

Former Territorial Army Site 65-69 Parkhurst Road, Islington, London



Planning Application by Parkhurst Road Limited **Health Impact Assessment**

January 2016

65-69 Parkhurst Road, Islington

Health Impact Assessment



Contents

1.	Introduction	1
2.	Background to the Scheme	2
3.	Policy Background and Methodology	3
4.	Potential Impact of Development	5
5.	Conclusion	12

Appendices

Appendix A

HUDU Healthy Urban Planning
Checklist Desktop Health Impact
Assessment



1. Introduction

1.1. This document is submitted to support a revised planning application for the redevelopment of the site at 65-69 Parkhurst Road, N7 0LJ.

1.2. The application seeks to comprehensively redevelop the site to provide a high quality residential development, comprising 96 residential units (use Class C3) and associated parking, infrastructure and landscaping works. The Description of Development is provided below:

'Demolition of existing buildings and erection of new buildings rising from 2 to 6 storeys, to deliver 96 new residential homes (use class C3), together with associated cycle parking, car parking, highways, landscaping and infrastructure works.'

1.3. The purpose of this Health Impact Assessment (HIA) is to assess the potential health risks and benefits that would result from the development, and to consider whether there is sufficient capacity within the local health service to cater for the additional demand that would be placed upon it.

1.4. It is noted that this Health Impact Assessment has been prepared in support of a revised full planning application for the redevelopment of the Former Territorial Army Site at 65-69 Parkhurst Road, London N7. This application is a resubmission of a full planning application (ref: P2013/4950/FUL) which was submitted to the London Borough of Islington in December 2013 for a comprehensive redevelopment of the site to provide a residential development. The application was refused by the Council as such an appeal was lodged by the developer. The appeal (ref: APP/V5570/A/14/2227656) was dismissed in September 2015 because of the effect of the proposal on specific parts of the local character and appearance, and neighbouring amenity. This revised application addresses the specific concerns identified by the Inspector, by reducing the scale of development on the western and eastern boundaries of the site and introducing detailed design measures. The previous scheme was found to be acceptable in all other respects (including in relation to health matters) and the Development Plan for the site remains the same as it was at the time of the appeal; therefore, this assessment should be read in the context of this background.



2. Background to the Scheme

- 2.1. The application site is located within the London Borough of Islington, on the north side of Parkhurst Road in a predominantly residential area. The site extends to approximately 0.578 hectares. It is occupied by a number of utilitarian buildings (ranging from 1 – 3 storeys) plus extensive areas of hardstanding associated with its former use of the site by the Territorial Army (TA) as a TA/Reserve Forces and Cadet training centre.
- 2.2. The site benefits from excellent access to public transport and has a Public Transport Accessibility Level of predominantly 6a. It is approximately 800 meters northwest of Holloway Road Underground Station and there are a number of bus services available from nearby providing direct services to and from central London
- 2.3. The proposals for this site include the erection of buildings rising up to a maximum of 6 storeys to the rear of the site providing 96 residential units, ranging in size from 1 bedroom to 4 bedroom apartments containing 294 habitable rooms. The development is predominantly car free with disabled and drop-off parking bays provided on-site only.
- 2.4. The proposed development incorporates a number of initiatives to maximise the sustainability credentials of the scheme. The proposed energy strategy will reduce CO₂ emissions by 39% against Building Regulations 2013 Part L, green roofs and sustainable urban drainage measures are proposed. Furthermore, cycle parking is proposed in excess of the local planning policy requirements; the accompanying Transport Assessment identifies that 196 spaces are required by local planning policy and the development proposes 203 spaces.

3. Policy Background and Methodology

- 3.1. The Islington Core Strategy was adopted by the Council on the 17th February 2011. Policy CS19 (Health Impact Assessments) of the Core Strategy outlines the requirement for all new major developments to conduct a Health Impact Assessment. It states that:

“To promote health and reduce health inequalities, all new major development proposals will be required to conduct a prospective Health Impact Assessment (HIA). Funding will be sought from S106 developer contributions where longitudinal impact assessments are indicated.”

- 3.2. Policy DM6.1 of the Development Management Policy DPD (June 2013) states that:

“Developments are required to provide healthy environments, reduce environmental stresses, facilitate physical activity and promote mental well-being.”

- 3.3. The London Plan (2015) also requires the impacts of major development proposals on the health and wellbeing of communities to be considered through the use of HIA's. Policy 3.2 states that:

“New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.”

- 3.4. And that:

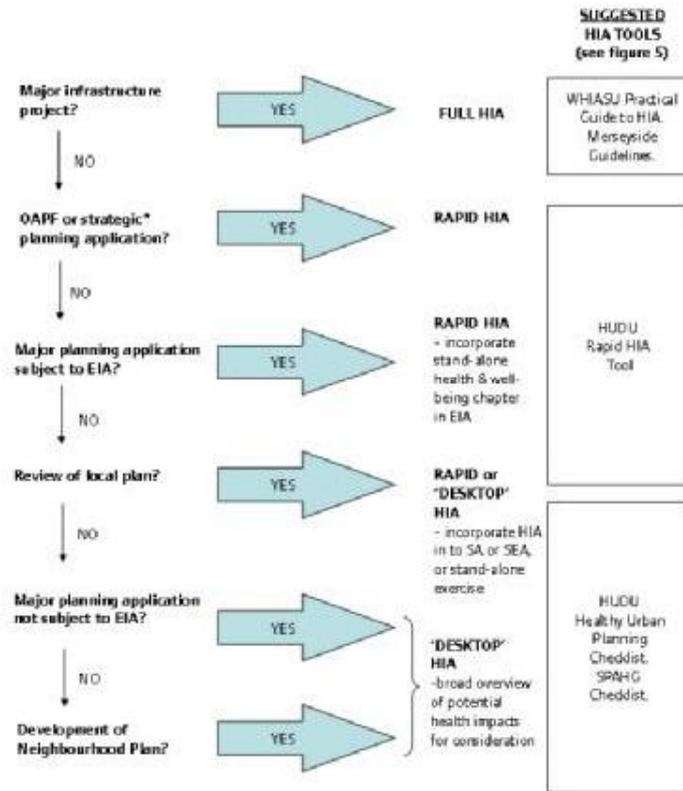
“New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.”

