

Islington's Local Plan: Site Allocations

June 2013



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1 Introduction

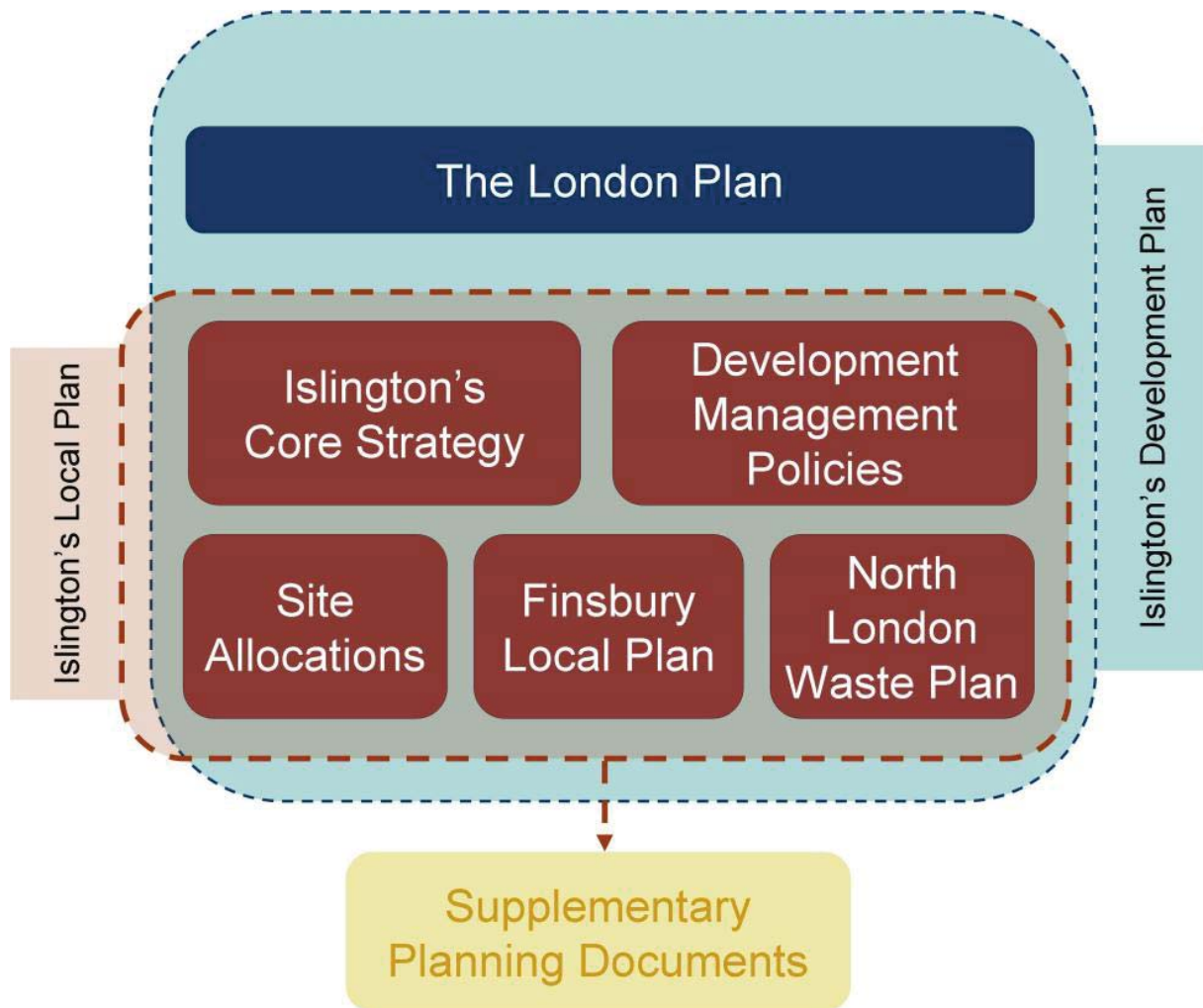
- 1.1** Site Allocations is a key document within Islington's Local Plan. This is a group of local planning documents which set out policies for the future development of the borough and to manage change. Together these local plans work alongside London Plan policies and national policy. Further detail on this is provided in the following section.
- 1.2** This document sets out site specific policy for the main sites where development or other change is expected. The Site Allocations document does not list every site. Its focus is on larger sites which will deliver significant amounts of development such as housing or employment space, or other sites where there is a need to support specific objectives, such as community facilities or open space.

1.1 The policy context

- 1.3** The council makes decisions about land-use in the borough based on national, regional (London) and its own local policy. These decisions affect what can be built, where and how buildings are used. These decisions can also affect other matters including:
- the public realm (the accessible spaces in-between buildings)
 - parks and nature conservation
 - the energy used by buildings
 - parking
 - conservation.
- 1.4** These decisions are guided by the Development Plan; this is made up of a set of documents including this document. In the next few paragraphs we explain the Islington's Development Plan in a bit more detail.
- 1.5** The government produces national planning policy and supporting guidance which set out a general framework for planning at the regional and local level. In London the Mayor produces a development strategy for greater London called the "London Plan". The London Plan has to be consistent with national policy and our local policies have to be consistent with both national and London policies.
- 1.6** The London Plan (2011) together with parts of the Local Plan forms the Development Plan. This document, Site Allocations, is part of Islington's Development Plan.
- 1.7** The council has produced a series of new local planning documents that come together in the Local Plan. The key document is the Core Strategy which sets out the council's overall aims for what it wants to achieve for the borough in the future and how this can be achieved through planning.
- 1.8** Local planning policy documents which make up the Development Plan have to be consistent (in "general conformity") with the London Plan. All of the documents that will make up the Development Plan are shown in Figure 1.1.

1 Introduction

Figure 1.1 Islington's Development Plan



1.9 The purpose of the planning system is to contribute to the achievement of sustainable development. The government's National Planning Policy Statement (NPPF) sets out the principles of sustainable development. The NPPF states that local plans should be based on the principle of the *presumption in favour of sustainable development*. Site Allocations play a key role in pro-actively seeking appropriate opportunities for the effective use of land to meet development needs. Alongside other policies in the local plan, Site Allocations therefore help to establish which types of development are sustainable and where, assisting with the approval of development proposals in line with the development plan without delay.

1.10 More information about planning is available from the planning portal <http://www.planningportal.gov.uk/> and from our own Statement of Community Involvement.

1.2 The purpose of the Site Allocations document

1.11 The purpose of the Site Specific Allocations document is to support the delivery of the Core Strategy. It allows the council and landowners to discuss the future of different sites. It also allows the public and other stakeholders to take a view on the sites included.

- 1.12** "A site allocation is a policy which allocates a site for a particular use or development". ⁽¹⁾ Site specific policies are set out for land and buildings on significant sites which are likely to be subject to development proposals during the lifetime of the plan, to deliver particular objectives (such as those in the Core Strategy) and support/promote proposals for the use of land.
- 1.13** Site allocations normally set out a preferred use or mix of uses for a site and help to safeguard this. Sites are identified for a variety of uses, including housing, employment, leisure, community facilities and open space, to meet local need, as well as national and regional policy. As well as setting out the most appropriate uses for sites, Site Allocations provide an opportunity to identify further policy context, criteria and guidance for development where this is needed. Site Allocations have the advantage of bringing certainty about what future development is likely to take place, where, and when, as well as providing policy and discussion about sites before a planning application is made.
- 1.14** Allocating sites is part of a more strategic approach to development and change in the borough. This approach provides a number of benefits in ensuring the most suitable sites are proposed, the most appropriate combination of uses and scale of development is promoted, and more effective planning of infrastructure to support growth.
- 1.15** Site allocations can help to deliver the objectives of the Core Strategy including by:
- providing and protecting employment land to provide jobs in the borough
 - providing community facilities and infrastructure for local communities such as through the incorporation of open space or play facilities
 - helping to reduce the need to travel by car by encouraging sustainable transport
 - increasing people's sense of safety and security through better design
 - providing housing - including more affordable and family housing
 - maintaining and enhancing Islington's historic environment
 - supporting the development of Decentralised Energy networks.
- 1.16** The aim is to identify those sites that are considered important in delivering the policies and objectives of the Core Strategy. The Core Strategy identifies a number of strategic locations, prioritises development in these locations and sets out specific policy to manage this. These locations are also considered the most able to accommodate growth. These locations are:
- Archway
 - Finsbury Park
 - Nag's Head and Upper Holloway Road
 - Highbury Corner and Holloway Road
 - Angel and Upper Street
 - King's Cross and Pentonville Road
 - Bunhill and Clerkenwell

1 The Town and Country Planning (Local Development) (England) Regulations 2004.

1 Introduction

- 1.17** The sites in this document therefore focus on these locations. These are parts of the borough which are likely to see more development over the next fifteen years. This may be because there are larger sites that are expected to come forward or because the areas are in need of change. Although they are the locations where the council expects more change to occur, development in these areas is still subject to the same policies and guidance (including the London Plan density matrix). Significant sites outside of these locations are also allocated. **The sites in Bunhill and Clerkenwell are set out in the Finsbury Local Plan (the Area Action Plan for Bunhill and Clerkenwell). A full list of these sites can be found in Appendix 1 of this document.**

1.3 Sustainability

Sustainability

- 1.18** The Site Allocations document has been subject to Sustainability Appraisal and an Equalities Impact Assessment. These assessments are carried out to assess the environmental, economic and social impacts of the document. Their findings have informed the preparation of this document.

1.4 Monitoring and implementation

Monitoring and Implementation

- 1.19** The Annual Monitoring Report will monitor the delivery of the Site Specific Allocations document. This will assist with any future reviews of the document and an assessment of the effectiveness of the policies. The monitoring and delivery framework is set out in Appendix 2.

1.5 The process

- 1.20** The council has a Planning Statement of Community Involvement. This is available online or we can send you a paper copy on request. This document has been developed in accordance with the Statement of Community Involvement.
- 1.21** This document has been through a number of stages of preparation and consultation. The timeline below shows the steps to prepare the final document.

Issues and options paper			
	Summer 2009	An informal period for identifying possible sites and gathering evidence	Land owners contacted
	October - November 2009	A formal period of public consultation	The council formally seeks the views of others on the choice of sites and options
Direction of travel - ongoing informal engagement			
	January 2010 - May 2011	Ongoing informal engagement with key people to resolve outstanding issues.	
	November 2010 - January 2011	Direction of travel draft of Site Allocations produced to inform ongoing discussion.	
	May - June 2011	Consultation on some new sites identified since the Direction of Travel draft.	
Closing stages			
Final formal consultation	October/November 2011	A formal six week period of public period of consultation. Only minor changes considered at this stage	
Additional pre-submission consultation	Spring 2012	Consultation on major and minor changes prior to submission.	
Submission of final draft	Summer 2012	Final Site Allocations sent to Full Council for approval then submitted to Secretary of State.	
Independent examination			
Hearings	Autumn 2012	A Planning Inspector examines the Site Allocations.	
Receipt of Inspectors report	June	Report detailing the Inspector's recommendations for the document and reasons for these is published.	
Adoption	June	Formal adoption of Site Allocations by Islington Council.	

2 The sites

Site selection process

- 2.1** There was an initial 'call for sites' in the summer of 2006 where landowners were asked to put forward sites. The preparation of the Issues and Options draft in 2009 drew on these sites, along with those sites identified in the Housing Capacity Study/Strategic Housing Land Availability Assessment (SHLAA) carried out by the Greater London Authority (GLA) (2009). Sites were also identified through planning briefs, guidance, planning applications and enquiries and supplementary planning documents. Sites were also put forward through responses to the Issues and Options (2009) and Direction of Travel (2010) documents.
- 2.2** Not all of the sites identified or put forward were selected. Rather, they were selected depending on:
- their ability to help deliver priorities in the strategic locations identified in the Core Strategy,
 - their size - only major sites are allocated ⁽²⁾
 - their ability to provide uses that will meet local needs or help to implement national, regional or local planning objectives.
 - their potential or appropriateness for development, for example, the extent of planning constraints such as listed buildings or protected views.
- 2.3** Other key pieces of evidence have helped to inform the development of site specific policy including Islington's Local Plan evidence base. A list of key evidence can be found in Appendix 4. Participatory evidence through engagement with land owners, developers, and stakeholders, including residents and community groups, has also played a key role.
- 2.4** In the strategic locations although some sites will be relatively insignificant on their own they are included as together they will contribute to achieving objectives for those locations as set out in the Core Strategy. Areas outside the strategic locations will also see development - the significant sites in the rest of the borough are pooled together in the same section "Other important sites"
- 2.5** In most cases the strategic areas have, or will have, specific guidance in the form of an Area Action Plan (AAP) or Supplementary Planning Document (SPD). These two types of documents are prepared differently and, as a result, are able to do different things. AAPs can make policy and can allocate sites, while SPDs can only expand on existing policy. Details are listed in Table 1 (below).

Table 2.1 Planning guidance for strategic locations

Archway	The council adopted the Archway Development Framework SPD in September 2007.
Finsbury Park	An SPD will be produced for Finsbury Park.

2 10 or more residential units, over 1000m² of floorspace, or over 0.5 hectares in size

2 The sites

Nag's Head and Upper Holloway	The council adopted the Nag's Head Town Centre Strategy as a Supplementary Planning Document (SPD) in May 2007. This sets out in more detail the council's overall objectives for the area and identifies a number of sites which have been included in this document.
Highbury Corner and Holloway Road	The council produced the Highbury Corner Framework in July 2004 for 'Highbury & Islington Station and Highbury Corner'. This offers general advice on the council's objectives for development in the area. It is not a formally adopted document under the planning system.
Angel and Upper Street	The Angel Town Centre Strategy was adopted as Supplementary Planning Guidance in March 2004 under the previous planning system. We intend to replace this with a Supplementary Planning Document.
King's Cross and Pentonville Road	The council adopted an SPD in July 2005 called the ' Neighbourhood Framework '. This lists a number of relatively small scale interventions which could help the area to benefit from the neighbouring development at King's Cross Central (a small part of King's Cross Central sits within Islington). The SPD was produced at the time of the application by Argent (King's Cross) Ltd. Now that this application is granted and development underway, and due to the large scale of development at King's Cross Central, the council has decided to carry out further studies and may revisit the SPD.
Bunhill and Clerkenwell	There are numerous sites likely to be developed in this part of the borough. The site allocations are contained in the Finsbury Local Plan (the Area Action Plan for Bunhill and Clerkenwell).

Sites within the Bunhill and Clerkenwell

2.6 The Finsbury Local Plan (the Area Action Plan for Bunhill and Clerkenwell) provides an integrated policy and delivery framework to manage the amount of growth and change expected in the area. It is therefore considered the best place to identify sites and to set out site specific policy. This has the advantage that site allocations can be consulted together along with other policies which affect the area. **Full details of the sites allocations in this area can be found in chapter 13 of the Finsbury Local Plan (the Area Action Plan for Bunhill and Clerkenwell).** A list of these sites can be found in Appendix 1 of this document.

Indicative capacities for sites

2.7 It is important to assess the extent to which the sites identified will contribute to the housing and employment growth identified in the Core Strategy. At the beginning of each chapter therefore estimated totals are set out for the number of residential units and number of jobs (where applicable) the sites may contribute.

2.8 Based on these assumptions, the Site Allocations in this document could help to deliver around 3500 - 4000 homes, employment development creating over 10-11,000 jobs and around 3-3.5 hectares of new or improved open/amenity space. The key areas will account

for around 85% of the total development. Please note additional homes and jobs will be created in Bunhill and Clerkenwell - these are set out in the Area Action Plan. The figures for each key area are set out in the table below.⁽³⁾

Table 2.2 : Indicative site capacities for key areas

Key area	Site allocations homes	Site allocations employment
Archway	600-800	-
Finsbury Park	400-550	1150
Nag's Head and Upper Holloway Road	600-700	1950
Highbury Corner and Holloway Road	750-1000	1550
Angel and Upper St	400-550	1750
King's Cross and Pentonville Rd	200-300	1150
Non-key	300-350	1450

2.9 It is important to note that these are broad estimates and are not intended to provide a precise assessment of the capacity of a site. This would require a detailed design exercise to be undertaken, which could result in a higher or lower number of homes or jobs, something that would be undertaken as part of the planning application process.

Phasing

2.10 For each site we have indicated a broad timescale for when the site is likely to come forward for development and/or deliver the Site Allocation. This is based on:

- whether the scheme currently has planning permission.
- engagement with landowners/developers about the sites in the preparation of the document, or through the planning application, pre-application process.
- the size and complexity of the scheme – large schemes in fragmented ownership, with complex site constraints will normally take longer to bring forward due to the greater number of issues that need to be addressed.

2.11 Based on these factors an assumption has been made as to when development is likely to take place. This is based on three five-year categories - 0-5 years (2012-16), 6-10 years (2017-2021), and 11-15 years (2022-2026).

2.12 When considering planning applications the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and as set out in Policy SA1 below. The purpose of the planning system is to contribute to the achievement of sustainable development - social,

3 Further detail about the methodology used to reach the site capacities can be found in Appendix 5.

2 The sites

environmental and economic. The NPPF reiterates the five 'guiding principles' of sustainable development set out in the UK Sustainable Development Strategy: Securing the Future. These are: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. The policies in the council's Local Plan articulate how sustainable development will be achieved in Islington.

Policy SA 1

Proposals within allocated sites

A. When considering development proposals within allocated sites, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to secure development that improves the economic, social and environmental conditions of allocated sites and the surrounding area.

B. Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without avoidable delay, unless material considerations indicate otherwise.

C. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the council will grant permission unless material considerations indicate otherwise – taking into account whether:

- (i) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- (ii) Specific policies in that Framework indicate that development should be restricted.

Planning permission

2.13 This document sets the principles for the future development or use of sites to which any future planning applications will need to pay regard. It is not the function of the document to set out detailed prescriptions. Site allocations in this document will therefore not normally contain detail such as the exact building heights and number of housing units, for example. When a planning application is submitted this will contain detailed proposals about the development. A process of consultation will take place before and/or during the submission and assessment of an application. A site being allocated for certain use within this document does not guarantee planning permission - this will be decided by the merits of the application when it is submitted, and will need to be assessed against policy within the Development Plan (including this document).

