivery of built development, infrastructure proposals and public realm improvements are closely linked. The provision of new infrastructure, in particular the alteration of highways, the provision of improved pedestrian routes, enhancement of the public realm and public transport improvements are fundamental to achieving the objectives
- The library and leisure centre must remain operational throughout the development of the area. Any new facilities should be provided before the closure and redevelopment of the old facilities.
- There will be a need for continued consultation and community engagement during the implementation phases to ensure that the community have the opportunity to input into the design of proposals to ensure that they continue to meet the communities aspirations.

## **Monitoring**

As required by government guidance the SPD will be monitored annually through the annual monitoring report in order to ensure that it is delivering the outcomes sought.

## **Planning Applications**

All planning applications will be required to be accompanied by the information set out in the Council's validation checklist and in addition a;-

- Master plan- showing how the application proposal relates to the wider area
  - Design and Access Statement
  - Transport Impact Assessment
  - Environmental Impact assessment
  - Sustainability statement
  - Energy Statement / energy strategy  
clearly showing the contribution, both in energy and carbon dioxide terms, of there respective energy efficiency, combined heat and power, and renewable energy proposals above legal minimum build standards.
  - Full retail impact assessment  
where additional retail units are proposed
  - Statement of Community Involvement
- 4.11 Applications which are premature or jeopardise beneficial development of Archway in accordance with the Development Framework, will be rejected.

### **Planning Obligations / Developer Contributions**

Planning obligations are the mechanism by which measures are secured to ensure that developments comply with policy and mitigate any adverse impacts, thus enhancing the quality of both the development and the wider area. They are meant to ensure that the development makes a positive contribution to sustainable development providing social, economic and environmental benefits to the community as a whole.

- 4.12 The current guidance for development contributions is contained within the 2003 community benefits SPG. However a draft SPD on Planning Obligations will be consulted upon in 2007 this SPD provides guidance in relation to the type, level and delivery of contributions.
- 4.14 LB Islington has standard requirements associated with new development regarding the provision of contributions for environmental, streetscape and community improvements which will be applicable to schemes within and in the vicinity of Archway. With Archway there will be emphasis placed upon:
- improvements to the public realm.
  - Public art.
  - Contributions to the removal of the gyratory
  - provision of sustainable transport measures
  - Compliance with the Code of Employment and Training, the Code of Local Procurement and the Code of Construction Practice
- 4.17 Contributions related to other planning priority areas may be sought by LB Islington, including the promotion of employment and training, health facilities and education provision. Other obligations may also be deemed necessary depending on the detail of the particular scheme and its impacts as a result of-proposals coming forward.

# Appendix 01

## PLANNING POLICY CONTEXT

### **The London Plan 2004**

The London Plan identifies a number of important environmental goals that developers will need to consider. These include:

- Tackling the causes of climate change by reducing CO2 emissions by making new developments as energy efficient as possible,
- Requiring new developments to incorporate district heating and combined heat and power systems where they are feasible, and
- Require new development to generate 10% of the proposals energy needs through on-site energy generation from renewable energy sources. (policy 4B.6)

In addition to these sustainability objectives the London Plan identifies Archway as an area in need of regeneration (policy 2A.4) and a district centre. As such the London Plan sees Archway as a highly accessible sustainable location, and is therefore an important site in achieving the London Plans aim of integration between development and transport. Archway is seen by the Mayor as a place where economic growth should be focused and, an area that can accommodate high trip generating uses such as offices, retail, high density housing, leisure and community facilities.

### **Proposed alterations to the London Plan**

In 2006 the Mayor of London published a series of alterations to the London Plan. The alterations relevant to development in Archway were contained in the document "Further Proposed Alterations to The London Plan". The alterations require all future developments to meet the highest standards of sustainable design and construction.

The alterations strengthened the existing requirement to include energy efficient building design and heating/cooling technologies within developments (Policy 3D.1).