- 3.5. Policy 3.16 (Protection and Enhancement of Social Infrastructure) in the London Plan also seeks to maintain and enhance existing social infrastructure, and for developments to provide additional infrastructure for the growing and diverse population.

- 3.6. In assessing the potential health impact of the proposed development, this HIA follows the assessment criteria and procedure advocated by the Mayor of London Social Infrastructure Supplementary Planning Guidance (SPG) (May 2015), which states that:

“HIA is a practical decision making tool that enables the potential positive and negative impacts of a proposal on health and wellbeing to be considered in a systematic and objective way.”

- 3.7. The SPG provides guidance on the different types of HIA, and the scope of the assessment. Figure 4.4 (reproduced below) suggests that major planning applications not subject to EIA need to undergo a 'Desktop HIA'.



* Referred to the Mayor of London

Methodology

- 3.8. As such, in preparing this assessment regard has been had to the London Healthy Urban Development Unit (HUDU) Healthy Urban Planning Checklist 'Desktop HIA' (June 2015).
- 3.9. The assessment will consider those health impacts that are directly related to the proposal as well as indirect influences on the wider community.



4. Potential Impact of Development

4.1. This section considers the impacts of the development in terms of the key health considerations as detailed within the NHS London (HUDU) Healthy Urban Planning Checklist.

Healthy Housing

4.2. Access to decent and adequate housing is an important consideration in terms of the health and well being of a resident population. Inappropriate design, orientation and materials in a development can all contribute to a number of health problems. This is not just in terms of physical health impacts such as overcrowding or sanitation, but also mental influences such as community welfare and depression.

4.3. In relation to these considerations, the proposed residential accommodation has been designed to create a safe, secure, inclusive, and attractive environment for residents. All units have been designed to avoid awkward shaped rooms and space and provision has been made for a number of family sized units.

4.4. In terms of access to decent and adequate housing for all, all of the homes have been designed to meet the minimum space standards set out in the London Plan and to also adhere to the relevant Building Regulations, the standards contained within the London Housing SPG and the Council's own Flexible Homes standards. The housing has been designed to provide adequate internal daylighting and sound insulation; further, each home will have access to private amenity space. All units provide dual aspect. 10% of the proposed homes have been designed to be adaptable to wheelchair housing, and the communal and landscaped areas have been designed to take account of the principles of best practice inclusive design.

Active Travel

4.5. Walkable access to a range of services minimises the need to travel and provides greater opportunity for social interaction. Buildings should also be well designed and safe to encourage all groups to use them. Furthermore, reducing the dependence upon private vehicles can lead to an increase in physical exercise which can reduce levels of heart disease and other chronic illnesses.

4.6. The site is excellently located in terms of access to public transport and a range of services, indicated by its high PTAL rating across the site of predominantly 6a. Its proximity to Holloway Rd underground station discourages the use of private vehicles, as does the lack of residential parking spaces across the site, the provision of cycle parking and implementation of a Travel Plan. Furthermore the proximity of the site to the Nags Head Town Centre also encourages walking as the centre provides a range of convenience shopping facilities.

4.7. Both the internal and external environments have been designed to maximise accessibility for all with paved areas connecting all parts of the site and level access within the accommodation. All entrances to the accommodation are provided at ground floor level and the internal layout is designed in accordance with the best practice accessibility standards, adhering the London Plan and LBI standards.



4.8. In addition, the site layout has been designed to provide the potential for future links through the site from Parkhurst Road to Tufnell Park Road.

4.9. **Healthy Environment**

Air Quality, Noise and Neighbourhood Amenity

4.10. Poor air quality can contribute to a number of health conditions such as lung disease and asthma. Developments creating a lot of noise pollution can also have a negative health impact on a local population via hearing impairment and sleep deprivation.

4.11. In terms of the impact of the development upon air quality, an Air Quality Assessment has been submitted in support of the application. This concludes that the proposed development will not lead to any significant impacts to local air quality. In addition, the proposed energy strategy for the development aims to reduce the CO₂ emissions of the scheme by 39% through the use of energy efficiency measures, the installation of a combined heat and power plant and photovoltaic panels.

4.12. In terms of the noise impact of the development, a noise assessment has been submitted in support of the application. The report confirms that acceptable internal environments are achievable within the proposed residential accommodation taking account of local planning policy requirements. The residential land use means that there are unlikely to be any noise impacts on neighbouring amenity.

Access to Healthy Foods

4.13. The importance of a healthy diet cannot go understated. However, planning can often overlook the importance of food in terms of affordability and access. The proposed development is located in close proximity to Nags Head Town Centre and has a PTAL rating of predominantly 6a meaning that occupants of the development will be able to easily access sufficient choice when purchasing food.

Opportunities for Physical Activity

4.14. Reducing dependence upon vehicles and maintaining access to open space encourages physical exercise and reduces the susceptibility of a population to both physical and mental health problems.

4.15. The design of this development actively encourages walking and cycling over the use of private vehicles, as will the Travel Plan which will be implemented upon occupation. The proposed development is to be car free with only two disabled and one drop-off car parking space provided for residents. The development proposes 203 cycle parking spaces.