Impacts of new development and infrastructure provision

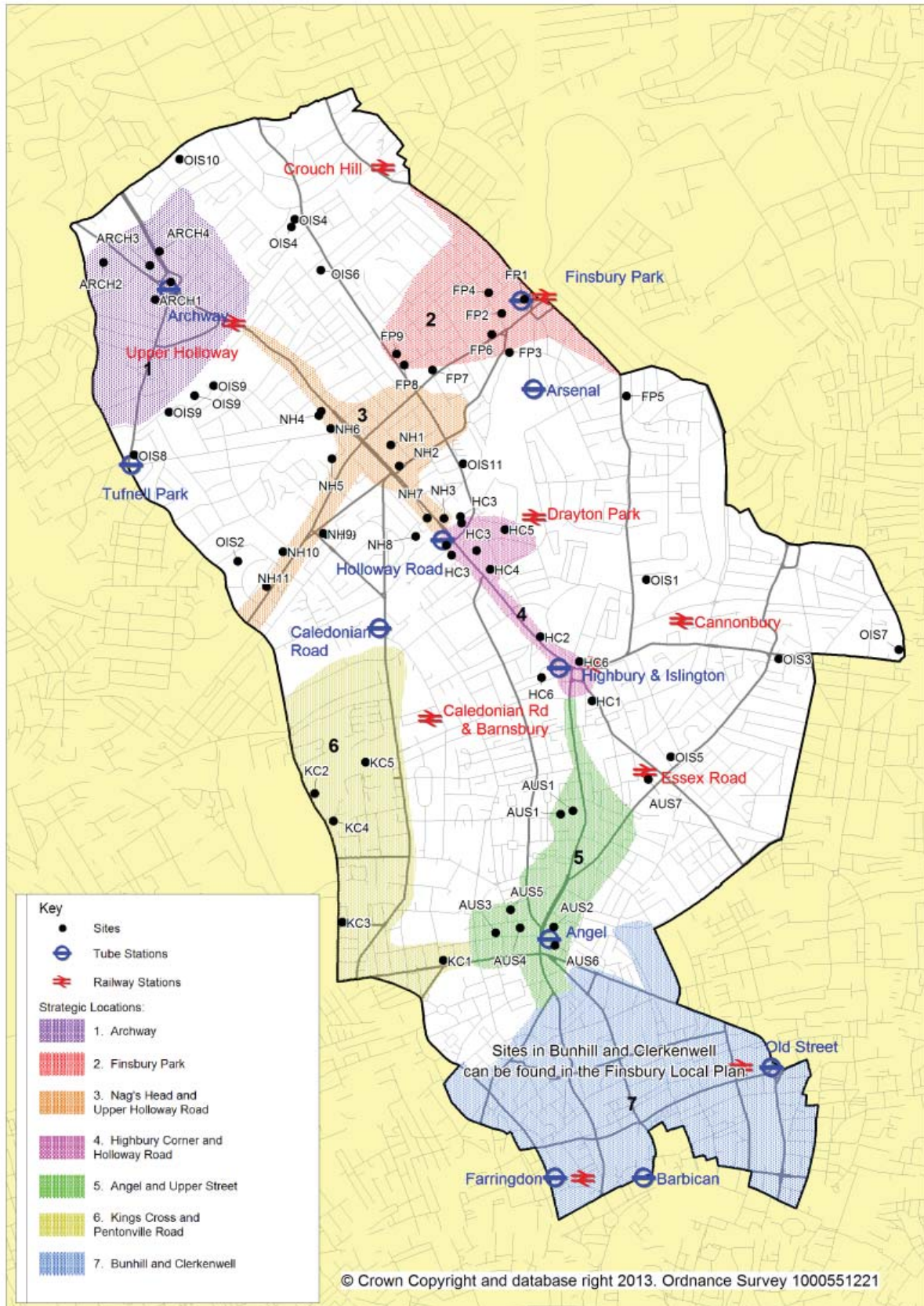
- 2.14** New development has a number of impacts which need to be addressed. For example, physical impacts can be addressed through the design of the building and environmental impacts can be addressed through sustainability policies. The Development Management Policies document contains a number of policies to manage development proposals to reduce their impact on the local environment.
- 2.15** In addition, new development will place pressure on local infrastructure such as transport, parks, utilities, health and education services. So it is important to ensure that there is sufficient infrastructure to meet the needs of existing and future populations. The Core Strategy and Development Management Policies encourage the early identification of infrastructure requirements, partnership working and liaison with infrastructure providers to ensure planning permission will only be granted to development which clearly demonstrates there will be sufficient infrastructure of all types to support it. There may be site specific infrastructure that needs to be assessed and/or addressed before development can go ahead. Where this is already known, this is set out in this Site Specific Allocations document. However through the planning application process site specific infrastructure provision will also be identified and provided for. The Community Infrastructure Levy and, where appropriate, Planning Obligations will be used to secure additional infrastructure

The Sites

- 2.16** In figure 2.1 (below) we show the sites included in this document (as dots) laid over the strategic locations (shaded). The dots do not show the scale of the likely development on the different sites. The purpose is to show the locations of the sites and their relationship with the strategic locations. The full list of sites can be found after this.

2 The sites

Figure 2.1 Allocated sites and strategic locations



Site schedules

Table 2.3 Archway

Site Reference	Site name	Page
ARCH1	Archway Tower and Island site (the Core Site)	22
ARCH2	Whittington Hospital ancillary buildings, N19	25
ARCH3	The Archway Campus, Highgate Hill, N19	27
ARCH4	Archway Heights, 16 Archway Road, N19 3TF	29

Table 2.4 Finsbury Park

Site reference	Site name	Page
FP1	Finsbury Park Core Site	34
FP2	129-131 & 133 Fonthill Road and 13 Goodwin Street, N4	39
FP3	185-187 Isledon Road, N7 7JR	41
FP4	97-103 Fonthill Road, N4 3JH	43
FP5	Highbury Vale Police Station, 211 Blackstock Road, N5	45
FP6	Cyma Service Station, 201A Seven Sisters Road, N4 3NG	47
FP7	107-129 Seven Sisters Road, N7 7QG	49
FP8	Holloway Fire Station, 262 Hornsey Road, N7 7QT	52
FP9	Holloway Police Station, 284 Hornsey Road, N7 7QY	54

Table 2.5 Nag's Head and Holloway Road

Site reference	Site name	Page
NH1	Morrison's supermarket and adjacent car park, 10 Hertslet Road, and 8-32 Seven Sisters Road, N7 6AG	59
NH2	368-376 Holloway Road (Argos and adjoining shops), N7 6PN	61
NH3	254-268 Holloway Road, N7 6NE	63
NH4	443-453 Holloway Road, N7 6LJ	65
NH5	Territorial Army Centre, 65-69 Parkhurst Road, N7	67
NH6	2, 4 & 4A, Tufnell Park Road and rear of Odeon Cinema, N7	69

2 The sites

Site reference	Site name	Page
NH7	Islington Scout Hut Centre, 319 Holloway Road, N7 9SU	71
NH8	Pollard Close Allotments, N7	73
NH9	392A and 394 Camden Road, N7	74
NH10	Ada Lewis House, 1 Dalmeny Avenue, N7 0LD	76
NH11	Heywood House Hotel, 261 Camden Road, N7 0HS	78

Table 2.6 Highbury Corner and Holloway Road

Site reference	Site name	Page
HC1	85 Canonbury Road, N1 2DG	83
HC2	12-30 Highbury Corner, 2-50 Holloway Road (including 3, 3A and 4 Highbury Crescent).	86
HC3	London Metropolitan University (LMU) Campus Area, Holloway Road	89
HC4	11-13 Benwell Road, N7 7BL	94
HC5	Queensland Road redevelopment, Queensland Road, N7	96
HC6	Highbury and Islington Station and Corsica Street	99

Table 2.7 Angel and Upper Street

Site reference	Site name	Page
AUS1	Almeida Street sorting office, and Former North London Mail Centre, N1 1AA	105
AUS2	Royal Bank of Scotland, 42 Islington High Street, N1 8EQ	108
AUS3	65-70 White Lion Street, N1 9PP	111
AUS4	Islington High St/Chapel Market/White Lion Street, N1	113
AUS5	Sainsbury's, 31-41 Liverpool Road, N1 0RW	116
AUS6	1-7 Torrens Street, EC1V 1NQ	119
AUS7	161-169 Essex Road, N1 2SN	122

Table 2.8 King's Cross and Pentonville Road

Site reference	Site name	Page
KC1	Pentonville Road, Rodney Street and Cynthia Street, N1 9TT	127
KC2	King's Cross Triangle, bounded by York Way, East Coast Main Line & Channel Tunnel Rail Link, N1	129
KC3	62-68 York Way, N1 9AG	132
KC4	176-178 York Way, N1	135
KC5	Gifford Street Embankment, 351 Caledonian Road, N1 1DW	138

Table 2.9 table of Other important sites

Site Reference	Site name	Page
OIS1	Aberdeen House/Lodge, Highbury Grove, N5 2EA	144
OIS2	Land adjacent to community centre, Hilldrop Road, N7 0JD	146
OIS3	Leroy House, 436 Essex Road, N1 3QP	148
OIS4	174-178 Courtauld Road, N19	150
OIS5	The Ivories, Northampton Street, N1 2HY	152
OIS6	Belgravia Workshops, 157-163 Marlborough Road, N19 4NF	154
OIS7	1 Kingsland passage and the BT Telephone Exchange	156
OIS8	Tufnell Park Neighbourhood Office, 243 Junction Road, N19 5QG	158
OIS9	Bush Industrial Estate, N19 5UN	160
OIS10	Ashmount School, Ashmount Road, N19 3BH	162
OIS11	100 Hornsey Road London N7 7NG	165

2.17 In the rest of this document we set out the sites identified in each strategic location, as well as some larger sites outside of these areas. For these sites we set out:

- the site location and address, and an outline of the site boundary
- how the site has been identified and any relevant planning history
- the size of the site
- wherever possible we have identified the landowners for the sites and have sought their agreement to inclusion in this document

2 The sites

- suggested uses for the site, design considerations and other key planning constraints which affect the future use and development of the site, and justification for the allocation where appropriate
- estimated future timescales for delivery or development.

3 Archway

3 Archway

3.1 Archway is a District Town Centre in the north of the borough. As well as being a transport hub (for tube, rail and bus), Archway is a location for employment, community and leisure facilities, education, shopping, and housing. The regeneration of Archway has been an objective for the council, local residents and businesses for a number of years. Future development sites will play a key role in achieving the following:

- the provision of between 800-1400 residential units over the next 15 years. These are expected to be car-free in light of Archway's excellent public transport links
- the vitality of Archway as a retail location, complementing the existing retail character
- the provision of a range of office space
- improved local open spaces, and the provision of new open space where possible. Junction ward and neighbouring Tollington and St George's wards are identified as priority areas for increasing the quantity of public open space provision
- protecting and enhancing the historic environment
- improving the public realm and making pedestrian and cycle movement easier, particularly in the east/west direction
- the improvement of community and leisure facilities

3.2 Further context and policy on Archway can be found in the Core Strategy (section 2.2). The following sites have been identified:

Table 3.1 : Archway Sites

Site Reference	Site name
ARCH1	Archway Tower and Island site (the Core Site)
ARCH2	Whittington Hospital ancillary buildings, N19
ARCH3	The Archway Campus, Highgate Hill, N19
ARCH4	Archway Heights, 16 Archway Road, N19 3TF

3 Archway

Site ARCH1

Archway Tower and Island site (the Core Site)



Archway Tower

Archway Island site



Address, location, postcode	The Archway Tower; adjacent land/buildings and 'Island' site.
Ownership	Mixed public and private ownership with multiple leasehold interests.
Approximate size of site	24,000m ²
Current/previous use	Mixed-use including offices, retail, community uses and bus standing.

<p>How was the site identified and relevant planning history</p>	<p>Site identified in Archway Development Framework (Supplementary Planning Document) and SHLAA.</p>
<p>Allocation and justification</p>	<p>This is a key site for the future regeneration of Archway. It is identified in the Core Strategy and Archway Development Framework as the 'core area/site'.</p> <p>This site is dominated by the 1960s offices of Hamlyn House, Hill House and Archway Tower. Important public facilities are also within the site (the swimming pool and public library). Development of this key site offers the opportunity to enhance the town centre through high quality design. Change across the site may be achieved through incremental development or by more wholesale redevelopment.</p> <p>Mixed-use development should be provided, to include residential, retail, employment (including business use), hotel and appropriate evening economy uses (such as A3 restaurant use, and D2 assembly and leisure e.g. cinemas) that respect the amenity of nearby residential properties. D1 uses such as education/training, museums, and art galleries would also contribute the town centre.</p> <p>The majority of development is expected to take place on the Core Site. The council will seek an improved community and leisure offer as part of relevant future proposals on the tower site, including:</p> <ul style="list-style-type: none"> • The relocation of the library to a more prominent and accessible location, possibly integrated with other retail/community uses. A relocated library providing an improved facility would require circa 1000m² of floorspace. • For the Archway Leisure Centre, a pool for fitness swimming, a teaching pool and sports halls including a fitness gym and health suite. As a minimum, water and health and fitness provision should be retained.
<p>Design considerations and constraints</p>	<p>An improved public realm with public open space, as well as enhanced pedestrian routes across the site and links with the wider area should also be provided. Improvements to the public realm should address the level differences on the site. Any proposals should respond to and integrate with future planned improvements for the gyratory.</p> <p>Given the site's prominent location, active ground floor frontages are encouraged to promote surveillance, particularly along Junction Road, Holloway Road, Highgate Hill, McDonald Road and Vorley Road.</p>

3 Archway

	<p>This site also contains access to the tube station. The existing public realm around the entrance to the tube station on Highgate Hill should be improved as part of any redevelopment. Any proposals that could affect the station will involve early consultation with London Underground.</p> <p>The Vorley Road bus stand will be considered as part of development proposals to contribute to the wider regeneration of the area. Proposals for this part of the site will involve consultation with Transport for London.</p> <p>There is limited scope for development on the Island part of the site given its heritage value - it is within the St. John's Grove Conservation Area, contains locally listed buildings and is constrained by views of St Paul's. There is potential to regenerate it however through improved pedestrian access to the rest of the town centre, and enhanced public space.</p> <p>Development should conserve and enhance the historic environment. Should redevelopment of any of the existing buildings occur this should lead to buildings which are appropriate to and integrate with the surrounding area in their scale, height and materials.</p> <p>The significance of heritage assets, including their settings, within and adjacent to this site should be conserved and enhanced. Particular consideration should be given to the potential impact on the Whitehall Park and St. John's Conservation Areas.</p> <p>Development should mitigate any impacts on Archway Park, a Site of Importance for Nature Conservation (SINC) of Local Importance which is within the vicinity of the site.</p> <p>Thames Water has indicated that there may be issues with water supply capability and wastewater services associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply and wastewater services.</p>
Estimated timescale	2012-2026

Site ARCH 2

Whittington hospital ancillary buildings



from Highgate Hill



Address, location, postcode	Whittington Hospital ancillary buildings, N19
Ownership	Whittington NHS Trust
Approximate size of site	11,665m ²
Current/previous use	Ancillary buildings to the hospital and residential accommodation.
How was the site identified and relevant planning history	Site identified in the Strategic Housing Land Availability Assessment (SHLAA).

3 Archway

<p>Allocation and justification</p>	<p>Residential-led redevelopment of ancillary buildings, with some mix of uses possible. Other uses should contribute to the objectives for the area as set out in the Core Strategy. Open space and play space should be provided on site along with community uses where there is an identified need.</p> <p>Whittington NHS Trust are considering the rationalisation of part of their land to facilitate investment in health care facilities on the rest of the site. Options are being reviewed as part of an estates strategy. This may include elements of the wider hospital site as part of reconfiguration on which the main hospital function and health care facilities will be retained and improved.</p>
<p>Design considerations and constraints</p>	<p>Proposals should respond sensitively to the character and scale of the surrounding buildings, in particular the properties on Dartmouth Park Hill (including Holbrook Close) and terraces on Highgate Hill, respecting the amenity of local residents. Development should contribute to an improved public realm and permeability through the site.</p> <p>Redevelopment of any buildings is subject to ensuring future health care needs are met.</p> <p>Future proposals should be well integrated with the adjacent site to the east which includes 87-91 Highgate Hill.</p> <p>Proposals should conserve and enhance the historic significance of heritage assets within and adjacent to the site. This includes the setting of the Highgate Hill / Hornsey Lane Conservation Area which is adjacent to the site, and the Grade II listed element of the hospital (Block F). TPO (Tree Preservation Order) trees in the vicinity of the site (including one on the site boundary), and views to St Paul's Cathedral should also be preserved.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply.</p> <p>The site is in close proximity to National Grid's high voltage underground electricity transmission cables. Development should ensure unrestricted and safe access to these cables at all times. Any development which may affect these cables should involve close consultation with National Grid and be compliant with guidance from the Health and Safety Executive.</p>
<p>Estimated timescale</p>	<p>2017-2026</p>

Site ARCH 3

The Archway Campus, Highgate Hill



Table Site ARCH3

Address, location, postcode	The Archway Campus, Highgate Hill, N19.
Ownership	University College London and Middlesex University.
Approximate size of site	18,980m ²
Current/previous use	Education, clinical and health services research.
How was the site identified and relevant planning history	Site identified through response to consultation in autumn/winter 2009.

3 Archway

<p>Allocation and justification</p>	<p>Consolidate and improve the site for existing education and related uses. This would include additional institutional D1 use (educational, health and clinical services) and ancillary office (B1) uses. Continued education and ancillary uses are supported in the Core Strategy. This could be delivered through a mixed-use scheme, including residential.</p> <p>Active frontages may be encouraged - particularly along Highgate Hill and Tollhouse Way. Uses should support the Core Strategy policy for Archway such as retail, employment and business use.</p> <p>The university are currently considering their estates strategy which could involve the relocation of existing health and education facilities to other sites. Should this occur, and subject to the justification of the loss of the educational use on the site, the site is considered appropriate for residential-led mixed use development including open space, with small-scale retail and commercial uses on the southern tip which respond to and integrate with the town centre.</p>
<p>Design considerations and constraints</p>	<p>Proposals should contribute to an improved public realm and linkages to the rest of the town centre. The site occupies a prominent location at the north of Archway Junction and is highly accessible due to its close proximity to Archway Underground Station and several bus routes. Given its prominent location any future development should be of high quality design. Any significant redevelopment should involve the preparation of a masterplan.</p> <p>The Whittington Hospital (Archway Wing) is a locally listed building. Any development should recognise the value and enhance the historic significance of this building and other buildings of character within and adjacent to the site. Development will also need to conserve and enhance the significance of the St John's Grove Conservation Area (which lies at the southern tip of the site), including its setting.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply.</p> <p>Development should mitigate any impacts on Archway Park, a Site of Importance for Nature Conservation (SINC) of Local Importance which is within the vicinity of the site.</p> <p>Part of the site falls within a protected viewing corridor defined by Development Management Policies.</p>
<p>Estimated timescale</p>	<p>2017-2021</p>

Site ARCH4

Archway Heights



Address, location, postcode	Archway Heights, 16 Archway Road, N19 3TF
Ownership	Origin Housing Group
Approximate size of site	226m ²
Current/previous use	Residential studios in a six-storey 1980s building formerly used by London Borough of Haringey to provide short-term accommodation for people in housing need. Vacant since 2007.