It also raised the target for developments to achieve a 20% reduction in CO2 emissions through onsite renewable energy generation in accordance with the Mayor of London's Supplementary Planning Guidance on Renewable Energy (Policy 4A.2ii).

The alterations stress that heating, cooling and power systems should be selected for new developments to minimise CO2 emissions. The need for active cooling systems should be reduced as far as possible through passive design including ventilation, appropriate use of thermal mass, external summer shading and vegetation on and adjacent to developments. The heating and cooling infrastructure for new developments should be designed to allow the use of decentralised energy (including renewable generation) and for it to be maximised in the future. (Policy 4A.5i)

The Mayor indicates that the GLA will support measures to produce a lower environmental impact from the existing stock of buildings by supporting policies and programmes for refurbishment of buildings which will reduce carbon emissions,

increase thermal efficiency, reduce waste and noise impacts, conserve water materials and other resources.(Policy 4.B.4i)

## **Islington Unitary Development Plan 2002**

### *Special Policy Area*

2.15 Archway is identified as a special policy area where the Council wishes to see a vibrant centre for the local community including improved shops and local facilities. On the basis of identified high levels of deprivation the need for a holistic approach to regeneration is recognised. (Policy E12)

2.16 Within these areas, the Council states that we will:

- secure employment opportunities for local residents;
- develop partnerships with a wide range of partners from the public, private and voluntary sectors to secure comprehensive and sustainable regeneration;
- identify locations for business and other uses;
- attract and assist new economic sectors, and strengthen existing sectors, particularly those which meet local needs for goods, services and employment.
- secure the development or re-use of vacant and under used land or buildings;
- bring forward new investment opportunities whilst improving the environment.

### *Area of Opportunity*

2.17 Within the Adopted UDP we have designated Areas of Opportunity where we wish to see investment during the plan period. (IMP11) These Areas of Opportunity are indicated on the Proposals Map. The process for establishing investment in these areas will involve site assembly and feasibility studies to identify development potential of sites; consultations and consideration of preferred uses and a development strategy to bring sites into use for the agreed purposes.

### *Priority Area for Regeneration*

2.18 The UDP recognises that Archway has an important district shopping role, and has identified the area as a priority area for regeneration. This broader area strategy aims to integrate development and environmental improvement in ways which will benefit the whole area, by

- encouraging the best possible use and layout of development sites;
- improving the transport interchange and reducing the impact of car traffic;
- promoting public space improvements;
- removing the existing gyratory traffic system. (Policy Imp19)

### *Shopping*

2.19 Archway is designated a District Shopping Centre under policy S17 in recognition of its size and importance. The Council wishes to see Archway developing as a vibrant centre for the local community, including improved shops and local facilities. However due to the closeness of Archway to the Nag's Head, which is designated as a town centre in the UDP, the plan states that Archway is not considered suitable for large scale shopping

development.

- 2.20 In addition to this the UDP seeks to ensure that local retail uses are protected and enhanced in district centres as well as enabling the provision of improved shops and local facilities in the area. (Policies S17 - S27)

#### *Conservation Areas*

- 2.21 There are two conservation areas in close proximity to Archway (see Figure 5). Whitehall Park Conservation Area is located to the north and St. Johns Grove Conservation Area to the south. A small section of the St. Johns Grove Conservation Area runs along the eastern side of Junction Road very close to the Archway site. Any impacts from future development will therefore need to be considered carefully to ensure that the appearance and character of the two conservation areas are retained and preserved. (Policies D20 – D33)

#### *Archaeological Priority Areas*

- 2.22 The area bounded by Annesley Walk, Highgate Hill and Macdonald Road is identified as the St. Anthony's Leper Hospital, Chapel and Cross archaeological priority area. The Council will seek to ensure that important archaeological remains are protected and enhanced. (Policy D45)

#### *Views*

- 2.23 There are two designated local views across Archway; both are local views to St Paul's Cathedral. The first view point is from Archway Road and the second from Archway Bridge. The Council will seek to ensure that these views are retained and will resist any development that has an adverse impact on these views. (Policies D17, LV4 and LV5)

#### *Quality Design*

- 2.24 All new development should form a natural part of the urban structure and contribute to the character of the area by reflecting elements of the relevant context. Of particular importance are town centres, railway stations and main and secondary road frontages including Archway District Centre (Policy D4). Further guidance is contained within the Islington Urban Design Guide Supplementary Planning Document.