4.16. In addition, adequate play provision is provided for the future children of the development, and publically accessible play facilities are also proposed.

Crime Reduction and Community Safety

4.17. Crime reduction can be enhanced through careful planning and urban design by creating active public spaces that benefit from natural surveillance and decrease the opportunities for anti-social behaviour. Crime itself can lead not only to physical injury, but also psychological issues such as victimisation and



fear of crime. In terms of community safety, developments can include measures to increase the safety of pedestrians and road users.

- 4.18. The proposed development will create activity at ground level through the provision of front doors to the ground floor properties. Upper floor accommodation will provide natural surveillance over the public realm. This will make the environment far more attractive to pedestrians. This will create a safe and attractive pedestrian route along Parkhurst Road and also internally within the development site. It is also relevant to note that the LBI Secure by Design officer has been consulted and their recommendations have been incorporated into the scheme design to ensure that opportunities for crime are designed out. It is noted that the Secure by Design Officer did not object to the previous application.
- 4.19. A comprehensive CCTV installation will also be provided on site, if considered necessary. The CCTV installation would be supplementary to the presence of an on-site building manager and would not be considered to be a replacement for the essential presence of responsible staff on site. The 24-hour monitoring and good management will increase security.

Climate Change

- 4.20. Addressing climate change through mitigation measures can reduce vulnerability to flooding and health impacts associated with extreme weather and seasonal events. Developments that take advantage of sunlight, tree planting and accessible green/brown roofs also have the potential to contribute towards the mental wellbeing of residents. The orientation of the development will maximise the south facing aspect of the site, and a comprehensive landscaping scheme will provide for tree planting and biodiversity green roofs. Furthermore, all homes will have dual aspect.
- 4.21. In terms of providing sustainable and energy efficient accommodation, the proposed development incorporates a number of initiatives to maximise the sustainability credentials of the scheme as set out within the Sustainability Statement and Energy Statement. The proposed energy strategy for the development aims to reduce CO2 emissions by 39% through the use of energy efficiency measures, photovoltaics panels and a combined heat and power plant. The new development will also incorporate other sustainability measures such as green roofs, water efficiency and sustainable urban drainage systems.

Resource Minimisation

- 4.22. Through encouraging reduction, reuse and recycling of waste and ensuring that it is disposed of correctly, contributions are made to improving the quality of the environment which can also improve health directly and indirectly. Locating development on brownfield land also ensures that land is effectively used, recycled and enhanced.
- 4.23. The development proposes the efficient use of land by redeveloping a brownfield site to provide an attractive residential development.
- 4.24. In terms of the reuse and recycling of waste, a Site Waste Management Plan has been submitted with this application that provides details of how waste will be collected and disposed of effectively and in accordance with the appropriate standards during construction and demolition. The Design and Access

65-69 Parkhurst Road, Islington

Health Impact Assessment



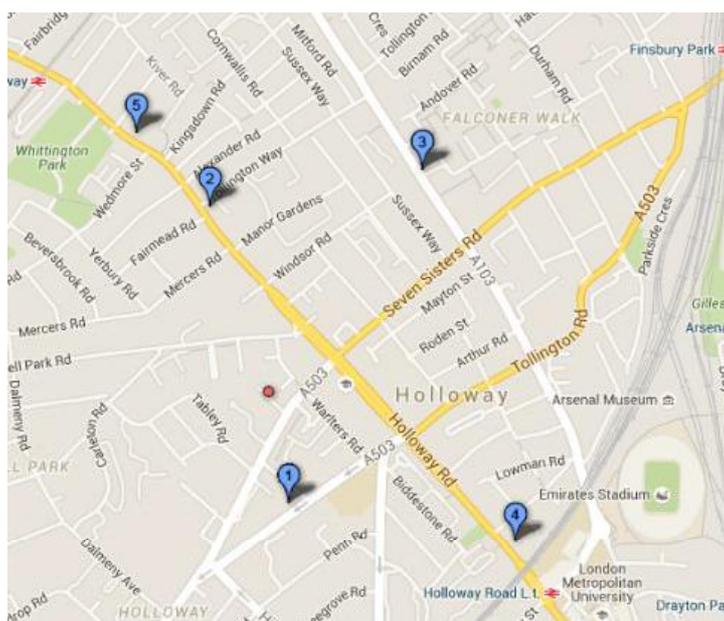
Statement provides details of the refuse and recycling storage provision within the development during the operation phase.

Vibrant Neighbourhoods

- 4.25. Provision and access to good quality public services is required to develop strong, vibrant and sustainable communities and has a direct positive effect on human health.
- 4.26. The location of the proposed development affords excellent access to a number of community services within close vicinity of the site. The site also has exceptional links to public transport connection by bus, underground and rail, and is located within close proximity to the Nags Head Town Centre.
- 4.27. The principal consideration therefore is whether the residents of this development will have suitable access to local health services and whether this increase in demand will negatively affect the service currently afforded local residents.

General Practitioners and Hospitals

- 4.28. The Whittington Hospital is the nearest general hospital, located approximately 1.5 km from the site. The site has exceptional transport links being located approximately 800 metres northwest of Holloway Road Underground Station, and close to a number of other stations and bus stops; therefore, the site has excellent public transport access to hospital facilities.
- 4.29. According to the ICCG Strategy 2011 - 2016, there are 37 existing GP practices within Islington. We have assessed the number of GPs within 800m of the site on Parkhurst Road, depicted on the map below. We have established that there are 22 GPs within 5 practices, the locations of which are identified in the map below.