3 Archway

How was the site identified and relevant planning history	Site identified through planning applications database. A planning application has been approved (P101114) to replace the present building with a nine-storey building to provide 25 residential units. A subsequent application has been submitted (P112531) to vary this permission.
Allocation and justification	This site is located in a highly accessible location; however it is subject to high levels of traffic-related noise and whilst in existing residential use it would be more suitable for less noise-sensitive uses. Proposals for residential development on this site would have to contain appropriate noise mitigation measures to ensure the provision of good quality living accommodation for future occupiers.
Design considerations and constraints	<p>Although the site is not located within or adjacent to a conservation area or any listed buildings, it is located in a prominent position and is highly visible in long and short views from a number of public vantage points. Future development would be expected to create a positive and appropriate relationship with surrounding buildings and spaces by respecting the form and scale of the surrounding townscape and be of high design integrity.</p> <p>Development should mitigate any impacts on Archway Park, a Site of Importance for Nature Conservation (SINC) of Local Importance which is adjacent to the site.</p> <p>The site falls within a protected viewing corridor defined by Development Management Policies.</p>
Estimated timescale	2012-2016

4 Finsbury Park

4 Finsbury Park

4.1 Finsbury Park is a busy multi-cultural District Town Centre located in the north-east of the borough on the boundaries of the neighbouring boroughs of Hackney and Haringey with whom there is a commitment to cross-borough working. It has excellent transport links through tube, train and bus. Finsbury Park Station is one of the busiest outside central London. The area around the station has a mix of uses including retail, employment, community uses and housing. Adjacent to the town centre, just across the borough boundary in Haringey, is the large open space of Finsbury Park. Future development sites will play a key role in achieving the following:

- enhancing the vitality of the town centre as a retail centre
- the redevelopment of low density employment sites around the station to provide mixed-use development including housing, employment, retail and leisure uses
- the provision of between 500-700 units of housing
- the re-provision of storage and distribution floor space
- an improved transport interchange and public realm, with increased legibility and design that leads to an increased sense of safety
- improved walking and cycling connections to the park, Highbury Fields/Highbury Corner and the Emirates (Arsenal) stadium
- respecting and enhancing the historic character of the area
- new/improved open space - Finsbury Park ward and neighbouring areas are identified as some of the highest priority areas for increasing the provision of public open space.

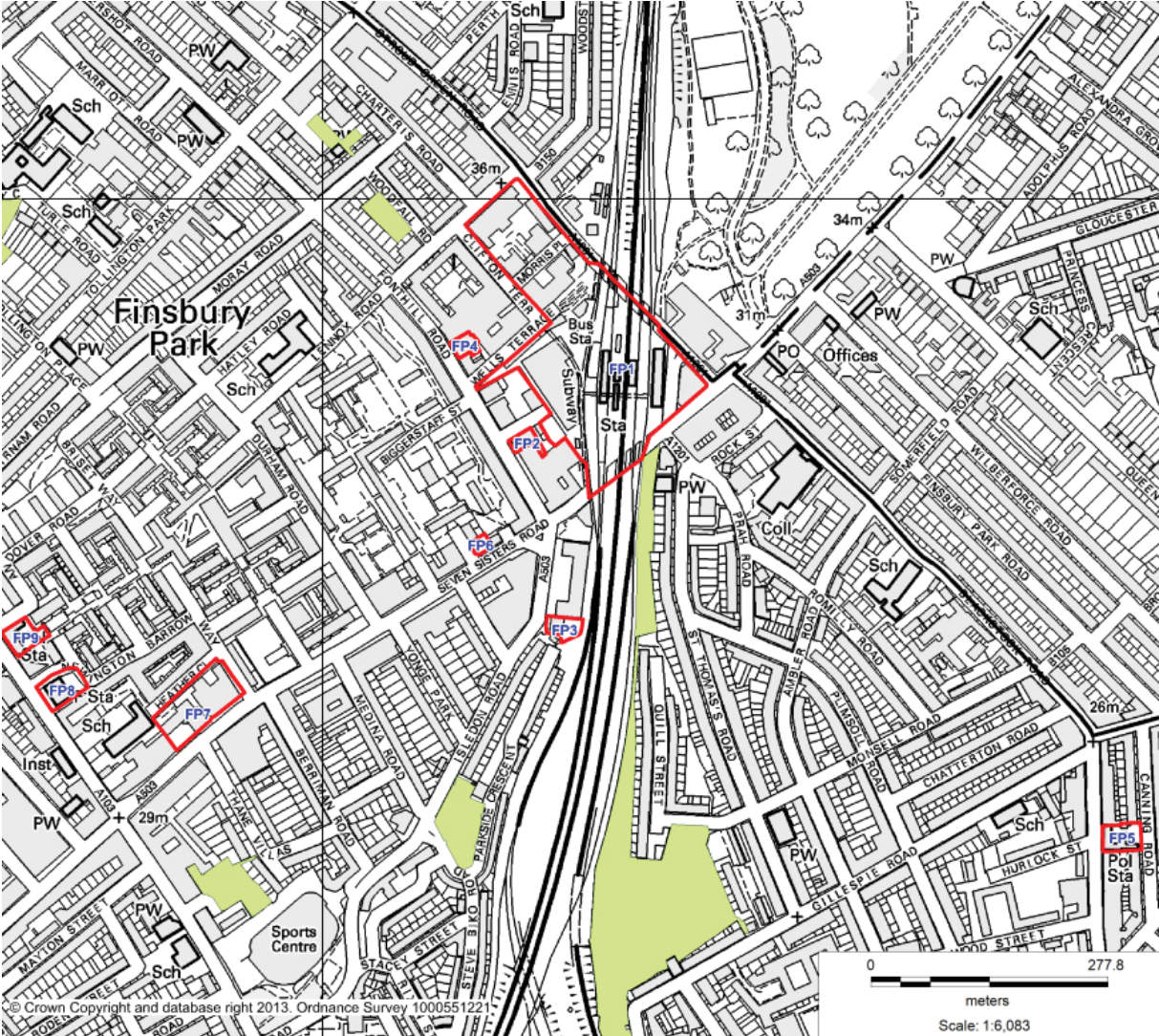
4.2 Further context and policy on Finsbury Park can be found in the Core Strategy (section 2.3). The following sites have been identified:

Table 4.1 : Finsbury Park Sites

Site reference	Site name
FP1	Finsbury Park Core Site
FP2	129-131 & 133 Fonthill Road and 13 Goodwin Street, N4
FP3	185-187, Isledon Road, N7 7JR
FP4	97-103 Fonthill Road, N4 3JH
FP5	Highbury Vale Police Station, 211 Blackstock Road, N5
FP6	Cyma Service Station, 201A Seven Sisters Road, N4 3NG
FP7	107-129 Seven Sisters Road, N7 7QG
FP8	Holloway Fire Station, 262 Hornsey Road, N7 7QT
FP9	Holloway Police Station, 284 Hornsey Road, N7 7QY

4.3 Site capacity estimates suggest 400-550 homes and 1150 jobs can be delivered by these sites. These sites can be seen within the context of the Finsbury Park in the map below.

Map 4.1 Finsbury Park sites context map

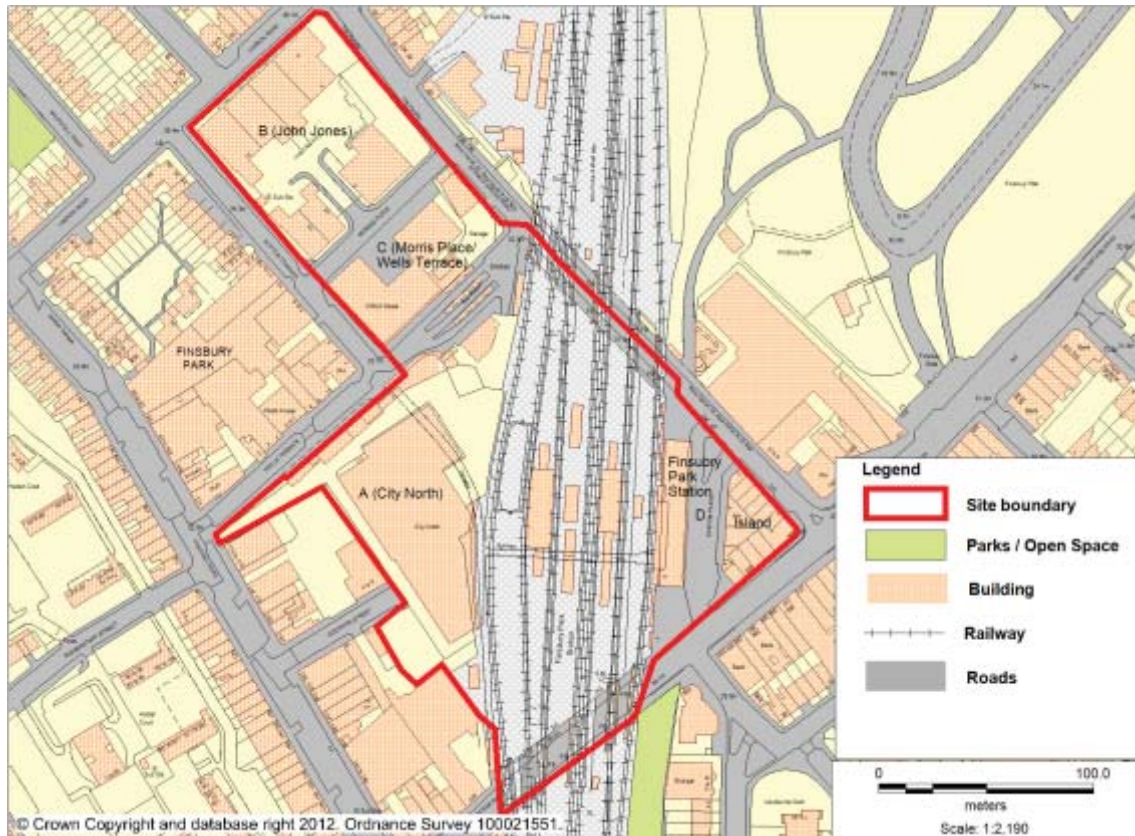


4.4 The Site Allocations for Finsbury Park are as follows :

4 Finsbury Park

Site FP1

Finsbury Park Core Site



Finsbury Park Station

Morris Place



Address, location, postcode

Site A: City North, Fonthill Road & 8-10 Goodwin Street, N4

Site B: 2-10 (even) and 14 Morris Place, and 9-15 The Parade, Stroud Green Road, N4 3JG

Site C: Morris Place/Wells Terrace (including Clifton House), N4 2AL

	Site D: Finsbury Park Station and Island, Seven Sisters Road, N4 2DH
Ownership	Network Rail, London Underground Limited, and mixed private ownership
Approximate size of site	43,180m ²
Current/previous use	Rail and underground station, shops, cafes, restaurants and residential use, office, light industry, storage and distribution.
How was the site identified and relevant planning history	<p>Identified by London Borough of Islington. These key sites have been subject to regeneration and planning proposals for a number of years.</p> <p>The City North site (Site A) has planning permission (P092492, November 2010) for a large mixed-use development with two 21 storey towers; and 3-10 storey buildings for 335 residential dwellings (C3); 2172m² of office floor space (B1); 436m² of restaurant and cafe floor space (A3); 9665m² of flexible floor space for use within use classes A1-A4 and/or gym (D2) and/or including up to 2000m² of office floor space (B1).</p> <p>The John Jones site (Site B) has planning permission, allowed on appeal (P100197, March 2011) for 15 residential dwellings, 5,280m² of light-industrial (B1) floorspace, student accommodation providing for 475 rooms, and 267m² of retail (A1).</p> <p>9-15 The Parade, Stroud Green Road (part of Site B), has permission (P032682, April 2004) for the demolition of existing buildings and replacement with 34 residential units and A3 premises.</p>
Allocation and justification	<p>Site A: Comprehensive redevelopment of the site to provide a large mixed use development incorporating residential, office, commercial and leisure floorspace. A significant element of public open space is required, and should facilitate future pedestrian access into Finsbury Park station from Goodwin Street.</p> <p>Site B: Redevelopment of the site to provide improved light industrial floorspace for the existing business alongside student accommodation, residential uses and retail uses. The number of student accommodation units accommodated on the site must not exceed the 475 units consented in planning permission P100197.</p> <p>Site C: Comprehensive mixed use redevelopment of the site to include business, retail/leisure and residential floorspace. Proposals should seek to maximise employment floorspace, including, where viable, the re-provision of the existing amount of business floorspace.</p>

4 Finsbury Park

	<p>Site D: Improvements to the existing underground and railway station and related infrastructure and public open space. Provision of a high quality public space adjacent to the station is required. Retention and potential expansion of ground floor retail within the station area (including above ground level). Retention of units in retail use on the Island part of the site, with a mix of employment and residential uses provided above ground floor.</p> <p>Finsbury Park is a major strategic transport interchange and convergence point for bus, rail and underground services which is set to experience increased passenger numbers as a result of work due for completion in 2017 under the Thameslink programme.</p> <p>The wider Finsbury Park District Centre contains distinctive retail and other commercial services, important community facilities and strong residential neighbourhoods. Yet the area round Finsbury Park station belies its status as a highly accessible location and fails to build coherence into the diversity of transport modes, uses and communities of people.</p> <p>Many of the existing buildings are poor in quality, do not maximise use of sites and are weak in their contribution to street frontage. The environment suffers from poor pedestrian connectivity, visibility and perceived safety and security issues. In addition, Finsbury Park is one of the most deprived areas in Islington.</p> <p>Intensification/redevelopment offers the opportunity for renewed employment floorspace. The provision of feasible Small and Medium Size Enterprise (SME) space in Finsbury Park at affordable rates is also encouraged.</p> <p>Improvement of the public realm, including routes to the station, and the environment underneath the railway bridges is a high priority. Development will be expected to facilitate the following public realm improvement priorities:</p> <ul style="list-style-type: none">• Footway renewal, decluttering of street furniture, lighting enhancements, accessibility improvements, tree planting, and public art along principal routes to the station (particularly on Seven Sisters and Stroud Green Roads).• Provision of public space adjacent to the station for future connection to a new western station entrance from Goodwin Street within Site A. <p>The council will work with transport partners to explore options for the re-organisation/reorientation of Finsbury Park Station, including over-station development to provide town centre uses and improving pedestrian access from Clifton Terrace.</p>
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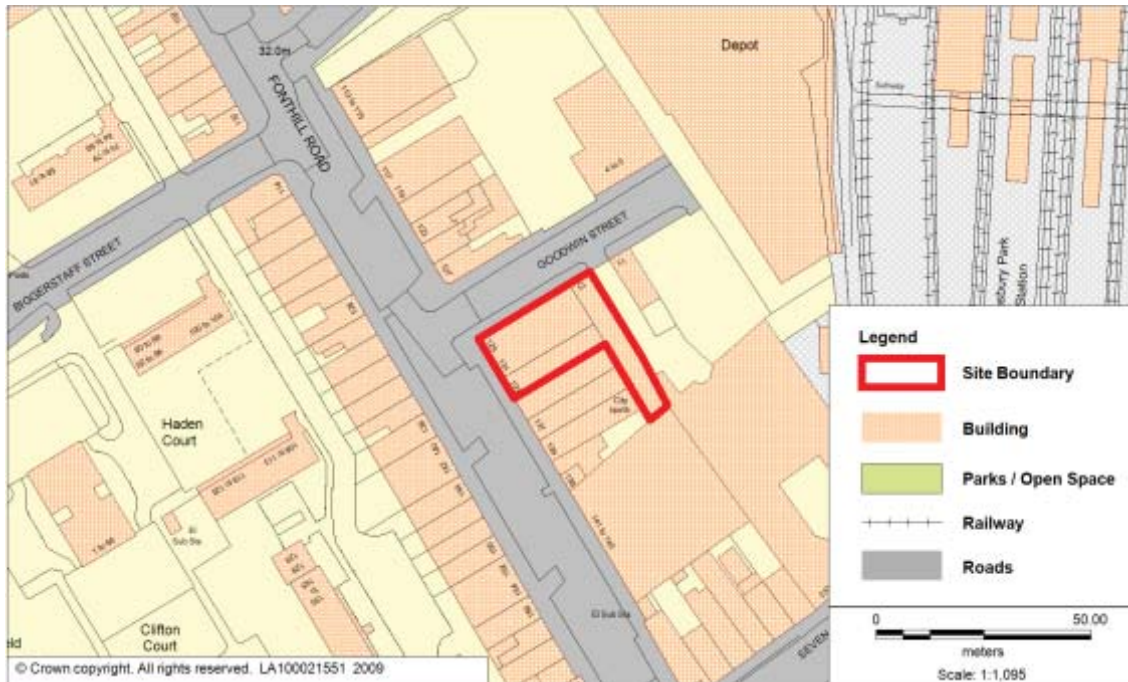
	<p>While the site area defined in this document is contained within Islington, it is close to the administrative boundaries of the London boroughs of Hackney and Haringey which the Finsbury Park District Centre straddles. The council will work with these and other partners as well as local stakeholders to develop a Supplementary Planning Document for a wider area within the three boroughs, including the core site identified here and the Finsbury Park green open space which gives the area its name, in Haringey, and part of Hackney.</p>
<p>Design considerations and constraints</p>	<p>The physical fabric and severance caused by the rail and road infrastructure, particularly the unappealing nature of areas under the railway bridges, are significant constraints to creating a coherent town centre in Finsbury Park.</p> <p>It is envisaged that the redeveloped sites will form a new core which contributes to a vastly improved sense of place: a high density, high quality mixed use environment with retail, commercial, residential and public and community leisure space.</p> <p>Buildings should be of a high quality of design appropriate to the overall streetscape and respect the scale, form and character of the surroundings. They should also contribute to safe, direct, active and overlooked routes to the station and not unacceptably harm the amenity of nearby residential properties. Significant improvements will be sought to the environment underneath the railway bridges.</p> <p>Development should achieve an acceptable noise environment for future occupiers of any residential element.</p> <p>Improvements to the station should include upgrading the interchange between National Rail and London Underground platforms, step-free access, increased wayfinding and reduced congestion. Rail and bus operational capability should be maintained.</p> <p>Cycling and walking will be encouraged through urban design improvements; improved cycle parking and connections between Finsbury Park and Gillespie Park as part of the Connect2 route should be supported by any development.</p> <p>TFL and the British Transport police (who have facilities at the station) should be consulted at an early stage of any development proposals.</p> <p>Development proposals should conserve and enhance the historic character of the area. This includes:</p> <ul style="list-style-type: none"> • the setting of the Grade II* listed former Rainbow Theatre at 232 Seven Sisters Road