#### *Supplementary Planning Guidance*

- 2.25 Islington Borough Council has prepared a number of documents that supplement the UDP. These are 'saved documents' until replaced by the Local Development Documents. In addition, as part of the Council's LDF a number of Supplementary Planning Documents will be prepared over the coming years.
- 2.26 All relevant documents should be suitably addressed throughout the process of preparing development proposals and applications. Particular reference is made to the following SPGs.
- Affordable Housing - guidance note 2006
  - Building Heights - guidance note
  - Car free Housing
  - Green Construction
  - Islington Streetbook



- Lifetime Homes & Wheel Chair Housing - guidance note 2006

## **Islington Sustainable Transport Strategy**

The Sustainable Transport Strategy (STS) or Local Implementation Plan (LIP) for Islington Council outlines the council's transport objectives, policies and programmes for the next ten years, up to 2016. The strategy has been developed based on the council's 'One Islington' priorities of 'Listening to Islington', 'Stronger communities' and 'A cleaner, safer and greener borough'. The Mayor of London required all London boroughs to produce a Local Implementation Plan (LIP) setting out how they will contribute to the implementation of the Mayor's Transport Strategy over the next few years.

This strategy has been written to

- communicate Islington Council's transport strategy to Islington's residents, businesses, partners and other stakeholders
- contribute towards the council's new planning policy, the Local Development Framework (LDF), which is being developed alongside the transport strategy and will replace the existing Unitary Development Plan (UDP) over the next two years
- consolidate all existing transport strategies for Islington, including the 1999 'Making the Connections: Islington's Sustainable Transport Strategy' and the 2001 'Interim Local Implementation Plan' (ILIP)
- be used as a strategic tool by council officers to assist longer term programming and co-ordination of transport improvements
- fulfil the Mayor of London's requirement for all London local authorities to develop a Local Implementation Plan' (LIP) showing how they will help to implement the Mayor's Transport Strategy (MTS) for London over the next three years

This strategy will guide the next ten years of transport investment in Islington to ensure that quality of life in Islington is improved now, and that any improvements are 'sustained' in the years to follow. It focuses on sustainability in the broadest sense, aiming not only to protect the environment but also to improve the social and economic impacts of the transport network. The measures contained in the strategy have been selected to benefit Islington's existing communities as well as the needs of future generations and the broader global community of which Islington is a part.

Further information on the STS and LIP is available from the Islington Council website at the following address:

[www.islington.gov.uk/Transport/SustainableTransportStrategy/](http://www.islington.gov.uk/Transport/SustainableTransportStrategy/)

## **non-statutory guidance for development control purposes (June 2007)**

### *Sustainable Buildings*

- 2.31 Policy CS1 requires new developments to achieve sustainable development including a reduction in CO2 emissions.

### *Open space and bio-diversity*

- 2.32 Policy CS2 requires new housing in locations well served by public transport to be car free and for developments generating a large number of trips to be

located in town centres.

- 2.33 Policy CS3 resists the net loss of public open space and seeks to provide additional open space (public and private).

#### *Housing Provision*

- 2.34 Policy CS4 supports an increase in the number of homes in Islington and therefore seeks to encourage residential development through a range of measures including the provision of housing in mixed use schemes. However, where high density schemes are proposed there is a requirement for these to make a positive contribution to the local area and to be supported by adequate infrastructure.

#### *Building Heights*

- 2.35 Policy CS6 identifies Archway as an area suitable for tall buildings subject to a high standard of design and that make a positive contribution to the public realm.