65-69 Parkhurst Road, Islington

Health Impact Assessment



4.30. In order to gain an indication of capacity, we have made informal enquiries to each surgery within 800m of the site to confirm the number of doctors at each practice and whether new patients are being taken on. The following table summarises our findings:

	Practice	Address	No. of GPs	Practice List Open?
1	Partnership Primary Care Centre	331 Camden Rd Islington N7 0SL	4	YES
2	The Northern Medical Centre	580 Holloway Road London N7 6LB	5	YES
3	Andover Medical Centre	270-282 Hornsey Road London N7 7QZ	8	YES
4	Dr Gupta VK	272 Holloway Rd London N7 6NE	1	YES
5	Archway Medical Centre	652 Holloway Road London N19 3NU	4	YES
		TOTAL	22	

4.31. In total there are 22 GPs practicing within this area and we can confirm that all 5 practices within 800m of the site are currently registering new patients, demonstrating that the existing facilities have capacity for increase in demand.

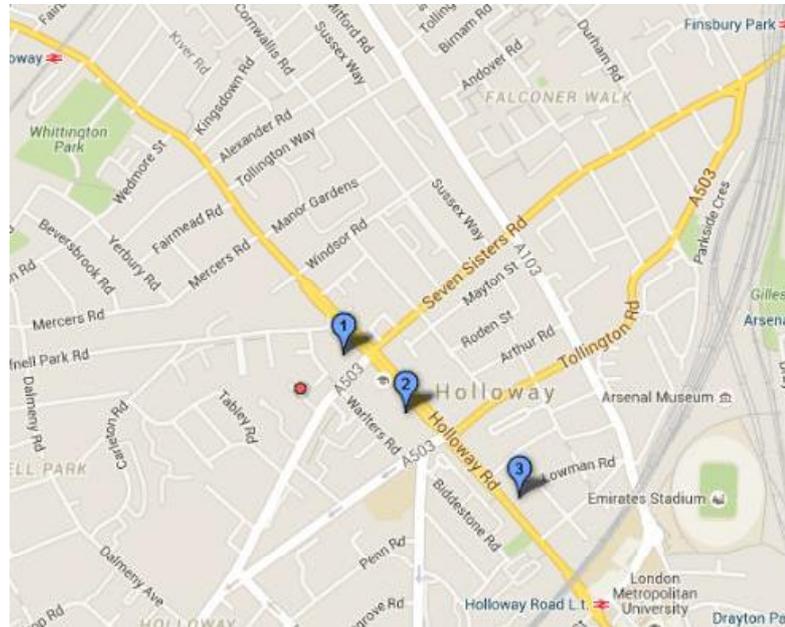
Dentists

4.32. There are 3 dental practices within 800 m of the site, as shown on the map below. The closest practice is located approximately 97 m from the site on Holloway Road. The 3 dental practices are mapped on the map below in relation to the site.

4.33. There are 3 dental practices within 800 m of the site, as shown on the map below. The closest practice is located approximately 97 m from the site on Holloway Road.

65-69 Parkhurst Road, Islington

Health Impact Assessment



4.34. In order to gain an indication of capacity, we have made informal enquiries to each of the Dentist Surgeries within 800 m of the site to confirm the number of dentists at each surgery and whether new patients are being accepted. The following table summarises our findings:

	Practice	Address	No. of Dentists	Practice List Open?
1	Holloway Dental Care	405/407 Holloway Rd London N7 6HP	3	YES
2	N7 Dental Surgery	355 Holloway Road London N7 0RN	4	YES
3	H S Dhamu	306 Holloway Road London N7 6NJ	3	YES
		TOTAL	10	

4.35. In total there are 10 dentists practicing within this area and we can confirm that all 3 practices are currently registering new patients, demonstrating that the existing facilities have capacity for increase in demand.

4.36. These investigations have established that there is capacity within the existing health services within 800m of the site and therefore in our view, further provision is not required as a result of the development.



Access to Work and Training

- 4.37. Job security and possessing a job can have positive effects on health and well being. Although the site itself does not provide employment opportunities other than during construction, the location of the site close to the Nags Head Town Centre and accessibility of the site, ensures that residents will have good access to employment locally and in the rest of the Borough and the wider London area. A building manager will be employed on-site during the operation phase.
- 4.38. The Islington Employment and Training Code September 2013 states that developments containing 10 residential units or more require provision of on-site construction training opportunities during the construction phase. This development shall therefore adhere to this policy by providing such training on site (or by contributing the required amount through a s106 agreement).

Social Cohesion and Lifetime Neighbourhoods

- 4.39. Whilst friendship and supportive networks can improve fulfilment and well being, the fragmentation of social structure can contribute to isolation and insecurity and material deprivation for those living in poverty. Social cohesion can be facilitated by creating safe and permeable environments with a natural social focus. Mixed use developments in town centres can also help widen social options.
- 4.40. As has been highlighted in previous sections, the proposed development will create a safe, secure and permeable environment in and around the site. The landscaped courtyard and external amenity areas also provide “meeting places” where there can be social interaction.
- 4.41. In terms of access to green spaces, the development does not result in the loss of any open space. It also provides a high quality landscaped amenity courtyard and opportunities for formal and informal play on-site, both for future residents and neighbours. The development is well located in terms of access to a wide range of open spaces within close proximity to the site, further details of which are provided in the Design and Access Statement.

Community Infrastructure

- 4.42. It is noted that the development will be liable to a Community Infrastructure Levy charge, which the Council could use to fund items on their ‘Regulation 123 List’, including: improvements to open spaces, leisure centres improvements, transport and public realm improvements, playspace facility improvements, school improvements, healthcare facilities improvements, community facilities improvements, works to district heating networks etc. These works have the potential further beneficial health impacts for the benefit of existing and future residents in the borough.