4 Finsbury Park

	<ul style="list-style-type: none"> • the Grade II registered Finsbury Park open green space and locally listed buildings at 240 and 254 Seven Sisters Road and 138 Fonthill Road and 4a Goodwin Street • the adjacent Stroud Green Conservation Area in Haringey which contains a large number of Victorian residential buildings of heritage value. <p>Any development will need to protect and enhance the nearby Site of Importance for Nature Conservation (Gillespie Park – Metropolitan Importance).</p> <p>Thames Water has indicated that there may be issues with water supply capability and wastewater services associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply and wastewater services.</p>
Estimated timescale	<p>Sites A and B: 2012-2016</p> <p>Sites C and D: 2017-2026</p>

Site FP2

129-131 & 133 Fonthill Road and 13 Goodwin Street



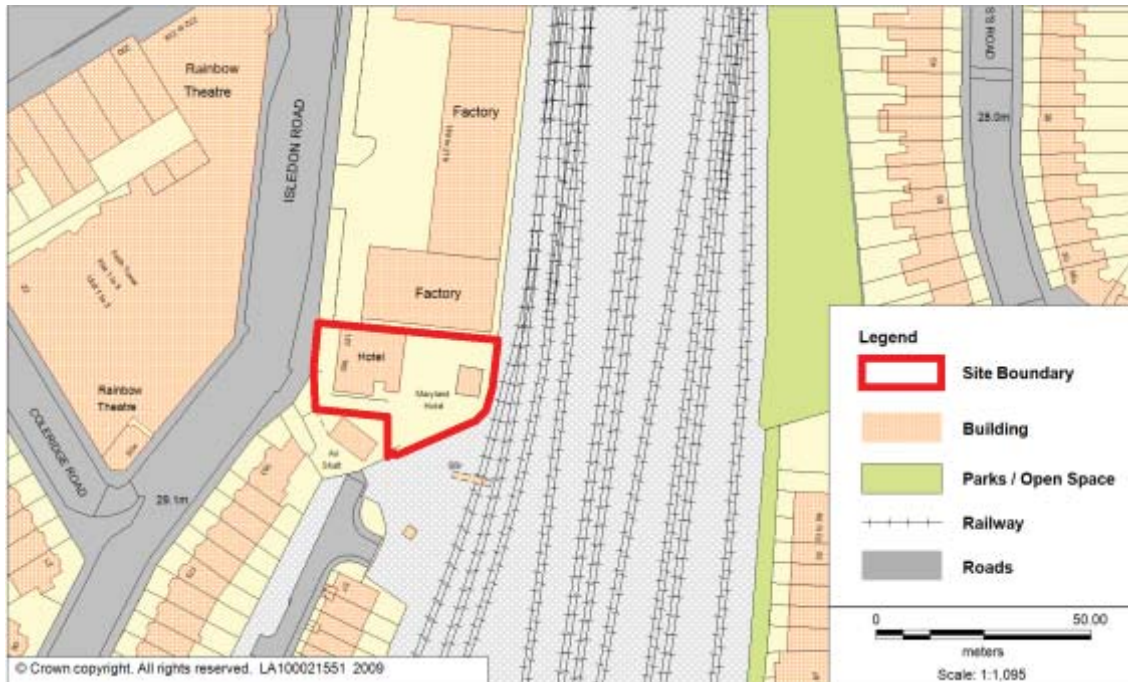
Address, location, postcode	129-131 & 133 Fonthill Road and 13 Goodwin Street, N4
Ownership	Dawnelia Properties Ltd
Approximate size of site	597m ²
Current/previous use	A mixture of vacant buildings, retail and cafe use.

4 Finsbury Park

How was the site identified and relevant planning history	Site identified from planning application database. The site currently has planning permission (P090839, August 2010) for a five storey building to provide a 92 bedroom hotel and three commercial units with two shop (A1) units on Fonhtill Road, and flexible retail/restaurant (A1/A3) unit fronting Goodwin Street.
Allocation and justification	<p>Retail-led mixed use development to complement the unique character of Fonthill Road (as a fashion corridor) and contribute to the vitality of Finsbury Park District Town Centre. Active retail frontage at the ground floor, particularly along Fonthill Road.</p> <p>Other suitable uses include hotel, employment (use classes A1, A2, A3), and business (B1), subject to evidence there is adequate provision for servicing. An element of residential may be acceptable.</p>
Design considerations and constraints	<p>Development should contribute to an improved public realm, transport and pedestrian links.</p> <p>Development should conserve and enhance the setting of locally listed buildings (including the postal sorting office at 4-5 Goodwin Street and 138 Fonthill Road) and the historic character of the area including its Victorian heritage.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply.</p>
Estimated timescale	2012-2016

Site FP3

185-187 Isledon Road



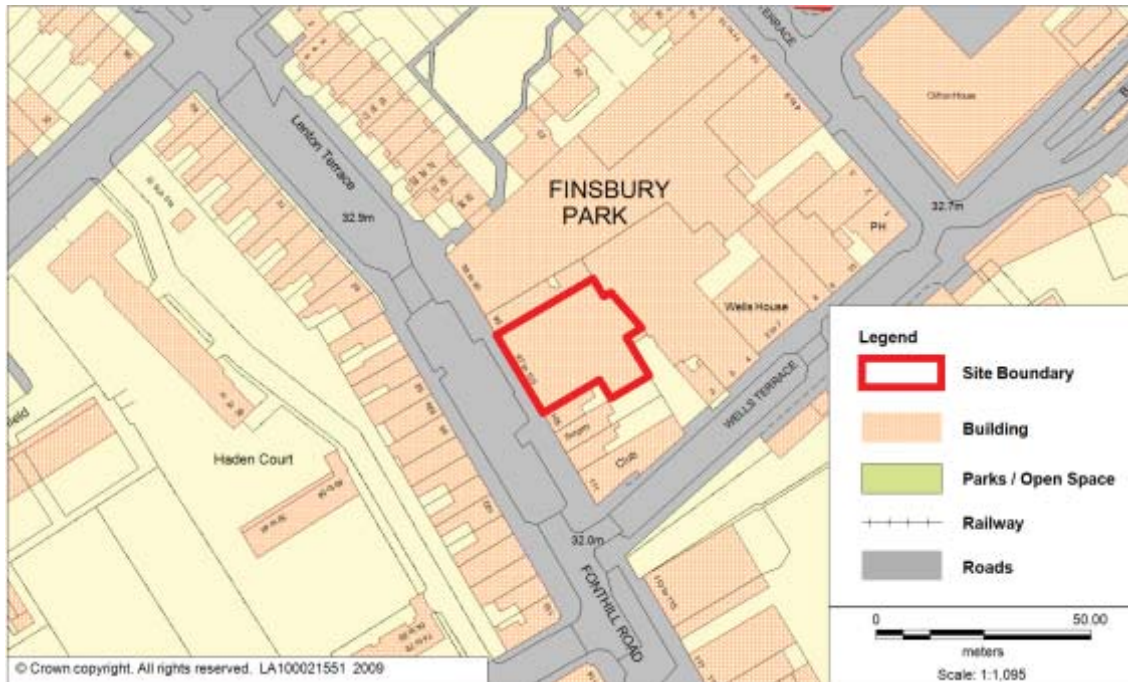
Address, location, postcode	185-187, Isledon Road, Islington, London, N7 7JR
Ownership	My Hotel
Approximate size of site	946m ²
Current/previous use	Currently used as a hotel.
How was the site identified and relevant planning history	Site identified through planning applications database. Lapsed planning permission (P082091, February 2009) to demolish existing hotel and be replaced by a 91 bedroom hotel. Application (P112888, February 2012) submitted for the

4 Finsbury Park

	demolition of the existing hotel and replacement with a 104 bedroom hotel.
Allocation and justification	<p>The use of this site for a Hotel (use class C3) is considered appropriate given its existing use, its employment generating benefits, and support for tourism/visitors in the town centre/wider area. The principle of hotel use is also supported by the planning permission.</p> <p>Other employment generating uses which would support the town centre and local economy would also be acceptable as set out in Core Strategy policy for Finsbury Park. An element of residential accommodation may be acceptable as part of a mixed-use scheme subject to amenity considerations being addressed. Any alternative uses would need to respect the amenity of nearby residential properties.</p>
Design considerations and constraints	<p>Development should contribute to an improved public realm, transport and pedestrian links.</p> <p>Any development will also need to protect and enhance the nearby Sites of Importance for Nature Conservation (Isledon Road SINC of borough importance, grade 1, and Gillespie Park - Metropolitan Importance).</p> <p>The site is opposite the Grade II* listed building - the former Rainbow Theatre. Any proposals will need to conserve and enhance the setting of this building and the predominantly Victorian street scene.</p>
Estimated timescale	2012-2016

Site FP4

97-103 Fonthill Road



Address, location, postcode	97-103, Fonthill Road, Islington, N4 3JH
Ownership	Lazari Investments Ltd
Approximate size of site	640m ²
Current/previous use	Light industrial building comprised of retail on ground floor, educational (D1) use on first floor and office use (B1) on upper floors.
How was the site identified and relevant planning history	Site identified through planning applications database. Permission (P090233) for change of use of the rear ground floor of 97-99 Fonthill Road, and upper floors of entire site for

4 Finsbury Park

	<p>educational (D1 use) has now lapsed. Planning application (P100040) for the demolition of the existing buildings and replacement with office at ground floor and residential use above was refused in December 2010. Application (P111533, July 2011) for demolition of the existing light industrial building and replacement with the retention of 4 retail units and 9 residential units withdrawn (September 2012).</p>
Allocation and justification	<p>Mixed-use development with active retail (A1)/employment use on the lower floor(s). Fonthill Road is one of the key retail areas within Finsbury Park, any development should therefore give primacy to retail uses and contribute to the overall vitality of the town centre. Re-provision of business and educational uses currently on the site is strongly encouraged. An element of conventional residential accommodation may be acceptable.</p>
Design considerations and constraints	<p>Development proposals should conserve and enhance the historic character of the area, respecting the scale and appearance of the Victorian terrace streetscene. Related public realm improvements are encouraged.</p>
Estimated timescale	2017-2021

Site FP5

Highbury Vale Police Station, 211 Blackstock Road



Address, location, postcode	Highbury Vale Police Station, 211 Blackstock Road, N5
Ownership	Metropolitan Police Association
Approximate size of site	1,392m ²
Current/previous use	Police Station (Sui Generis).
How was the site identified and relevant planning history	Site identified through response to previous consultation on this document in autumn/winter 2009.

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<p>Allocation and justification</p>	<p>Refurbishment of existing building and sensitive development on the remainder of site to provide mixed-use development. The site is at the edge of the proposed town centre boundary for Finsbury Park, therefore commercial and employment generating uses which contribute to the vitality of the town centre are important. Conventional residential accommodation on the upper floors and to the rear of the site is likely to be acceptable depending on the design of the scheme.</p> <p>The Metropolitan Police Asset Management Plan for Islington highlights that the building design cannot be adapted to modern policing needs and that the location is not fully accessible. It is considered that the existing facilities can be re-provided in more specialist and appropriate facilities elsewhere.</p>
<p>Design considerations and constraints</p>	<p>Active uses are encouraged at the ground floor level, in keeping with the streetscene on this stretch of Blackstock Road.</p> <p>The police station is a locally listed building. Any future proposals will need to conserve and enhance the historic and architectural significance of the building and the predominantly Victorian street scene. Proposals also need to respect the residential amenity of neighbouring properties.</p> <p>The site is adjacent to a Local Flood Risk Zone (LFRZ) at risk of significant/extreme flooding. Proposals will therefore be required to further assess and mitigate this risk. Further detailed guidance is set out in the Development Management Policies.</p>
<p>Estimated timescale</p>	<p>2012-2016</p>

Site FP6

Cyma Service Station, 201A Seven Sisters Road



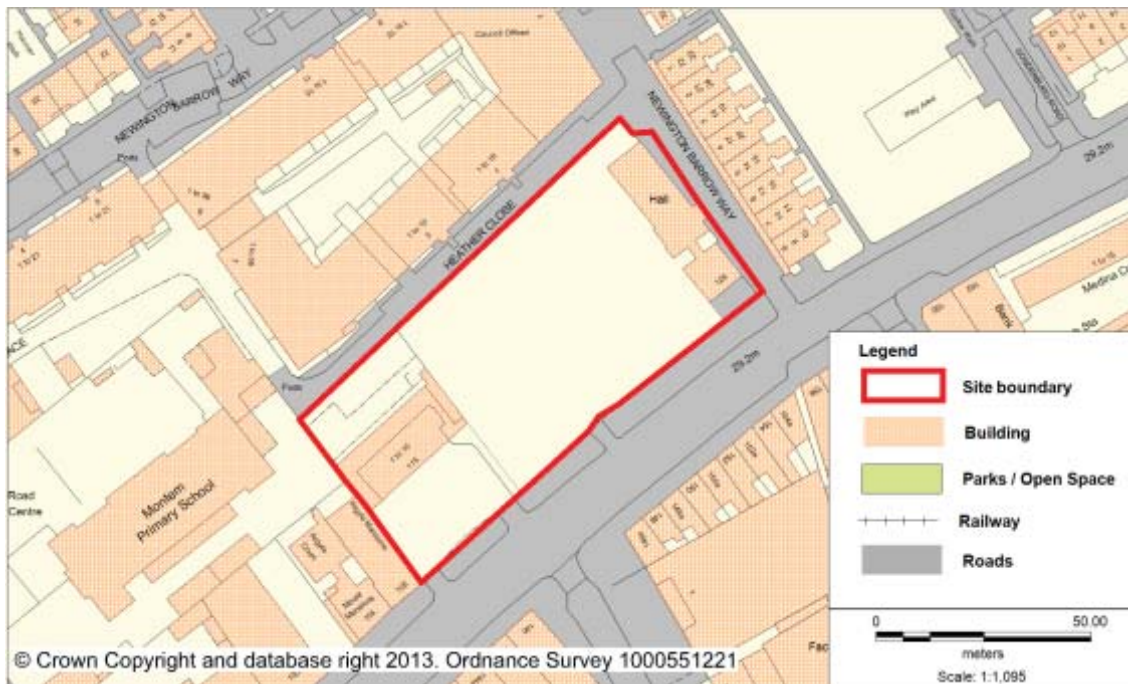
Address, location, postcode	Cyma Service Station, 201A Seven Sisters Road , Islington, London, N4 3NG
Ownership	Folgate Estates Ltd
Approximate size of site	375.27m ²
Current/previous use	Former service station. Currently vacant.
How was the site identified and relevant planning history	Site identified through planning applications database. A previous application was made in 2006 (P061775) for a mixed use development with commercial units at ground floor and residential use above. Planning application submitted (P11477,

4 Finsbury Park

	July 2011) for the development on the vacant site of 12 residential units and 2 retail units.
Allocation and justification	<p>The development of this currently vacant site is supported for a mix of uses to contribute to the vitality of Finsbury Park Town Centre.</p> <p>Commercial uses (A1, A2, and/or A3) should be provided at the ground floor to provide an active frontage along Seven Sisters Road. Employment use is encouraged on the rest of the site. An element of conventional residential accommodation may be acceptable subject to amenity issues such as noise being addressed.</p>
Design considerations and constraints	Development should contribute to a coherent street frontage, be of high quality design to enhance the Seven Sisters Road street scene, and respect the character and amenity of the neighbouring Victorian Terraces.
Estimated timescale	2012-2016

Site FP7

107-129 Seven Sisters Road



Address, location, postcode	107-129 Seven Sisters Road, N7 7QP
Ownership	National Grid Electricity Transmission PLC
Approximate size of site	5,150m ²
Current/previous use	Car wash and residential accommodation at 107-115 Seven Sisters Road. The buildings formerly at 117-119 and 127 Seven Sisters Road have been demolished. 129 Seven Sisters Road is a public house at ground floor with residential accommodation above.
How was the site identified and relevant planning history	The site was identified from the planning applications database. Planning application (P072184) for the redevelopment of 107-115 Seven Sisters Road to provide accommodation for 134 students; 140 sq.m of retail

4 Finsbury Park

	<p>floorspace (A1/A2) fronting Seven Sisters Road and 9 residential flats has been withdrawn. Permission (P082563) was granted at 127 Seven Sisters Road for a headhouse building for National Grid. Application (P2013/0385/PRA) for Prior Approval for the demolition of buildings at 107-115 Seven Sisters Road and 129 Seven Sisters Road approved (February 2013).</p>
<p>Allocation and justification</p>	<p>Mixed-use redevelopment to provide retail, employment and conventional residential accommodation, alongside electricity infrastructure (including a substation and associated necessary infrastructure).</p> <p>The site is on the busy Seven Sisters Road which is well served by public transport and near to a full range of amenities at the Nag's Head and Finsbury Park Town Centres. Underutilised, it is suitable for redevelopment to assist with the regeneration of the area. The site is within the Seven Sisters Road Local Shopping Area and an Employment Growth Area; active ground floor frontages along Seven Sisters Road should therefore provide retail/employment uses. Subject to amenity considerations being addressed conventional residential accommodation is also considered appropriate.</p> <p>The north-east corner of the site (part of 127 Seven Sisters Road), has permission for a National Grid headhouse. As part of the London Power Tunnels project the need for additional energy infrastructure has been identified by National Grid to provide a new grid supply point for UK Power Networks. Energy infrastructure should:</p> <ul style="list-style-type: none"> • in both location and size, be visually sensitive; • be appropriately balanced with the regeneration and mixed used objectives for the site; • protect the amenity of existing and future occupants with regard to noise, air quality, pollution, land contamination and health.
<p>Design considerations and constraints</p>	<p>Any proposals should be of high quality design which improves the streetscene of the local area and Seven Sisters Road.</p> <p>The building layout should provide a coherent street frontage along Seven Sisters Road up to Newington Barrow Way. All buildings and energy infrastructure should be sensitively designed with regard to height, scale, bulk and massing. Proposals for the boundary treatment of energy infrastructure should be designed to address personal security concerns in line with Safer Places and Secured by Design principles.</p> <p>Development should conserve and enhance the setting of the Montem Primary School Grade II listed building, which adjoins the rear of the site.</p>

Estimated timescale	2017-2021
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4 Finsbury Park

Site FP8

Holloway Fire Station, 262 Hornsey Road



Address, location, postcode	262 Hornsey Road, N7 7QT
Ownership	London Fire and Emergency Planning Authority
Approximate size of site	1720m ²
Current/previous use	Fire Station (Sui Generis).
How was the site identified and relevant planning history	Site identified in London Fire Brigade Asset Management Plan and through comments received in previous consultation in autumn/winter 2009 on this document. Planning permission (P101037, September 2010) is for an extension to provide improved facilities and accommodation for a Metropolitan Police Station.