#### *Retail and Hotels*

- 2.36 Policy CS8 seeks to ensure that all new retail developments are located within existing town and district centres.

#### *Local Distinctiveness.*

- 2.37 Policy CS10 seeks to protect and enhance the character of Islington through policies on conservation, land use, views, landmarks and the design of buildings and spaces.

#### *Housing Need*

- 2.38 Policy CS18 requires the provision of 50% affordable housing with a tenure split of 60% social rented and 40% intermediate. . Further guidance in regard to affordable housing is contained in the Affordable Housing Guidance Note (October 2006).

#### *Access*

- 2.39 Policy CS20 seeks to ensure that buildings, spaces and transport systems are suitable for people with a disability and that the requirements of the Disability Discrimination Act and Building Regulations are exceeded. As such all new housing should be built to lifetime homes standards and 10% should be built to Lifetime Homes and Wheelchair Housing Guidance Note (2006).

#### *Supplementary Planning Documents*

- 2.40 As part of the policy framework under the LDF, we are also in the process of adopting a series of SPDs. Potential applicants should have regard to the current timetable set out in the Local Development Scheme to ensure that forthcoming guidance is considered in the future proposals. The following SPD's have been adopted and will be a material consideration in considering proposals for Archway:

- Islington Urban Design Guide (2006)
- Nags Head Town Centre Strategy

# Appendix 02

## Other Background Information

### *A1 Borough Strategy*

The A1 Borough strategy produced in 2005 identifies the A1 as a key corridor through the Borough and an area which will attract a high level of both public and private investment. Archway is a key node to the north of the corridor and therefore its regeneration will form an integral part of the overall regeneration of the A1. Eight meeting places and 'stitches' have been identified including The Archway.

For further information on the A1 Borough Strategy you can visit Islington Council's website at the following address:

<http://www.islington.gov.uk/Community/A1Borough/default.asp>

### *Retail Capacity Study, December 2005*

Consultants Donaldsons were commissioned by LB Islington in 2005 to undertake a Retail Capacity Study of the Borough. The purpose of the study was to guide decisions on the amount and location of future retail floorspace to be identified in the LDF. The study examines retail growth until 2016 to cover the timescale of the LDF.

The retail study acknowledges that there are identified difficulties in forecasting the capacity for retail in Inner London. These are due to:

- The large numbers of secondary shops along main roads connecting the defined centres
- Coalescence between defined town centres and linear secondary shopping
- The existence of street markets and stalls
- Close proximity to the extensive general specialist shopping areas in Central London

Because of these unavoidable difficulties, which apply significantly in Islington, the retail capacity forecasting could only be undertaken in broad terms as a means of exploring relationships between population change, expenditure growth, and existing retail floorspace provision.

However, the study concludes that there is an identified need for new food and non-food retailing at Archway and that based on the evidence of demand, qualitative need, the availability of a potential development site in Archway (and the lack of such sites in the other main centres in the borough). Archway would be an appropriate location for a substantial retail led mixed use regeneration. This would capitalise on the good public transport links at Archway, as well as its strategic location on the road network.

### *Employment Study, September 2005*

The employment study was carried out by consultants (Atkins) in order to provide a systematic, robust assessment of the availability of, and demand for, land and

premises in the whole of the Borough.

A copy of both the Islington retail study and employment study are available to download from our web site at the following address:

[http://www.islington.gov.uk/Environment/Planning/PlanningPolicy/localdevelopmentframework/Evidence\\_Base/](http://www.islington.gov.uk/Environment/Planning/PlanningPolicy/localdevelopmentframework/Evidence_Base/)

If you would like a copy of this document in another format such as large print, braille or audiocassette, please contact John Norman on 020 7527 2000 or email [contact@islington.gov.uk](mailto:contact@islington.gov.uk)

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edin ya da \_u adrese elektronik mesajla iste\_inizi bildirin **contact@islington.gov.uk**

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