HUDU Healthy Urban Planning Checklist – Desktop Health Impact Assessment Tool

- 4.43. A full assessment of the above considerations against each of the questions asked in the HUDU Healthy Urban Planning Checklist is provided at **Appendix A**.

5. Conclusion

- 5.1. In summary, standard recognised practice has been used in devising the methodology for producing this HIA, having regard to the Mayor of London SPG on Social Infrastructure. The previous scheme was found to be acceptable in matters relating to health impact and the Development Plan for the site remains the same as it was at the time of the appeal; therefore, this assessment should be read in the context of this background.
- 5.2. The assessment has indicated that the proposed development will have no negative direct or indirect influences upon health apart from increasing the demand for local services.
- 5.3. Our informal enquiries to local health services have confirmed that the overall provision of healthcare within walking distance of the site is good. Furthermore, the existing services currently have capacity to serve the local area and accommodate the increased demand that would result from the development. The Council will also be able to use CIL receipts to fund further improvements to healthcare facilities.
- 5.4. CIL receipts also have the potential to deliver further beneficial health impacts for the benefit of existing and future residents in the borough.
- 5.5. This Health Impact Assessment has been prepared in support of a revised full planning application for the redevelopment of the Former Territorial Army Site at 65-69 Parkhurst Road, London N7. This application is a resubmission of a full planning application (ref: P2013/4950/FUL) which was submitted to the London Borough of Islington in December 2013 for a comprehensive redevelopment of the site to provide a residential development. The application was refused by the Council as such an appeal was lodged by the developer. The appeal (ref: APP/V5570/A/14/2227656) was dismissed in September 2015 because of the effect of the proposal on specific parts of the local character and appearance, and neighbouring amenity. This revised application addresses the specific concerns identified by the Inspector, by reducing the scale of development on the western and eastern boundaries of the site, and introducing detailed design measures which have been developed following consultation with the Council.

65-69 Parkhurst Road, Islington

Health Impact Assessment



Appendix A
HUDU Healthy Urban Planning Checklist Desktop Health
Impact Assessment

Theme 1: Healthy Housing				
Issue	Key questions	Yes /No / Not relevant Comment	Policy requirements and standards	Why is it important
a. Healthy design	Does the proposal meet all the standards for daylight, sound insulation, private space and accessible and adaptable dwellings?	<p>Yes.</p> <p>Daylight</p> <p>The accompanying Daylight and Sunlight Report concludes that the proposals will deliver acceptable level of daylight and sunlight within the new homes.</p> <p>Sound Insulation</p> <p>All of the homes have been designed to meet the minimum sound insulation set out in the Mayor's Sustainable Design and Construction SPG.</p> <p>Private Space</p> <p>All of the homes have been designed to meet the minimum space standards set out in the London Plan.</p> <p>Accessible and Adaptable Dwellings</p> <p>A proportion of the proposed homes have been designed to be adaptable to wheelchair housing, and the communal and landscaped areas have been designed to take account of the principles of best practice Inclusive Design.</p>	<p>London Plan Policy 5.2 Minimising carbon dioxide emissions: zero carbon residential buildings from 2016 and non-domestic buildings from 2019.</p> <p>Housing SPG Baseline Standard 5.2.1 on dual aspect, and Good Practice Standards 5.5.1 and 5.5.2 on daylight and sunlight.</p> <p>Housing SPG Baseline Standard 1.2.3 on communal open space, supported by London Plan Policy 2.18.</p> <p>Private (amenity) open space - Housing SPG Baseline Standards 4.10.1, 4.10.2 and 4.10.3.</p> <p>London Plan Policy 3.8 Housing choice requires 90% of new homes meet Building Regulation M4(2) 'accessible and adaptable dwellings'.</p> <p>Sound insulation and noise - London Plan Policy 7.15, Housing SPG Baseline Standard 5.3.1.</p>	<p>Satisfying these standards can help meet carbon dioxide emissions targets.</p> <p>Good daylight can improve the quality of life and reduce the need for energy to light the home.</p> <p>Improved sound insulation can reduce noise disturbance and complaints from neighbours.</p> <p>The provision of an inclusive outdoor space, which is at least partially private, can improve the quality of life.</p>
b. Accessible housing	Does the proposal provide accessible homes for older or disabled people?	<p>Yes.</p> <p>10no. (10%) of the new homes have been designed to be wheelchair adaptable.</p>	<p>London Plan Policy 3.8 requires 10 per cent all new housing to be designed to be wheelchair accessible or easily adaptable.</p> <p>Housing SPG Annex 2 - BPG for wheelchair accessible housing.</p>	<p>Accessible and easily adaptable homes can meet the changing needs of current and future occupants.</p>

Theme 1: Healthy Housing				
Issue	Key questions	Yes /No / Not relevant Comment	Policy requirements and standards	Why is it important
b. Accessible housing	Does the proposal ensure that every non-ground floor dwelling is accessible by a lift that can accommodate an ambulance trolley?	Yes. All lift cores provide access to at least one lift. Lifts to all residential levels will be for eight of more people, with a minimum internal car size of 1100mm x 1400mm.	Good practice standard - the provision of an ISO standard 13 person lift in a rectangular configuration which can accommodate a trolley bed (see dimensions in Department of Health Technical Memorandum 08-02: Lifts).	One of the main methods of transportation of immobile patients is by trolley bed. It is important to ensure that non-ground floor dwellings are accessible by a lift that can accommodate an ambulance trolley.
c. Healthy living	Does the proposal provide dwellings with adequate internal space, including sufficient storage space and separate kitchen and living spaces? Does the proposal encourage the use of stairs by ensuring that they are well located, attractive and welcoming?	Yes. All of the homes have been designed to meet the minimum space standards set out in the London Plan with provision made for adequate storage. All common stairs will have dimensions that suit ambulant disabled people and tonal contrast to aid people with impaired sight. Handrails on each side will be at 900mm above nosings and will extend 300mm beyond the top and bottom step.	London Plan Policy 3.5 (Table 3.3) Minimum internal space standards. Housing SPG Annex 4 - Minimum floorspace for all housing types. Housing SPG Good Practice Standards 4.4.1, 4.4.2 and 4.4.3.	Sufficient space is needed to allow for the preparation and consumption of food away from the living room to avoid the 'TV dinner' effect. Rather than having lifts at the front and staircases at the back of buildings hidden from view, it is preferable to have them located at the front to encourage people including those that are able to use them.