Allocation and justification	Continued use for emergency services, with possible refurbishment and extension to adapt to needs of the Fire Brigade and be a base for a community policing facility (Sui Generis). This will help to meet needs of infrastructure providers and assist with service delivery.
Design considerations and constraints	<p>The site is not within or adjoining a conservation area. However it is adjacent to grade II listed buildings including the Andover Medical Centre, 270-282 Hornsey Road across Newington Barrow Way, an apartment block at 7 Tiltman Place, a children's centre at 8 Hornsey Road and the Montem Primary School. Any proposals should conserve and enhance the significance of heritage assets, including their settings.</p> <p>The site falls within a protected viewing corridor defined by the London View Management Framework and Development Management Policies</p>
Estimated timescale	2012-2016

4 Finsbury Park

Site FP9

Holloway Police Station, 284 Hornsey Road



Address, location, postcode	Holloway Police Station, 284 Hornsey Road, N7 7QY
Ownership	Metropolitan Police Association
Approximate size of site	1,265m ²
Current/previous use	Police Station (Sui Generis).
How was the site identified and relevant planning history	Site identified through response to consultation on this document in autumn/winter 2009.

<p>Allocation and justification</p>	<p>To redevelop the police station for residential-led mixed use development. Flexible active frontages are encouraged along Hornsey Road (B1/A1/A2/A3).</p> <p>The Metropolitan Police Asset Management Plan for Islington highlights that the buildings design cannot be adapted to modern policing needs and that the location is not fully accessible. It is considered that the existing facilities can be re-provided in more specialist and appropriate facilities.</p>
<p>Design considerations and constraints</p>	<p>Any future uses and design should respect the amenity of the residential properties which border the site to the rear as well as opposite the site on Andover Road and Hornsey Road. An enhanced streetscene along Hornsey Road is also encouraged.</p> <p>The site is not within or adjoining a conservation area.</p> <p>The site falls within a protected viewing corridor defined by the London View Management Framework and Development Management Policies.</p>
<p>Estimated timescale</p>	<p>2012-2016</p>

5 Nag's Head and Upper Holloway Road

5 Nag's Head and Upper Holloway Road

5.1 The Nag's Head is a busy and vibrant Major Town Centre offering a variety of shops and services, divided by the busy Holloway Road (A1), and intersected by Seven Sister's Road and Tollington Road. The wider stretch of Holloway Road also provides an important employment and residential function. Future development sites will play a key role in achieving the following:

- promoting a mix of retail opportunities along Holloway Road and Seven Sisters Road
- utilising underused land for new retail premises and other employment uses
- the provision of some conventional residential development, where appropriate, such as above existing retail uses. The estimated housing delivery in this key area is 280 units over the next 15 years.
- improving the public realm to enhance the environment for cyclists and pedestrians, reducing the impact of the significant traffic flow/congestion, including improved access to the Sobell Leisure Centre and the Arsenal (Emirates) Stadium
- maintaining and enhancing employment spaces
- promoting a family friendly evening economy and leisure facilities
- greening and enhancing public open space provision along Holloway Road
- protecting and enhancing the historic character of the area.

5.2 Further context and policy on Nag's Head and Upper Holloway Road can be found in the Core Strategy (section 2.4). The following sites have been identified:

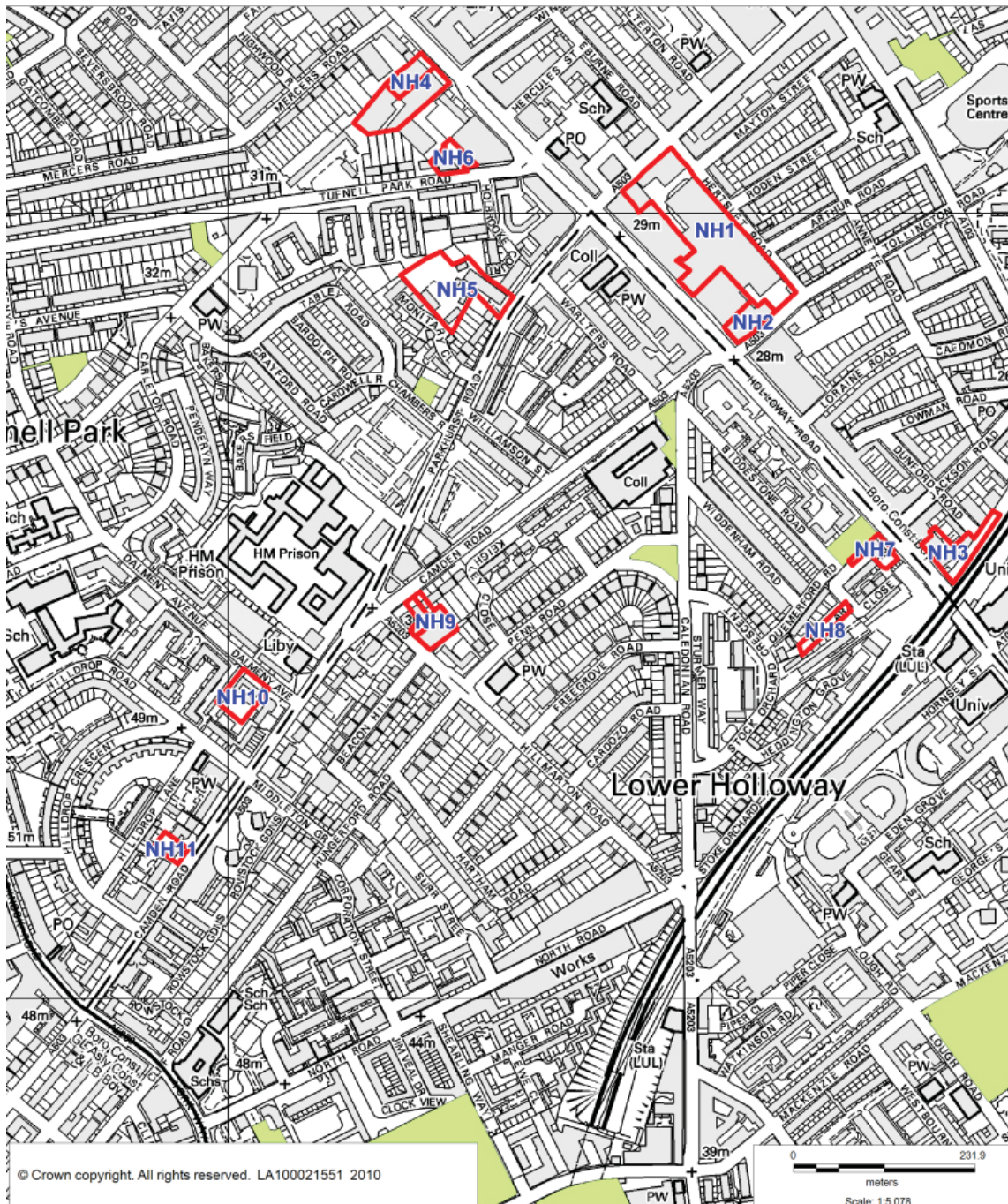
Table 5.1 : Nag's Head and Upper Holloway Road Sites

Site Reference	Site name
NH1	Morrison's supermarket and adjacent car park, 10 Hertslet Road, and 8-32 Seven Sisters Road, N7 6AG
NH2	368-376 Holloway Road (Argos and adjoining shops), N7 6PN
NH3	254-268 Holloway Road, N7 6NE
NH4	443-453 Holloway Road, N7 6LJ
NH5	Territorial Army Centre, 65-69 Parkhurst Road, N7
NH6	2, 4 & 4A, Tufnell Park Road and rear of Odeon Cinema, N7
NH7	Islington Scout Hut Centre, 319 Holloway Road, N7 9SU
NH8	Pollard Close Allotments, N7
NH9	392a and 394 Camden Road, N7
NH10	Ada Lewis House, 1 Dalmeny Avenue, N7 0LD
NH11	Heywood House Hotel, 261 Camden Road, N7 0HS

5 Nag's Head and Upper Holloway Road

5.3 Site capacity estimates suggest 600-700 homes and 1950 jobs can be delivered by these sites. These sites can be seen within the context of the area in the map below.

Map 5.1 Nag's Head sites context map



5.4 The proposed Site Allocations for Nag's Head and Upper Holloway Road are as follows:

Site NH1

Morrison's supermarket, Hertslet Road, and 8-32 Seven Sisters Road



Supermarket from Hertslet Road



Nag's Head shopping centre



Address, location, postcode	Morrison's supermarket and adjacent car park, 10 Hertslet Road, 8 to 32 Seven Sisters Road, N7 6AG.
Ownership	Lisse Ltd (freehold of Morrison's Supermarket, Car park, 16-22 Seven Sisters Road and the Market), Morrison's Supermarket (long leasehold). The remainder of the properties are mixed private ownership with multiple leaseholders.
Approximate size of site	12,700m ²
Current/previous use	Retail, car park, snooker club and covered market
How was the site identified and relevant planning history	Sites identified in response to previous consultations, part of the SHLAA (2009), and Nag's Head Town Centre Supplementary Planning Document (2007).

5 Nag's Head and Upper Holloway Road

<p>Allocation and justification</p>	<p>The main shopping centre part of the site has potential for retail-led mixed-use development, with other employment uses, which together should maximise the retail offer of Nag's Head Town Centre. There is also potential for uses to enhance and provide for a family friendly evening economy, e.g. through restaurants and cafés. An element of conventional residential accommodation may be acceptable on the upper floors subject to amenity issues being addressed. Any scheme should retain some parking for the Town Centre. An improved market facility is encouraged as part of any redevelopment.</p> <p>This is a key site in the heart of town centre which can play a key role in the regeneration of the town centre. Any future development proposals on this site should intensify retail use to enhance the retail offer within the town centre.</p>
<p>Design considerations and constraints</p>	<p>New development will be expected to mitigate impacts on the transport network. Opportunities exist for related public realm improvements in the town centre, including an active frontage to Hertslet Road (subject to amenity considerations being resolved), improvements to public open space, and pedestrian routes. Improved permeability is encouraged between Holloway Road, Seven Sisters Road and Hertslet Road.</p> <p>As a prominent site in the town centre any future development should be of a high standard of design and respect the setting of the locally listed public house on Hertslet Road, locally listed buildings along Holloway Road, and grade II listed buildings on the corner of Holloway Road, Seven Sisters Road. Proposals should conserve and enhance the historic character and prevailing streetscene of the wider area, including Victorian and Edwardian buildings.</p> <p>The site is at the edge of Nag's Head Archaeological Preservation Area.</p>
<p>Estimated timescale</p>	<p>2017-2021</p>

Site NH2

368-376 Holloway Road (Argos and adjoining shops)



Address, location, postcode	368 - 376 Holloway Road (Argos and adjoining shops), N7 6PN
Ownership	Mixed private ownership.
Approximate size of site	1,700m ²
Current/previous use	Retail
How was the site identified and relevant planning history	The site was identified in the Nag's Head Town Centre Supplementary Planning Document (2007).
Allocation and justification	<p>Retail (A1) will be required at the ground floor level, with other retail and employment above.</p> <p>This is a landmark site located in the heart of the Nag's Head Town Centre in a prominent location on the corner of the main high street of Holloway Road and Tollington Road. This site</p>

5 Nag's Head and Upper Holloway Road

	<p>has potential for further intensification to increase the retail offer of the town centre. Improved design of the building with enhanced public realm would also be beneficial to the town centre.</p>
Design considerations and constraints	<p>Active frontages should be provided, including on Tollington Road.</p> <p>Any future development should be of high quality design to enhance the appearance of the town centre. An improved public realm along Holloway Road and at the junction of Tollington Road is also encouraged.</p> <p>Any future development will need to be sensitive to the archaeological priority area within which the site sits, as well as the setting of neighbouring locally listed buildings (382 and 386 Holloway Road). Development proposals should conserve and enhance the historic character of the area.</p>
Estimated timescale	2022-2026

Site NH3

254-268 Holloway Road



Address, location, postcode	254-268 Holloway Road, N7 6NE
Ownership	Brownlow Trust Ltd, Philip Kirsh Ltd and Network Rail
Approximate size of site	2927m ²
Current/previous use	Retail, offices, and disused railway viaduct.
How was the site identified and relevant planning history	Site identified in the Nag's Head Town Centre Supplementary Planning Document (2007).
Allocation and justification	Intensification of existing uses should provide an improved retail and business offer; and introduction of other uses that contribute to the vitality of the town centre, subject to ensuring that existing residential amenity is carefully considered within any proposed design.

5 Nag's Head and Upper Holloway Road

	<p>There may be potential for an element of conventional residential accommodation depending on amenity issues such as rail and road noise being addressed.</p>
Design considerations and constraints	<p>Any proposal should contribute to improvements to the public realm along Holloway Road.</p> <p>The retention of the existing buildings must be considered. They are considered to be of heritage value and contribute significantly to the streetscene. Any redevelopment involving their loss must be of a very high quality design to conserve and enhance the historic character of the town centre.</p>
Estimated timescale	2012-2016

Site NH4

443-453 Holloway Road



Address, location, postcode	443-453 Holloway Road, N7 6LJ
Ownership	Safestore Properties Limited (447-453 Holloway Road), Westheath Projects Limited (443-445 Holloway Road)
Approximate size of site	5386m ²
Current/previous use	Warehousing
How was the site identified and relevant planning history	Site identified in the Nag's Head Town Centre Supplementary Planning Document (2007).
Allocation and justification	On the outskirts of the Nag's Head Town Centre the site is considered suitable for mixed-use development including housing, continued business uses (including office and warehouse use), and commercial uses along Holloway Road.

5 Nag's Head and Upper Holloway Road

<p>Design considerations and constraints</p>	<p>Conventional residential use is subject to noise and other amenity issues being addressed.</p> <p>There should be active uses at the ground floor level on Holloway Road. Public realm improvements on Holloway Road are also encouraged.</p> <p>There may be some potential for sensitive intensification. However the locally listed building (443-445 Holloway Road) should be retained, along with any existing arts/cultural uses. The design of any development should be of high quality to conserve and enhance the setting of locally listed buildings and the wider area including the Mercers Road/Tavistock Terrace Conservation Area within which the front half of the site sits. As well as using high quality appropriate materials, proposals will need to respect the scale, massing, rhythm and fenestration of adjoining buildings.</p>
<p>Estimated timescale</p>	<p>2012-2016</p>

Site NH5

Territorial Army Centre, Parkhurst Road



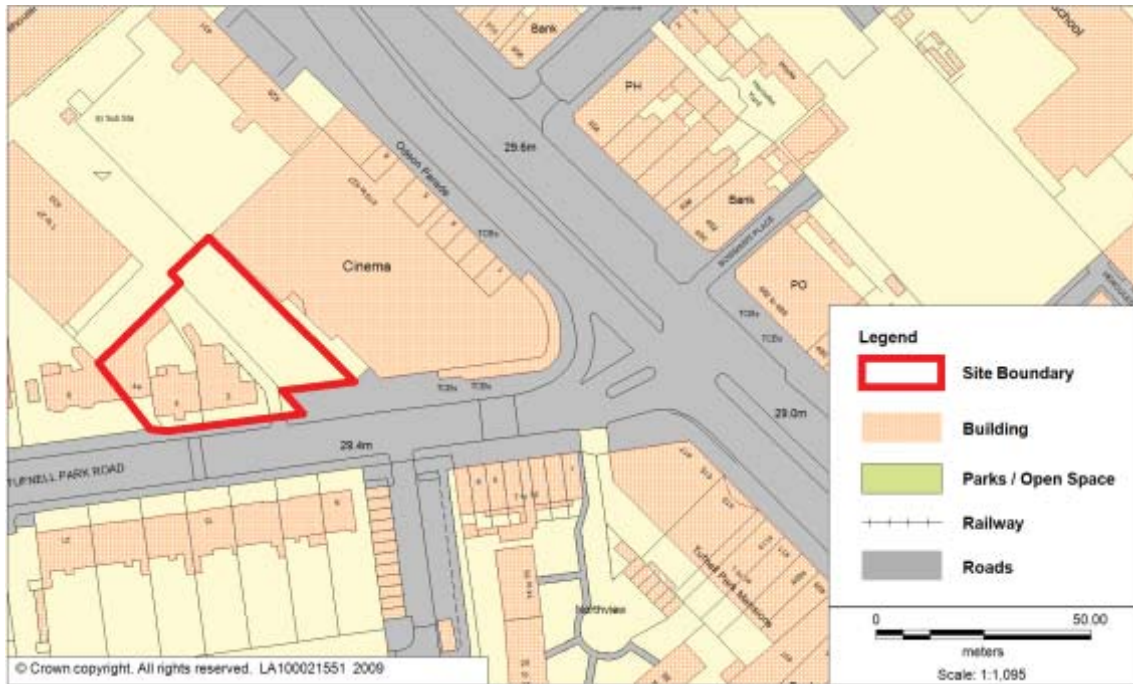
Address, location, postcode	Territorial Army Centre, 65-69 Parkhurst Road, N7
Ownership	Ministry of Defence
Approximate size of site	6,000m ²
Current/previous use	Territorial Army Centre
How was the site identified and relevant planning history	The site was included in the Strategic Housing Land Availability Assessment (2009).
Allocation and justification	This site is outside of the Nag's Head Town Centre in a predominantly residential area. The majority of the site has potential for intensification for residential accommodation to

5 Nag's Head and Upper Holloway Road

	<p>help meet housing need in the borough. There could be continued Ministry of Defence use on part of the site (regular unit and cadets).</p>
Design considerations and constraints	<p>Any development would be subject to the satisfactory resolution of amenity issues to neighbouring residential properties and the operational impacts of the TA centre upon proposed uses.</p> <p>The site adjoins the Hillmarton Conservation Area, and there are a number of locally listed buildings on Parkhurst Road. Development proposals should conserve and enhance the historic character of the area, including its Victorian heritage in terms of their height, scale, proportions and appearance.</p> <p>Thames Water has indicated that there may be issues with water supply capability and sewerage capacity associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems.</p>
Estimated timescale	2012-2021

Site NH6

2, 4 & 4A, Tufnell Park Road and rear of Odeon Cinema



Address, location, postcode	2, 4 & 4A, Tufnell Park Road and rear of Odeon Cinema, 419 Holloway Road, Islington, London, N7.
Ownership	Hayden Bridge Ltd, and Odeon.
Approximate size of site	1,400m ²
Current/previous use	Two buildings and a car park currently occupy the site. Both buildings are vacant. One building was occupied as a London Borough of Islington Area Housing Office, and the other as a vehicle repair shop/garage.

5 Nag's Head and Upper Holloway Road

How was the site identified and relevant planning history	Site identified through planning applications database. The site currently has an application approved (P100956) for residential (31 flats) and 587m ² of commercial (B1/A1/A2) and/or specified D1 (non-residential institutions) such as a doctors surgery, health centre or day centre.
Allocation and justification	<p>Mixed-use redevelopment is encouraged on this site, given that it falls partly within the town centre. Uses will need to be appropriate to the Nag's Head Town Centre, whilst respecting the amenity of nearby residential properties.</p> <p>Active use is encouraged at the ground floor level along the main frontage on Tufnell Park Road. It is considered that an employment use at this location can be achieved without compromising the amenities of neighbouring properties such as offices, shops and financial/professional services (within the B1, A1 and A2 use classes), or specified D1 non-residential institutions (e.g. doctors, health centre or day centre which is of community value), as highlighted in the existing planning permission. An element of conventional residential accommodation may be acceptable on the upper floors depending on the mix of uses. Any residential accommodation will be subject to amenity considerations being addressed.</p>
Design considerations and constraints	Scale, massing and height should be sympathetic to the character and appearance of the historic setting of the area, particularly the adjoining Mercers Road/Tavistock Terrace Conservation Area, and nearby listed buildings which include the Grade II listed Odeon Cinema. The cinema is a landmark and should continue to be the dominant building in the local area. A new building has the opportunity to provide a link between the cinema and the lower level residential properties.
Estimated timescale	2012-2016

Site NH7

Islington Scout Hut Centre, Holloway Road



Address, location, postcode	Islington Scout Hut Centre, 319 Holloway Road N7 9SU
Ownership	Scouts Association and London Borough of Islington
Approximate size of site	728m ²
Current/previous use	Scout hut for community use
How was the site identified and relevant planning history	Site identified by London Borough of Islington. Application (P111678) refused April 2012. Subsequent application (P121054, July 2012) for the demolition of the scout hut and replacement with community facilities (D1 and D2 use) at ground floor and 34 residential units above approved (subject to legal agreement).

5 Nag's Head and Upper Holloway Road

<p>Allocation and justification</p>	<p>Mixed use building comprised of community space with conventional residential or sheltered housing/supported housing above. The part of the site adjacent to the Biddestone Open Space will be used to enlarge and enhance the open space.</p> <p>Development will lead to improved open space and play facilities on the Biddestone open space, which is identified as a key open space enhancement opportunity in the Nag's Head Town Centre Strategy and the Core Strategy.</p> <p>Any development should re-provide and enhance the community space currently on the site.</p>
<p>Design considerations and constraints</p>	<p>Proposals should respect the amenity of neighbouring residential properties in terms of sunlight/daylight.</p> <p>Holloway Road carries substantial volumes of traffic with consequently high noise levels and any proposal will need to ensure an acceptable noise environment for future occupants of residential units.</p> <p>A high standard of design is expected on this prominent site along Holloway Road. Development proposals should conserve and enhance the historic character of the area, in particular the setting of the nearby Hillmarton Conservation Area.</p>
<p>Estimated timescale</p>	<p>2017-2021</p>

Site NH8

Pollard Close Allotments



Address, location, postcode	Pollard Close Allotments, Pollard Close, N7
Ownership	London Borough of Islington.
Approximate size of site	1,000m ²
Current/previous use	Site was previously used as a car park.
How was the site identified and relevant planning history	The site identified as part of the Edible Islington programme to increase and promote food growing opportunities in the borough.
Allocation and justification	To be used as allotments for residents. This is an opportunity to contribute to an increase in Islington's open space provision and food growing opportunities for residents. There is a great unmet demand for allotments in the borough.
Estimated timescale	2012-2016

5 Nag's Head and Upper Holloway Road

Site NH9

392A and 394 Camden Road



Address, location, postcode	392A Camden Road & 1 Hillmarton Road, N7/ 394 Camden Road, N7 0SJ
Ownership	Nexlynn Limited/Trust Meat Co Ltd, Aegis Fine Homes Ltd
Approximate size of site	2600m ²
Current/previous use	Vehicle repair depot (B2) in single storey building, meat packing centre and warehouse (B8).
How was the site identified and relevant planning history	The site was identified from the planning applications database. Planning permission (P051292) was granted in May 2006 for redevelopment to provide 43 flats (C3) and office space (B1) at 394 Camden Road. Permission (P051250) was granted in June 2008 for redevelopment of 392A Camden Road and 1 Hillmarton Road to provide three houses,

5 Nag's Head and Upper Holloway Road

	<p>11 flats (C3) and a four-storey office unit (B1). The existing permissions have now lapsed.</p>
Allocation and justification	<p>Redevelopment to provide mixed-use residential and business use.</p> <p>These roughly L-shaped plots of land should be considered as a cohesive scheme to enable the introduction of housing and retain employment at these under-utilised sites.</p>
Design considerations and constraints	<p>There is a need for a consistent design approach between the sites which together form a shared internal courtyard to provide amenity space for both developments.</p> <p>The meat packing centre (394 Camden Road) is to be vacated as it is no longer fit for purpose, is in need of repair and has limited servicing potential.</p> <p>These sites benefit from frontages on to Camden Road and Hillmarton Road with the opportunity for both to better engage with the street and the surrounding public realm.</p> <p>The site at 392A Camden Road wraps around a public house on the prominent corner of Camden Road and Hillmarton Road. Development of both sites should have due regard to this setting, including the scale of the public house on the corner and the predominant building line along these street sections. It should respect the amenity of neighbouring residential properties, which includes the gardens of adjacent properties of Camden Road.</p> <p>The sites are within the Hillmarton Conservation Area to which they are not considered to make a positive contribution. Development should conserve and enhance the character and appearance of the conservation area.</p> <p>The site is in close proximity to National Grid's high voltage underground electricity transmission cables. Development should ensure unrestricted and safe access to these cables at all times. Any development which may affect these cables should involve close consultation with National Grid and be compliant with guidance from the Health and Safety Executive.</p>
Estimated timescale	2017-2021

5 Nag's Head and Upper Holloway Road

Site NH10

Ada Lewis House, 1 Dalmeny Avenue, N7 0LD



Table Site OIS 17

Address, location, postcode	Ada Lewis House, 1 Dalmeny Avenue, N7 0LD
Ownership	Southern Housing Group
Approximate size of site	2200m ²
Current/previous use	Hostel accommodation
How was the site identified and relevant planning history	Site identified through planning applications database. An application (P112046) has been submitted for the demolition of the existing hostel accommodation and replacement with 50 residential units.

5 Nag's Head and Upper Holloway Road

Allocation and justification	<p>Hostel and/or conventional residential accommodation.</p> <p>Subject to the justification for the loss hostel accommodation (based on need and demand), the principle of residential accommodation is also considered appropriate.</p>
Design considerations and constraints	<p>The area surrounding the site is predominantly residential, with a variety of architectural styles and heights. Any development would need to respond to the height, scale, massing and proportions of the surrounding buildings, respecting the amenity of neighbouring residential properties. Proposals should also conserve and enhance the setting of the nearby Hillmarton Conservation Area which contains a number of Victorian residential properties of heritage value.</p> <p>As part of any residential proposal, open space and amenity should be provided on site.</p> <p>The site is in close proximity to National Grid's high voltage underground electricity transmission cables. Development should ensure unrestricted and safe access to these cables at all times. Any development which may affect these cables should involve close consultation with National Grid and be compliant with guidance from the Health and Safety Executive.</p> <p>The site falls within a protected viewing corridor defined by Development Management Policies.</p>
Estimated timescale	2012-2016

5 Nag's Head and Upper Holloway Road

Site NH11

Heywood House Hotel, 261, Camden Road



Address, location, postcode	Heywood House Hotel, 261 Camden Road, Islington, London, N7 0HS
Ownership	Camwood Investments Ltd
Approximate size of site	888m ²
Current/previous use	Bed and breakfast hotel in three-storey plus basement detached building.
How was the site identified and relevant planning history	Site identified through planning applications database. Planning application (P091509, March 2011) for the demolition of the existing fire damaged hotel (C1 use) and the erection of a new five storey (plus basement) building to provide 27 residential units (C3 use) withdrawn.

5 Nag's Head and Upper Holloway Road

Allocation and justification	<p>Refurbishment/redevelopment for conventional residential uses, or sheltered/supported housing.</p> <p>This site is in a residential section of Camden Road well served by public transport. The site provides an appropriate location for the provision of a range of dwelling sizes and associated amenity to help meet identified housing need in the borough.</p>
Design considerations and constraints	<p>While the site does not fall within a Conservation Area, the council regards the existing building as a 'heritage asset' due to its architectural merit, and therefore worthy of retention.</p> <p>Design options should aim to incorporate the existing façade at Camden Road. Permission will only be given for a redevelopment if the resulting building is of a very high standard of design. The visual impact of any replacement building should be no more imposing than the existing building which has a large hipped roof that rises above the neighbouring 3-4 storey developments on the northern side of Camden Road.</p> <p>Proposals should contribute to an improved pedestrian environment along Camden Road.</p>
Estimated timescale	2017-2021

6 Highbury Corner and Holloway Road

6.1 Highbury Corner marks the transition from Upper Street to Holloway Road. It is focused around the heavily used transport hub of Highbury and Islington Station which has excellent tube, rail and bus links, and is adjacent to a busy traffic Island. The area has a strong historical character with a number of conservation areas and listed buildings. Nearby is Highbury Fields - the largest open space in the borough. Future development will play a key role in achieving the following:

- improving the environment for pedestrians and cyclists, through improvements to the public realm around the station and Holloway Road
- improvements to the station
- protecting and enhancing the historic character of the area
- continuing retail use on the ground floor along Holloway Road
- the provision of high quality employment and residential development in light of excellent and improved public transport accessibility. This includes an estimated 888 homes over over the next 15 years, including 700 homes at Queensland Road, part of the Arsenal development
- increased access to open green space

6.2 Further context and policy on Highbury Corner and Holloway Road can be found in the Core Strategy (section 2.5). The following sites have been identified:

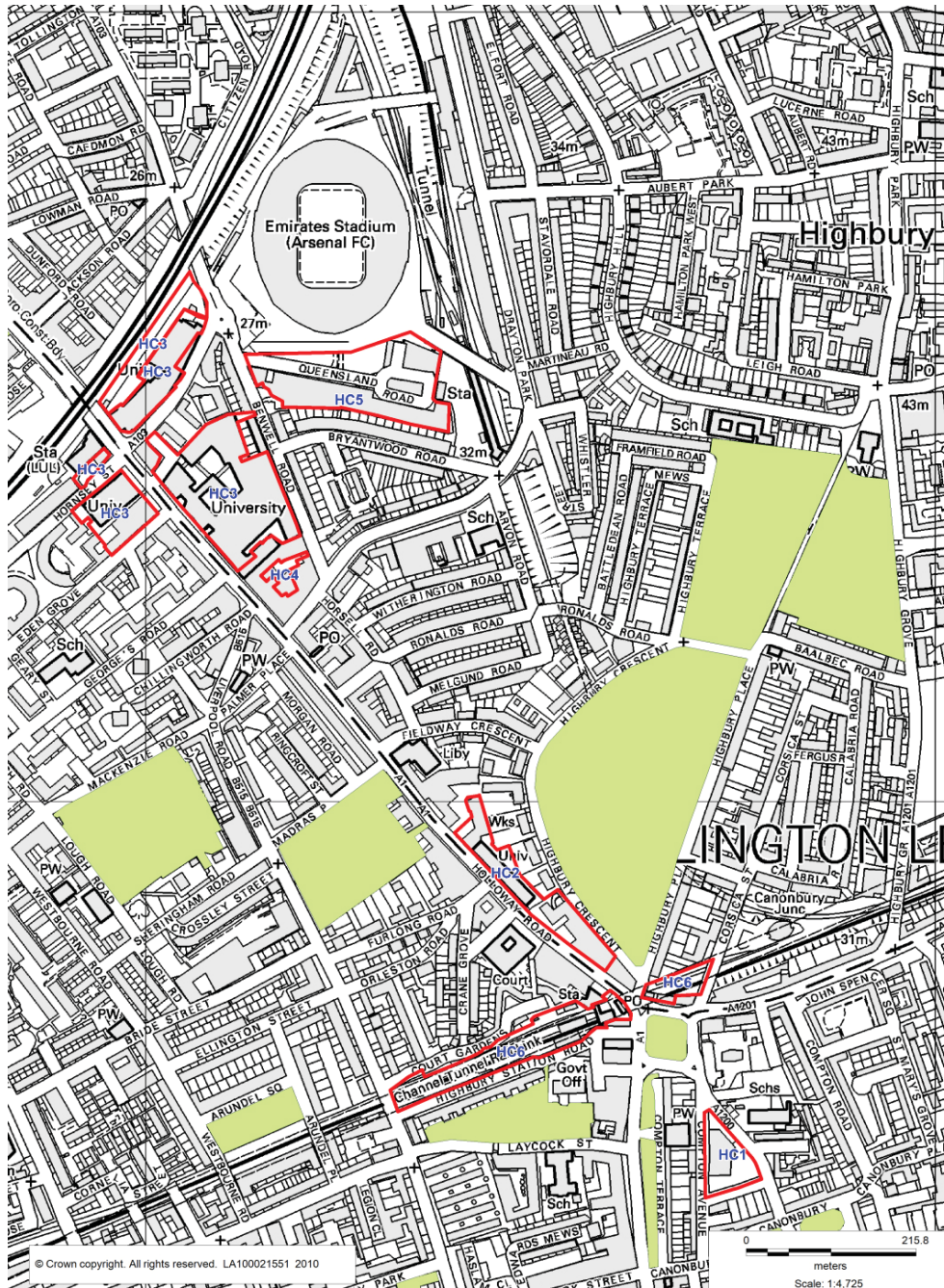
Table 6.1 : Highbury Corner and Holloway Road Sites

Site reference	Site name
HC1	85 Canonbury Road, N1 2DG
HC2	12-30 Highbury Corner, 2-50 Holloway Road (including 3, 3A and 4 Highbury Crescent).
HC3	London Metropolitan University (LMU) Campus Area, Holloway Road
HC4	11-13 Benwell Road, N7 7BL
HC5	Queensland Road redevelopment, Queensland Road, N7
HC6	Highbury and Islington Station and Corsica Street

6.3 Site capacity estimates suggest 750-1000 homes and 1550 jobs can be delivered by these sites. These sites can be seen within the context of the area in the map below.