Theme 1: Healthy Housing				
Issue	Key questions	Yes /No / Not relevant Comment	Policy requirements and standards	Why is it important
d. Housing mix and affordability	Does the proposal provide affordable family sized homes?	All of the homes have been designed to be of high quality, with a mix of unit sizes and types proposed. The provision of affordable housing is subject to Financial Viability testing, and a separate Assessment has been submitted for the consideration of the Council.	<p>London Plan Policy 3.8 Housing choice.</p> <p>London Plan Policy 3.11 Affordable housing targets seeks to maximise affordable housing provision and to ensure an average of at least 17,000 more affordable homes per year in London over the term of this Plan.</p> <p>The statutory London Housing Strategy – Homes For London (June 2014) seeks bids for 36 per cent of 'discounted' rented homes to be three bedroom or larger where there is a specific local need for the 2015-2018 funding programme.</p>	<p>The provision of affordable housing can create mixed and socially inclusive communities. The provision of affordable family sized homes can have a positive impact on the physical and mental health of those living in overcrowded, unsuitable or temporary accommodation.</p> <p>Both affordable and private housing should be designed to a high standard ('tenure blind').</p>

Theme 2: Active Travel				
Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
a. Promoting walking and cycling	Does the proposal promote cycling and walking through measures in a travel plan, including adequate cycle parking and cycle storage?	Yes. In addition to the accompanying Draft Residential Travel Plan, information on the health benefits of walking and cycling as well a map showing the accessible areas by these modes, will be provided within the Information Pack. Residents will also be made aware of the cycle tools available within the Transport for London journey planner. Secure cycle parking will be provided for the residents, in accordance with LBI standards. Provision is also made for accessible and family cycle parking.	London Plan Policy 6.3 (C) Travel plans London Plan Policy 6.9 Cycling. London Plan Policy 6.10 Walking. London Plan Table 6.3 Cycle parking minimum standards. Housing SPG on cycle storage - Baseline Standard 3.4.1 and Good Practice Standard 3.4.2.	A travel plan can address the environmental and health impacts of development by promoting sustainable transport, including walking and cycling. Cycle parking and storage in residential dwellings can encourage cycle participation.
b. Safety	Does the proposal include traffic management and calming measures and safe and well lit pedestrian and cycle crossings and routes?	The development has achieved Secure by Design status. The proposals incorporate a high quality landscaped access into the site which is well overlooked and will be well lit. The development proposals are car free; therefore, vehicle movements will be limited.	London Plan Policy 6.9 Cycling London Plan Policy 6.10 Walking	Traffic management and calming measures and safe crossings can reduce road accidents involving cyclists and pedestrians and increase levels of walking and cycling.
c. Connectivity	Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks and public transport?	Yes. The accompanying Draft Residential Travel Plan provides details as to the accessibility of local and strategic cycle and walking networks from the site. The document continues to provide details as to the measures to be incorporated to encourage use of these networks.	London Plan Policy 6.9 Cycling - Map 6.2 Cycle superhighways. London Plan Policy 6.10 Walking - Map 6.3 Walk London Network. Green Infrastructure: The All London Green Grid SPG. Transport for London Legible London. Transport for London Bus Service Planning Guidelines.	Developments should prioritise the access needs of cyclists and pedestrians. Routes should be safe, direct and convenient and barriers and gated communities should be avoided. Developments should be accessible by public transport.

Theme 2: Active Travel				
Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
d. Minimising car use	Does the proposal seek to minimise car use by reducing car parking provision, supported by the controlled parking zones, car free development and car clubs?	<p>Yes.</p> <p>The proposed development is to be car free. A Draft Residential Travel Plan has been submitted with the application, incorporating strategies to encourage the use of non-car modes of transport.</p> <p>Residents will not be eligible to apply for parking permits.</p>	<p>London Plan Policy 6.13 Parking - Table 6.2 Car parking standards.</p> <p>Housing SPG Annex 3 Car parking provision guidance.</p>	<p>Space for pedestrians and cyclists should be given priority over commercial and private vehicles. Maximum car parking levels allows for provision to be reduced as far as practicable.</p> <p>Car clubs can be effective in reducing car use and parking demand at new residential developments</p>

Theme 3: Healthy environment				
Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
a. Construction	Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	Yes. A Site Demolition and Construction Management and Logistics Plan which seeks to address these specific issues is to be secured by a planning condition.	London Plan Policy 5.3 Sustainable design and construction. London Plan Policy 5.18 Construction, excavation and demolition waste. The Control of Dust and Emissions During Construction and Demolition SPG (July 2014).	Construction sites can have a negative impact on an area and can be perceived to be unsafe. Construction activity can cause disturbance and stress, which can have an adverse effect on physical and mental health. Mechanisms should be put in place to control hours of construction, vehicle movements and pollution. Community engagement before and during construction can help alleviate fears and concerns.
b. Air Quality	Does the proposal minimise air pollution caused by traffic and energy facilities?	Yes. The proposals have been designed to minimise air pollution through the reduced provision of car parking, the promotion of sustainable travel behaviour and through the carefully designed energy strategy. Further details are provided in the Air Quality Assessment.	London Plan Policy 7.14 Improving air quality. At least 'air quality neutral' - Housing SPG Baseline Standard 5.6.1. London Plan Policy 5.10 Urban greening. London Plan Policy 5.3 Sustainable design and construction.	The long-term impact of poor air quality has been linked to life-shortening lung and heart conditions, cancer and diabetes.

Theme 3: Healthy environment				
Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
c. Noise	Does the proposal minimise the impact of noise caused by traffic and commercial uses through insulation, site layout and landscaping?	Yes. In terms of the noise impact of the development, a Noise Assessment has been submitted in support of the application. The proposals have been designed to minimise impact from noise pollution, inclusive of having regard to traffic movements.	London Plan Policy 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.	Reducing noise pollution helps improve the quality of urban life.
d. Open space	Does the proposal retain or replace existing open space and in areas of deficiency, provide new open or natural space, or improve access to existing spaces? Does the proposal set out how new open space will be managed and maintained?	Yes. There is to be no loss of existing open and natural spaces as a result of the proposed development. New public open space including play facilities are provided within the development. Section 6 of the accompanying Design and Access Statement provides further information on the management and maintenance of the proposed spaces. Section 6 of the accompanying Design and Access Statement provides an assessment of the open space which is reasonably accessible from the site which is sufficient to accommodate the requirements of the residents of the proposed development - this will continue to be managed and maintained as per the status quo.	London Plan Policy 7.1 Lifetime neighbourhoods. London Plan Policy 7.18 Protecting open space and addressing deficiency, Table 7.2 Public open space categorisation. London Plan Policy 7.19 Biodiversity and access to nature.	Access to open space has a positive impact on health and wellbeing. Living close to areas of green space, parks, woodland and other open space can improve physical and mental health regardless of social background. To maintain the quality and usability of open spaces an effective management and maintenance regime should be put in place.

Theme 3: Healthy environment				
Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
e. Play space	Does the proposal provide a range of play spaces for children and young people?	Yes. The development will deliver play spaces for children under 5 onsite, with older age groups catered for by assessment of local provision. The accompanying Design and Access Statement includes an assessment of the local provision of play spaces. Play provision is also provided for the public benefit.	London Plan Policy 3.6 Children and young people's play and informal recreation facilities. Shaping Neighbourhoods: Play and Informal Recreation SPG (Sept 2012) - quantity Benchmark Standard of a minimum of 10 square metres per child regardless of age (4.24) and accessibility to play space Benchmark Standard (Table 4.4).	Regular participation in physical activity among children and young people is vital for healthy growth and development. The location of play spaces should be accessible by walking and cycling routes that are suitable for children to use.
f. Biodiversity	Does the proposal contribute to nature conservation and biodiversity?	Yes. A comprehensive landscaping scheme will provide for tree planting and enhanced biodiversity. This will include the provision of Biodiversity Roofs.	London Plan Policy 7.19 Biodiversity and access to nature. Table 7.3 London regional Biodiversity Action Plan habitat targets for 2020.	Access to nature and biodiversity contributes to mental health and wellbeing. New development can improve existing, or create new, habitats or use design solutions (green roofs, living walls) to enhance biodiversity.
g. Local food growing	Does the proposal provide opportunities for food growing, for example by providing allotments, private and community gardens and green roofs?	Yes. Private gardens are proposed to some of the ground floor units. The proposal site is located also in close proximity to Nags Head Town Centre and has a PTAL rating of 6a meaning that occupants of the development will have excellent access to a sufficient choice when purchasing food.	London Plan Policy 5.10 Urban greening. London Plan Policy 7.22 Land for food. London Plan Policy 5.11 Green roofs and development site environs.	Providing space for local food growing helps promote more active lifestyles, better diets and social benefits.

Theme 3: Healthy environment				
Issue	Key questions	Yes / No / Not relevant Comment	Policy requirements and standards	Why is it important
h. Flood risk	Does the proposal reduce surface water flood risk through sustainable urban drainage techniques, including storing rainwater, use of permeable surfaces and green roofs?	Yes. Sustainable Urban Drainage measures are proposed as set out in the accompanying Drainage Assessment Report.	London Plan Policy 5.3 Sustainable design and construction. London Plan Policy 5.11 Green roofs and development site environs. London Plan Policy 5.13 Sustainable drainage. Flooding and drainage - Housing SPG Baseline Standard 6.4.3.	Flooding can result in risks to physical and mental health. The stress of being flooded and cleaning up can have a significant impact on mental health and wellbeing. It is likely that increasing development densities and building coverage coupled with more frequent extreme weather events will increase urban flood risk.
i. Overheating	Does the design of buildings and spaces avoid internal and external overheating, through use of passive cooling techniques and urban greening?	Yes. The proposal has been designed to ensure that the buildings and spaces respond to winter and summer temperatures. This is outlined within the accompanying Sustainability Statement.	London Plan Policy 5.3 Sustainable design and construction. London Plan Policy 5.9 Overheating and cooling. London Plan Policy 5.10 Urban greening. London Plan Policy 5.11 Green roofs and development site environs. Overheating - Housing SPG Baseline Standard 6.3.1.	Climate change with higher average summer temperatures is likely to intensify the urban heat island effect and result in discomfort and excess summer deaths amongst vulnerable people. Urban greening - tree planting, green roofs and walls and soft landscaping can help prevent summer overheating.