6 Highbury Corner and Holloway Road

Map 6.1 Highbury Corner sites context map



6.4 The proposed Site Allocations for Highbury Corner and Upper Holloway Road are as follows:

Site HC1

85 Canonbury Road



Address, location, postcode	Former Ford car sales site, 85 Canonbury Road N1 2DG
Ownership	Notting Hill Home Ownership
Approximate size of site	4,700m ²
Current/previous use	Former car showrooms, sales yard and car wash (sui generis use). The site includes three attached two storey warehouse style buildings surrounded by extensive hard standing. Currently, the ground floor of the northern building is used as a furniture showroom, with a college for students of business and

6 Highbury Corner and Holloway Road

	<p>accounting (D1 use) on the first floor. The site also has vacant offices, storage and a car wash.</p>
How was the site identified and relevant planning history	<p>The site was identified in the Highbury and Islington Station and Highbury Corner Planning Framework (2004) and SHLAA Call for Sites (2009). Planning Application (P092242) was refused in March 2010 with an appeal dismissed in November 2010. A subsequent application (P121277) was submitted in June 2012 for the demolition of the existing buildings and creation of 90 residential units.</p>
Allocation and justification	<p>Residential-led redevelopment scheme. This is a prominent site, sensitive within its context on the southern side of the Highbury roundabout and benefits from three street frontages - Canonbury Road to the east, Edward's Cottages to the south and Compton Avenue to the west - and excellent access to public transport. There is significant scope to make more efficient use of the site with an improved layout and potential to provide active frontages to the streetscene and add to the passive surveillance.</p> <p>Redevelopment offers the opportunity to introduce residential use to the site in accordance with priority identified in the borough.</p> <p>The dwelling mix and associated amenity space/children's playspace should reflect the site's potential to make a significant contribution to family-sized homes in the Highbury Corner and Holloway Road key area to help meet the identified need in the borough.</p> <p>Associated public realm improvements are also encouraged.</p>
Design considerations and constraints	<p>Development should respond well to the scale and proportions of the existing street frontage and adjacent residential properties.</p> <p>The site is located opposite the rear of the Union Chapel (local landmark and Grade I listed building on Compton Avenue). Grade II listed buildings are also located nearby the site at 10-25 (consecutive numbers) Compton Terrace and 40a-47 (odd numbers) Canonbury Square. Development should conserve and enhance the character and appearance of the adjoining Canonbury Square and Upper Street Conservation Areas and setting and landmark status of nearby listed buildings. Given the site's prominent location and significance of heritage assets, including their settings, development should be of a high quality design which is appropriate and visually integrated with the surrounding area.</p>

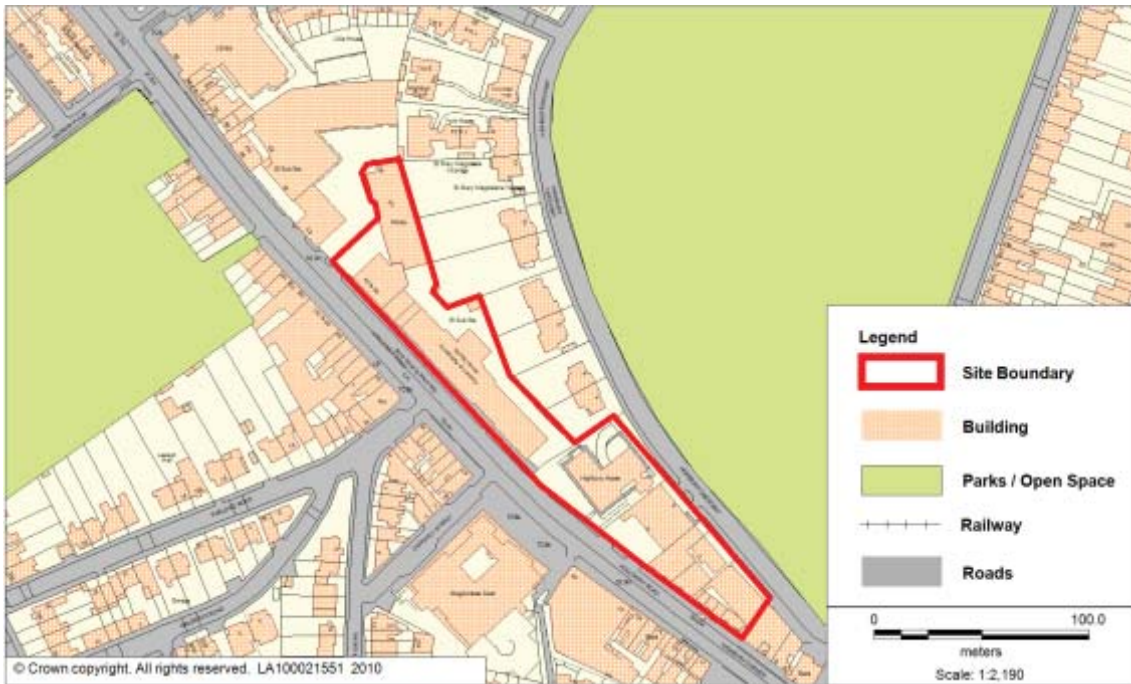
6 Highbury Corner and Holloway Road

	<p>The site is located above a number of rail tunnels, namely the Victoria Line (parallel to Compton Avenue), Network Rail tunnels (parallel to Canonbury Road) and associated access tunnels which can not bear significant loads. There is also a construction shaft which must remain accessible.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply.</p> <p>As the site falls within a groundwater Source Protection Zone (Category 2), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p>
Estimated timescale	2012-2016

6 Highbury Corner and Holloway Road

Site HC2

12-30 Highbury Corner, 2-50 Holloway Road (including 3, 3A and 4 Highbury Crescent)



Address, location, postcode

12-30 Highbury Corner, 2-50 Holloway Road (including 3, 3A and 4 Highbury Crescent)

6 Highbury Corner and Holloway Road

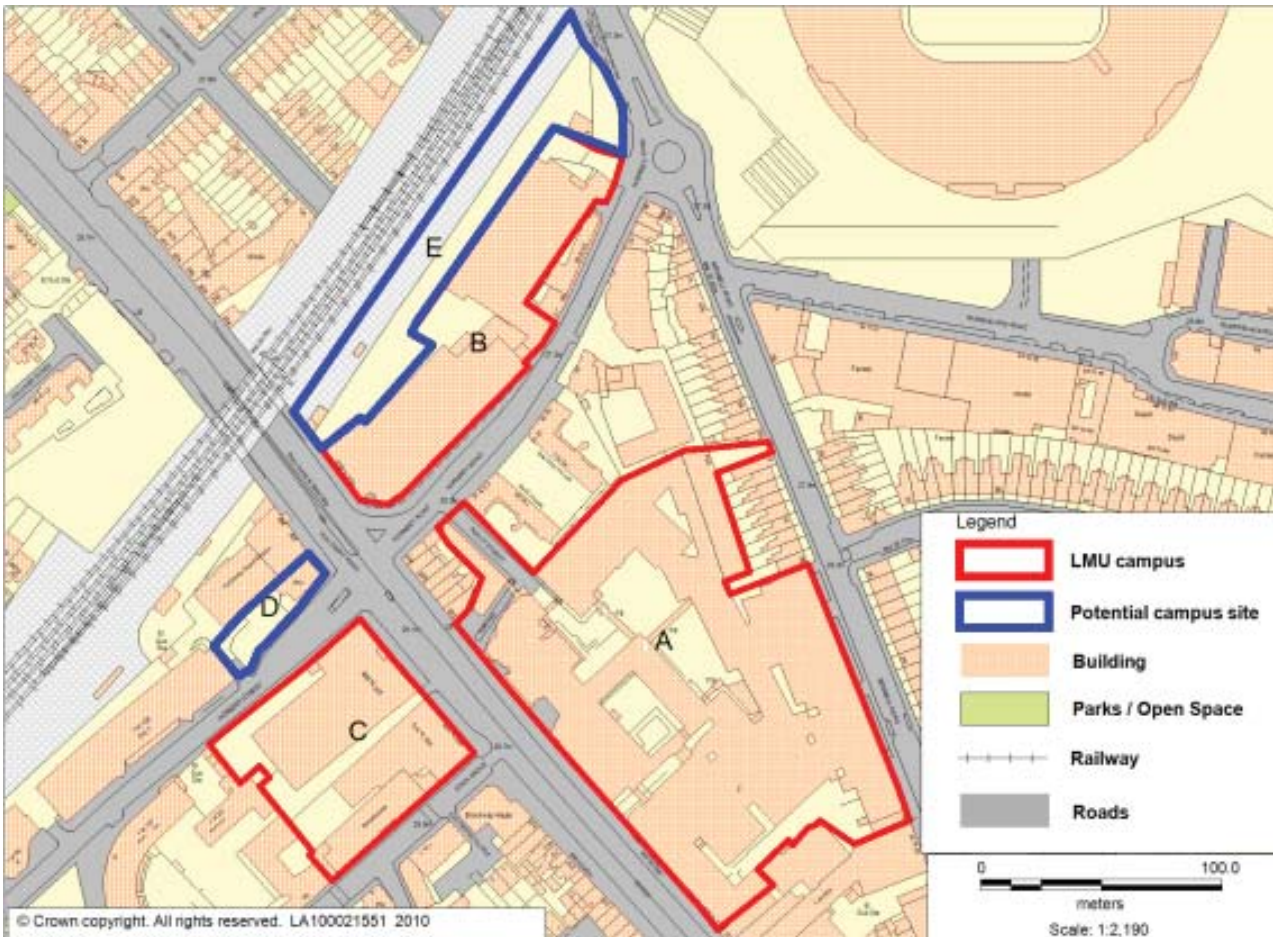
Ownership	Mixed private ownership (Folgate Estates and Modern Motors Ltd) with multiple leaseholders
Approximate size of site	8,720m ²
Current/previous use	Office (B1), retail (A1), residential (C3) and education (D1).
How was the site identified and relevant planning history	<p>Site identified in the Highbury and Islington Station and Highbury Corner Planning Framework (2004) and SHLAA (2009).</p> <p>Planning permission granted for (P102760) for land adjacent to 40-44 Holloway Road for A1 use at ground floor and B1 use above.</p>
Allocation and justification	<p>Mixed-use redevelopment/refurbishment to provide continued educational (D1) use, retail, professional and food and drink services, (A1, A2, A3, A4), office (B1) and conventional residential uses, including refurbishment and retention of listed buildings within the site.</p> <p>There is an opportunity to optimise the development potential of this site which has excellent access to public transport. There is also potential for new development to contribute to a more coherent street scene in this part of Holloway Road which currently gives an overall impression of being poorly detailed and unwelcoming.</p>
Design considerations and constraints	<p>The immediate surroundings of this site include relatively low level residential properties and rear gardens of Highbury Crescent. Development should respect the living conditions of the nearby residents in relation to outlook, natural light and privacy.</p> <p>All buildings, except Spring House at 6-38 Holloway Road, are within Highbury Fields Conservation Area and near to the St Mary Magdalene Conservation Area on the opposite side of Holloway Road and covering Highbury Corner. The site includes a Grade II listed building at 3 Highbury Corner. Nearby Grade II listed buildings are opposite the south eastern part of the site at 1 Highbury Crescent and behind the Westminster Kingsway College at 7-8 Highbury Crescent and 11-12 Highbury Crescent (semi-detached villas). Development should pay due regard to directly adjoining buildings and the listed villas and protect and enhance the Georgian and Victorian character and appearance of the conservation area, and the setting of the listed buildings in terms of height, scale and proportion.</p> <p>Holloway Road is a through route carrying a substantial volume of traffic, with consequently high noise levels. Any residential development will be subject to a noise assessment and mitigation measures.</p>

6 Highbury Corner and Holloway Road

	<p>Proposals should also look to facilitate the construction of a new eastern ticket hall within the site for additional access to the underground - currently scheduled for 2016/17. The former Highbury Station building is located adjacent to this site. Any development must ensure that access is not impeded and infrastructure within the station is protected from the impacts of any construction or operation of any adjacent development.</p>
Estimated timescale	2022-2026

Site HC3

London Metropolitan University (LMU) Campus Area, Holloway Road



Site A



Site B



6 Highbury Corner and Holloway Road

Site C



Site D



Site E



<p>Address, location, postcode</p>	<p>Site A: 166-220 Holloway Road Site B: 236-250 Holloway Road and 29 Hornsey Road Site C: 2-16 Eden Grove and 263-289 Holloway Road Side D: 295 Holloway Road Site E: 45 Hornsey Road, including land and railway arches 1-21 to rear and 252 Holloway Road</p>
<p>Ownership</p>	<p>Sites A, B and C – London Metropolitan University, Site D: Chartgold Ltd, Site E: Ashburton Trading Ltd and Network Rail.</p>
<p>Approximate size of site</p>	<p>37,584m²</p>
<p>Current/previous use</p>	<p>Sites A, B and C: higher education and associated uses, including student union, library, research, and office use. Site D: drinking establishment (class A4). Site E: 252 Holloway Road - retail at ground floor (A1 use), vacant above; railway arches used for commercial uses (some currently vacant); northern part of the site including 45 Hornsey Road used for car-washing (sui generis).</p>

6 Highbury Corner and Holloway Road

<p>How was the site identified and relevant planning history</p>	<p>Sites A, B and C identified in response to consultation on the document in autumn/winter 2009.</p> <p>Site D: identified through planning applications database and in response to consultation on the document (winter 2011). An application (P092308) for a hotel on the site was granted on appeal in May 2011. A subsequent planning application (P120351, February 2012) has been submitted for student accommodation.</p> <p>Site E: identified through planning applications database and in response to consultation on the document (winter 2011). Planning permission (P110486) allowed at appeal for a part 24, part 25 storey tower providing for two flexible (class A1/A2/A3/A4/A5/B1/D1/D2) units at ground floor level, 450 bedroom student accommodation (class sui-generis) at upper levels, flexible class A3/A4/D2/ancillary student space at 23rd floor level, and student amenity area (indoor and outdoor) at 24th floor level. Refurbishment of existing railway arches and 3-storey building fronting Holloway Road providing for flexible class A1/A2/A3/A4/A5/B1/D1/D2 floor space together with new pedestrian route, landscaping and public realm improvements.</p>
<p>Allocation and justification</p>	<p>For LMU sites (A, B and C) existing education and related uses should be consolidated and improved. The university's estate strategy involves the consolidation and redistribution of university activities to the remaining freehold buildings on Holloway Road, with possible redevelopment of some sites. This may include an element of student accommodation. Other uses which would support Core Strategy policies for Highbury Corner/Holloway Road and Nag's Head, and which would provide active frontages along Holloway Road are also considered to be appropriate.</p> <p>Site D is at the edge of the Nag's Head town centre. Town centre uses are considered appropriate on this site. However, given its proximity to LMU, a sensitively designed scheme which includes student accommodation on the upper floors whilst retaining active uses on the lower/ground floors may be considered.</p> <p>Site E may also be considered as a site for student accommodation given its location adjacent to LMU. Access to the railway arches and rear of the LMU buildings should be maintained. Active uses should be provided fronting Holloway Road/Hornsey Road, with commercial uses, including light industrial uses, maintained under the railway arches.</p> <p>A masterplan developed jointly with the council would be desirable to determine the precise amount of student accommodation provided across all sites, examine appropriate design (including bulk, scale,</p>

6 Highbury Corner and Holloway Road

	<p>height and massing) and the integration of other uses which contribute to the vitality of the Nag's Head Town Centre and Highbury Corner/Holloway Road.</p> <p>Together, along with other known sites, these sites have sufficient capacity to meet the boroughs target for non-self contained accommodation. The potential release of sites D and E for student accommodation will however be monitored closely and, subject to the numbers provided across the site, priority may be given to alternative uses in line with Core Strategy policy.</p>
<p>Design considerations and constraints</p>	<p>New development offers the opportunity to enhance the environment and local character of all heritage assets, both in terms of direct impact and in relation to their settings, through high quality, sensitive design. Heritage assets within and near to the sites include the St Mary Magdalene Conservation Area (which covers part of site D), several listed buildings (including the grade II listed Holloway Road Station) and locally listed buildings (Islington Sixth Form Centre, 40 Benwell Road, 146 Holloway Road and 81 Benwell Road). Part of the site also falls within the Ring Cross Archaeological Priority Area.</p> <p>The proximity of the sites to the busy Holloway Road and railway tracks mean that the design of accommodation for conventional residential and/or student accommodation should address and mitigate noise and air quality issues.</p> <p>Access for servicing arrangements and any loading/unloading of goods should be carefully located away from the highway to reduce impact on pedestrians and traffic flow. Early consultation with TFL is strongly recommended.</p> <p>Any development should respect the amenity of neighbouring residential properties, particularly along Benwell Road, Hornsey Road, Hornsey Street and Eden Grove.</p> <p>On site E, a pedestrian-through route from Holloway Road to Hornsey Road/Benwell would be desirable, encouraging greater connectivity between the Emirates Stadium and Holloway Road. The design should retain clear views of and be clearly subordinate to the Emirates Stadium.</p> <p>Any development proposals on or near to the railway should involve early consultation with Network Rail and Transport for London to ensure the appropriate reserves adjacent to the railway viaduct, servicing and access arrangements are maintained.</p>

6 Highbury Corner and Holloway Road

	<p>Any development will need to consider impacts on protected viewing corridors defined by the London View Management Framework and Development Management Policies.</p> <p>Development on all sites will be expected to contribute to improving the public realm, in particular the current poor physical environment along Holloway Road and Hornsey Road.</p> <p>Thames Water has indicated that there may be issues with water supply capability and wastewater services associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply and wastewater services.</p> <p>Development should mitigate any impacts on the nearby Site of Importance for Nature Conservation (SINC) (Borough Grade 1).</p>
Estimated timescale	2012-2026

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Site HC4

11-13 Benwell Road



Address, location, postcode	11-13 Benwell Road, Islington, London, N7 7BL
Ownership	Breeze Holdings Ltd.
Approximate size of site	1,282m ²
Current/previous use	Vacant warehouse formerly in business (B1) use.

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<p>How was the site identified and relevant planning history</p>	<p>Site identified through the planning applications database. An application (P090106) to change the use, extend the existing building and erect a new infill building fronting Benwell Road, providing 21 residential units and 588m² of business floorspace (B1), was approved in January 2011.</p>
<p>Allocation and justification</p>	<p>Mixed use redevelopment/conversion providing business (B class) and residential uses including infill development above the entrance on the Benwell Road building.</p> <p>This would facilitate the reinstatement of employment use on the site and provide regenerative benefits for the local area. An element of residential use would also help to meet identified need in the borough.</p> <p>Amenity space should be included. A better development and improved access may be possible if site assembly included adjacent industrial sites.</p>
<p>Design considerations and constraints</p>	<p>The site frontage forms a narrow infill to the adjacent buildings facing Benwell Road, while the vast majority is a backland site enclosed by existing neighbouring buildings.</p> <p>Constraints posed by the physical boundaries and limited access to the site are reflected by the current layout and significant alteration may not be feasible. The extant planning permission retains the warehouse building in its current footprint as well as the existing courtyard.</p> <p>The main body (backland part) of the site falls within the St Mary Magdalene Conservation Area. 148-152 Holloway Road, which adjoins the southwestern boundary of the site, is a locally listed building. Development should conserve and enhance the significance of heritage assets, including their settings. Part of the site also falls within the Ring Cross Archaeological Priority Area.</p>
<p>Estimated timescale</p>	<p>2017-2021</p>

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Site HC5

Queensland Road redevelopment



Address, location, postcode	Queensland Road Development: 54-58 (even) Benwell Road; 2-90 (even), 79, 99 & 101 including land to north, Queensland Road, N7
Ownership	Arsenal Football Club (FC)
Approximate size of site	20,000m ²
Current/previous use	A mixture of Business (B1), General Industry (B2), and Storage and Distribution (B8) uses. Many properties currently empty.