Theme 4: Vibrant neighbourhoods				
Issue	Key questions	Yes/No / Not relevant Comment	Policy requirements and standards	Why is it important
a. Health services	Has the impact on healthcare services been addressed?	Yes. The proposal has assessed the likely impact on existing health care facilities, concluding that there will be no impact as a result of the additional demand arising from the development as the existing facilities within proximity of the site have capacity to sign up new patients.	London Plan Policy 3.17 Health and social care facilities. NHS London Healthy Urban Development Unit Planning Contributions Tool (the HUDU Model). Social Infrastructure SPG (2015).	Poor access and quality of healthcare services exacerbates ill health, making effective treatment more difficult. The provision of support services and advice on healthy living can prevent ill health.
b. Education	Has the impact on primary, secondary and post-19 education been addressed?	The scale of the development is such that the number of children from the development will not be significant. The development will be liable to the LBI CIL charge which could be used by LBI to improve education facilities.	London Plan Policy 3.18 Education facilities.	Access to a range of primary, secondary and post-19 education improves self-esteem, job opportunities and earning capacity.
c. Access to social infrastructure	Does the proposal contribute to new social infrastructure provision that is accessible, affordable and timely? Have opportunities for multi-use and the co-location of services been explored?	The development will be liable to the LBI CIL charge which could be used by LBI to improve social infrastructure provision.	London Plan Policy 3.16 Protection and enhancement of social infrastructure. London Plan Policy 7.1 Lifetime neighbourhoods. Social Infrastructure SPG (2015).	Good access to local services is a key element of a lifetime neighbourhood and additional services will be required to support new development. Not doing so will place pressure on existing services. Future social infrastructure requirements are set out in Borough infrastructure plans and developments will be expected to contribute towards additional services and facilities.

Theme 4: Vibrant neighbourhoods

Issue	Key questions	Yes/No / Not relevant Comment	Policy requirements and standards	Why is it important
d. Local employment and healthy workplaces	<p>Does the proposal include commercial uses and provide opportunities for local employment and training, including temporary construction and permanent 'end-use' jobs?</p> <p>Does the proposal promote the health and wellbeing of future employees by achieving BREEAM health and wellbeing credits?</p>	<p>No commercial uses are proposed; however, the proposal site is located in close proximity to Nags Head Town Centre and has a PTAL rating of 6a meaning that occupants of the development will have excellent access to local employment and training opportunities.</p> <p>Compliance with LBI's Code of Employment and Training will be secured through the s106 agreement.</p> <p>This residential development is not subject to the BREEAM assessment regime as it proposes a residential development.</p>	<p>London Plan Policy 4.12 Improving opportunities for all and London Plan Policy 8.2 Planning obligations.</p> <p>London Plan Policy 7.1 Lifetime neighbourhoods.</p> <p>Workplace environment - BREEAM health and wellbeing credits.</p>	<p>Unemployment generally leads to poverty, illness and a reduction in personal and social esteem. Employment can aid recovery from physical and mental illnesses.</p> <p>Creating healthier workplaces can reduce ill health and employee sickness absence.</p>
e. Access to local food shops	<p>Does the proposal provide opportunities for local food shops?</p> <p>Does the proposal avoid an over concentration or clustering of hot food takeaways in the local area?</p>	<p>Yes.</p> <p>The proposal site is located in close proximity to Nags Head Town Centre and has a PTAL rating of 6a meaning that occupants of the development will have excellent access to sufficient choice when purchasing food.</p> <p>There are no hot food takeaways within the development proposals.</p>	<p>London Plan Policy 4.7 Retail and town centre development.</p> <p>London Plan Policy 4.8 Supporting a successful and diverse retail sector.</p> <p>London Plan Policy 4.9 Small shops.</p> <p>London Plan Policy 7.1 Lifetime neighbourhoods.</p>	<p>A proliferation of hot food takeaways and other outlets selling fast food can harm the vitality and viability of local centres and undermine attempts to promote the consumption of healthy food, particularly in areas close to schools.</p>

Theme 4: Vibrant neighbourhoods

Issue	Key questions	Yes/No / Not relevant Comment	Policy requirements and standards	Why is it important
f. Public realm	<p>Does the design of the public realm maximise opportunities for social interaction and connect the proposal with neighbouring communities?</p> <p>Does the proposal allow people with mobility problems or a disability to access buildings and places?</p>	<p>Yes.</p> <p>The design and layout of the scheme has been informed by a detailed contextual analysis, which considered the constraints and opportunities associated with the site, surrounding land uses and built form. A design led approach has been adopted to deliver a design and layout which is fully compatible with the urban grain and character of the surrounding area; and which optimises the potential of the site. The proposals enhance and deliver new public realm with provision of open space and play space. This will provide opportunities for interaction between existing and future residents.</p> <p>A proportion of the proposed homes have been designed to be adaptable to wheelchair housing, and the communal and landscaped areas have been designed to take account of the principles of best practice inclusive design.</p>	<p>London Plan Policy 7.1 Lifetime neighbourhoods.</p> <p>London Plan Policy 7.2 An inclusive environment.</p> <p>London Plan Policy 7.5 Public realm.</p> <p>Shaping Neighbourhoods. Accessible London: Achieving and Inclusive Environment SPG (Oct 2014).</p>	<p>The public realm has an important role to play in promoting walking and cycling, activity and social interaction. It also affects people's sense of place, security and belonging. It is a key component of a lifetime neighbourhood.</p> <p>Shelter, landscaping, street lighting and seating can make spaces attractive and inviting.</p> <p>Implementing inclusive design principles effectively creates an accessible environment, in particular for disabled and older people.</p>