6 Highbury Corner and Holloway Road

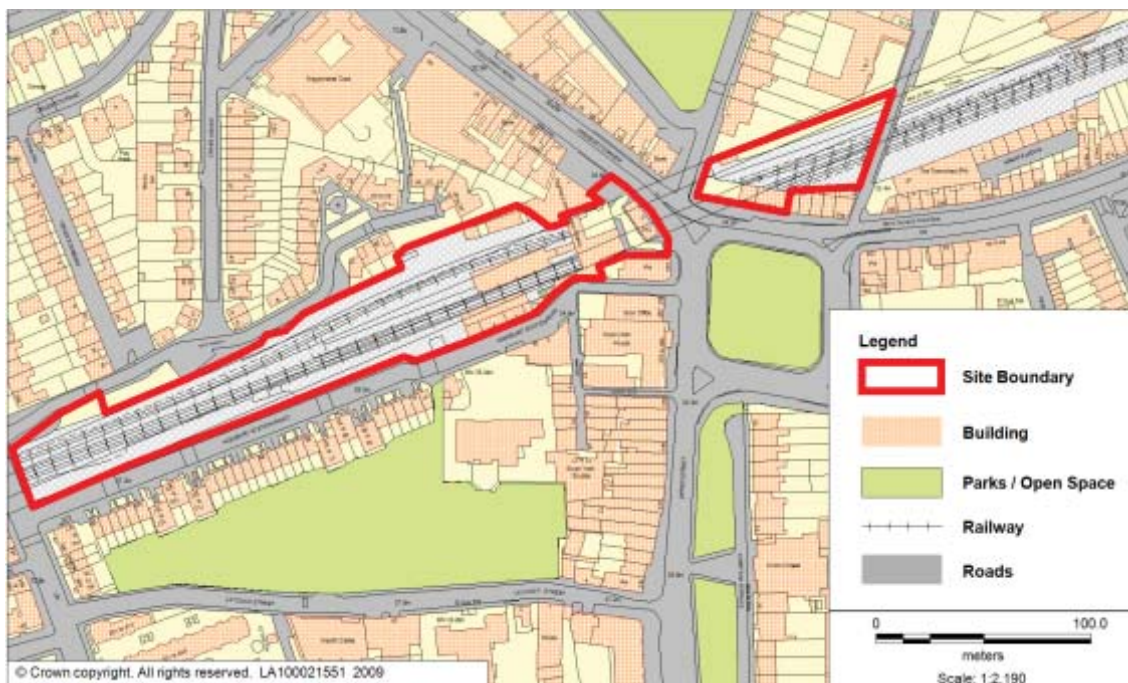
<p>How was the site identified and relevant planning history</p>	<p>This site is part of the area covered by the Arsenal FC regeneration scheme under an outline application (Planning ref: P011500, granted May 2002). Planning approval was granted for demolition and redevelopment to provide a residential-led mixed use scheme in two buildings (P082018, July 2009 and amended application P092187, April 2010).</p>
<p>Allocation and justification</p>	<p>Redevelopment to provide a residential-led mixed-use scheme including a sports centre (D2) and employment uses. A significant employment component should include business (B1 uses) and could include retail (A1), financial and professional services (A2), food and drink services (A3, A4), and community uses (D1).</p> <p>This site lies just south of the Emirates Stadium and is part of the wider Arsenal FC regeneration scheme, principles for which were set down as part of the parent application allowing comprehensive redevelopment of three main sites (P011500 and various amendments). The other two sites are Lough Road (East and West) and Highbury Stadium (now known as Highbury Square).</p> <p>This allocation reflects the extant permission for this site and includes the realignment of Queensland Road further south. The employment uses proposed are flexible, the granting of which was subject to careful consideration of the potential impact on the Nag's Head Town Centre and the mix of uses approved and/or completed as part of other applications related to the wider regeneration scheme, all within the context of the overarching applications. Any amendments or revision would need to also have regard to achieving an appropriate mix of uses and not have an adverse impact on the Nag's Head Town Centre.</p>
<p>Design considerations and constraints</p>	<p>Although the site does not fall within a Conservation Area there are three in the surrounding area, namely Whistler Street, Highbury Fields and St Mary Magdalene conservation areas. Proposals should therefore be sensitively designed to conserve and enhance the significance of heritage assets, including their settings. There are no listed buildings in the immediate vicinity.</p> <p>Thames Water has indicated that there may be issues with water supply capability and wastewater services associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply and wastewater services.</p>

6 Highbury Corner and Holloway Road

	The site is adjacent to the Drayton Park/Olden Gardens Site of Importance for Nature Conservation (Borough Grade 1). Any future development will be expected to mitigate negative impacts on biodiversity and put measures in place to protect and enhance it.
Estimated timescale	2012-2021

Site HC6

Highbury and Islington Station and Corsica Street



Address, location, postcode	Highbury and Islington Station and Corsica Street
Ownership	Network Rail
Approximate size of site	13,800m ²
Current/previous use	Predominantly vacant land adjacent to and over the railway. Station, post office and retail.
How was the site identified and relevant planning history	Site identified in the Highbury Corner Planning Framework and by Network Rail.

6 Highbury Corner and Holloway Road

<p>Allocation and justification</p>	<p>Redevelopment of existing buildings, with potential to deck over the existing railway lines and build above the tracks. The Highbury Corner Planning Framework requires that buildings would not cover this entire area. There should be a significant element of open space, public realm and station forecourt improvements. The station will be retained.</p> <p>Mixed-use developments are appropriate on both of these sites with active ground floor uses encouraged on those parts of the site fronting on to Highbury Corner and Holloway Road. Office uses (B1a) would be desirable above the station.</p> <p>The development of this site will play a key role in contributing to the capacity enhancement of the station and step-free access, as well as improvements to the wider public realm and access to the station, including the demolition of the current post office building in the event of its relocation, and the creation of a station square.</p> <p>The site adjacent to Corsica Street has the potential to be redeveloped first (for retail, offices and/or leisure, as well as residential), providing active frontages along Holloway Road.</p> <p>The part of the site which covers Highbury Station is considered suitable for mixed use development, which could include retail, offices, leisure, residential, and education use. A purely residential development is unlikely to be acceptable.</p>
<p>Design considerations and constraints</p>	<p>A high standard of design will be expected on this prominent site, which is surrounded by conservation areas and listed buildings including the Highbury Fields, St Mary Magdalene, Barnsbury and Upper Street North conservation areas, and listed buildings on Highbury Place, St Paul's Road, Holloway Road and Upper Street. Proposals should conserve and enhance the significance of heritage assets, including their settings. Views from Holloway Road of Union Chapel (a local landmark) should also be protected.</p> <p>Development should be sensitively designed with regard to overlooking, overshadowing and train noise. Development of this site may entail decking over the railway line. The impact of any proposed scheme on adjoining and surrounding residential properties will be a key consideration.</p> <p>Due to the scale and complexity of site constraints, future development of this site should be subject to a planning brief which incorporates the principles of the Highbury Corner Planning Framework.</p>

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	<p>Parts of the railway cuttings are designated as Sites of Importance for Nature Conservation (Site of Borough Importance, Grade 1). Any future development will be expected to mitigate negative impacts on biodiversity and put measures in place to protect and enhance it.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply.</p> <p>As the site falls within a groundwater Source Protection Zone (Category 2), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p>
Estimated timescale	2017-2021

7 Angel and Upper Street

7.1 The Angel is the most significant town centre in Islington. As well as a key shopping area, it is a focus for Islington's evening and cultural economy. The main commercial centre of London (Central Activities Zone) was expanded in 2008 to include the Angel. This means that office and employment space is encouraged and protected as part of mixed-use development. In light of this and the large amount of housing already in the town centre, the significant introduction of conventional residential uses will be resisted. Student accommodation will not be permitted in the town centre, in line with Core Strategy policy. Future development in this area will play a key role in achieving the following:

- the continuation and enhancement of the main shopping and specialised shopping areas including Camden Passage
- the protection of business floor space and intensification of uses to contribute to increased employment, with employment growth in retail and other service industries
- protecting and encouraging arts, entertainment and cultural uses
- increasing the accessibility of chapel market
- improving the environment for pedestrians cyclists and residents
- protecting and enhancing the historic character of the area
- the provision of approximately 335 residential units over the next 15 years.
- the provision of new/improved open space - St Peter's ward in particular is identified as one of the highest priority areas for increasing the provision of public open space.

7.2 Further context and policy on Angel and Upper Street can be found in the Core Strategy (section 2.6). The following sites have been identified:

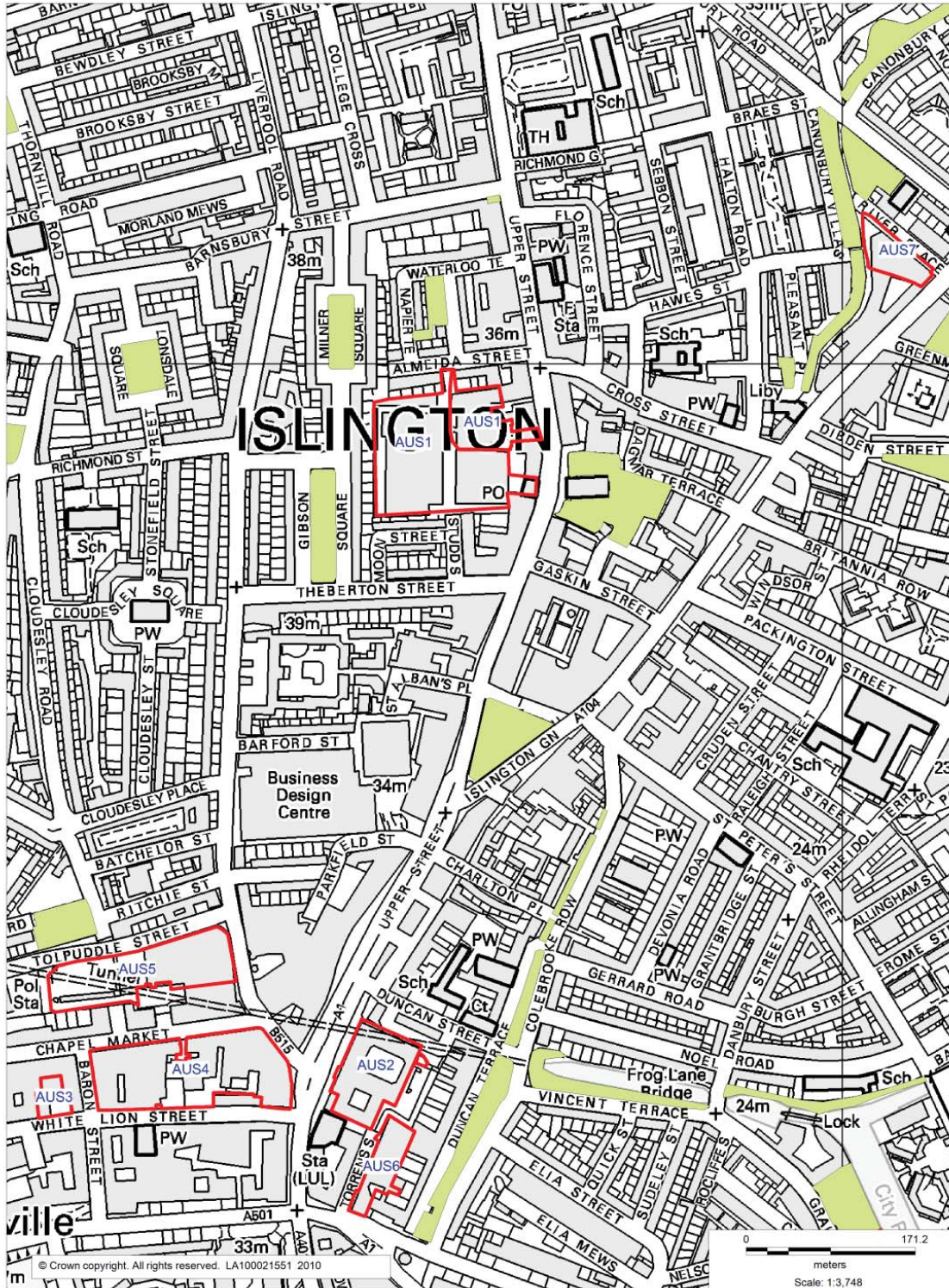
Table 7.1 : Angel and Upper Street Sites

Site reference	Site name
AUS1	Almeida Street sorting office, N1 1AA
AUS2	Royal Bank of Scotland, 42 Islington High Street, N1 8EQ
AUS3	65-70 White Lion Street, N1 9PP
AUS4	Islington High St/Chapel Market/White Lion Street, N1
AUS5	Sainsbury's, 31-41 Liverpool Road, N1 0RW
AUS6	1-7 Torrens Street, EC1V 1NQ
AUS7	161-169 Essex Road, N1 2SN

7.3 Site capacity estimates suggest 400-550 homes and 1750 jobs can be delivered by these sites. These sites can be seen within the context of the area in the map below .

7 Angel and Upper Street

Map 7.1 Angel and Upper Street Sites context map



7.4 The Site Allocations for Angel and Upper Street are as follows:

Site AUS1

Almeida Street sorting office and Former North London Mail Centre



Address, location, postcode	Almeida Street sorting office, and Former North London Mail Centre, Almeida Street and Upper Street, N1 1AA
Ownership	Royal Mail Group Limited and Sager House (Almeida) Ltd
Approximate size of site	17,700m ²
Current/previous use	These buildings form the greater Almeida Post Office site. The Almedia Street Post Office (northeast corner of the site) sorting depot has minor operational status but is likely to be vacated shortly. The Mitre public house on Upper Street, was used until recently but is now vacant.

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	<p>The post office has occupied the Former North London Mail Centre site from the turn of the 20th century. Operations have been declining with these buildings unable to be used to meet current operational requirements and machinery.</p>
<p>How was the site identified and relevant planning history</p>	<p>Sites identified from the planning applications database and the SHLAA.</p> <p>The sorting office part of the site has planning permission (P090774) for a mixed-use development providing retail (5,137m² of Class A1), retail/café-restaurant (242m² of A1/A3 floorspace), a drinking establishment (208m² of A4), business/office floorspace (859m² of B1) and 78 dwellings.</p> <p>The Former North London Mail Centre was identified in a planning brief in 2002. The site currently has permission (P052245, July 2007) for a mixed use development of 185 dwellings, business (B1), retail (A1, A2 and A3) and leisure (D2), performance uses, rehearsal and storage space for the Almeida Theatre.</p>
<p>Allocation and justification</p>	<p>Employment-led mixed-use development to support the town centre and functions of the London Central Activities Zone as a strategic business location.</p> <p>This is a key redevelopment sites towards the north of the Angel Town Centre. Future uses will need to contribute to the vitality of the town centre - providing opportunities for employment such as offices (B1) and/or the provision of retail (A1)/leisure (A3 and A4) /cultural uses (D1 and D2). The provision of retail use will help to meet demand for this accommodation within the town centre. An element of conventional residential which makes a significant contribution to affordable housing is acceptable as part of a mix of uses. There could be continued Royal Mail operations on part of the site.</p>
<p>Design considerations and constraints</p>	<p>Active uses are encouraged at ground floor level to animate the new north-south road which will run through the greater Post Office site and the minor through route which will connect to Upper Street as well as the frontage onto Upper Street itself.</p> <p>Due to the site's close proximity to a number of residential properties any future uses will need to respect residential amenity, particularly with regard to noise and the hours of operation.</p>

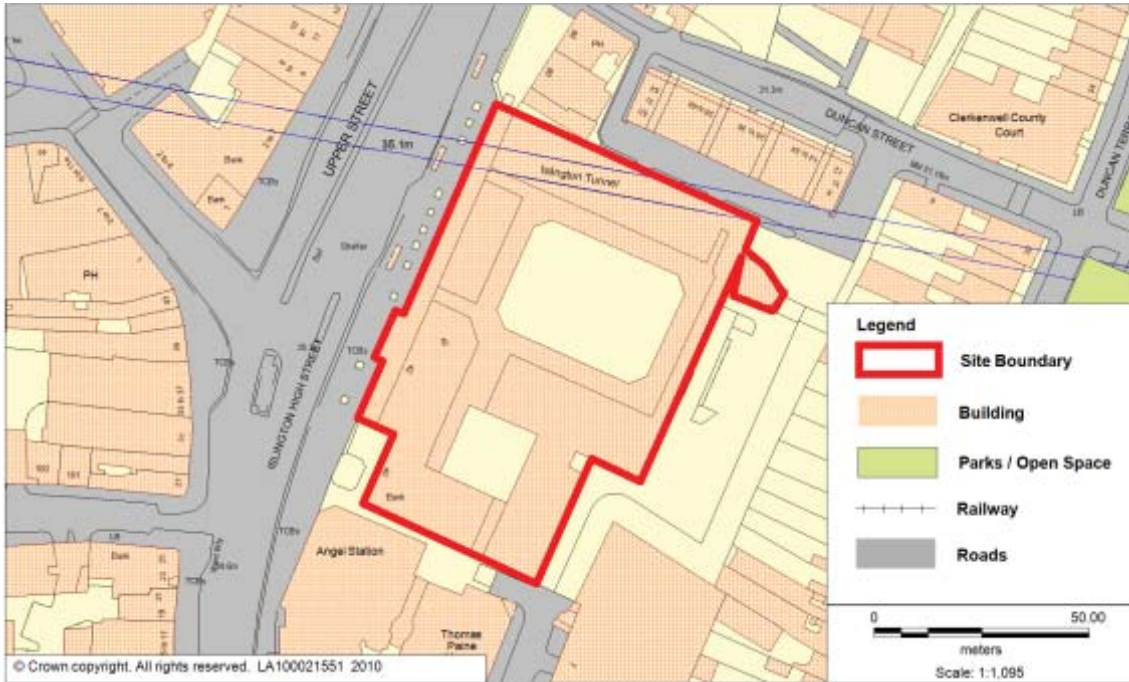
7 Angel and Upper Street

	<p>The site benefits from excellent public transport lying between Angel Station and Highbury and Islington Station, and close to multiple bus routes. However, due to the size of the development and the likely number of walking trips it will create, improved public realm and open space improvements are an important part of any development on the site. Given the size of the site, a significant element of amenity space is expected. A new through route from Upper Street and north-south road will increase the permeability and legibility of the site and contribute to a high quality public realm.</p> <p>The site is within the Upper Street Conservation Area. The site shares its northern, southern and western boundaries with the Barnsbury Conservation Area. Fronting Upper Street is the Grade II listed post office building with the large Edwardian sorting offices to the rear. The Mitre Public House is a locally listed building and the site is within the setting of a wide range of (predominantly Grade II) listed buildings. Any future development proposal will need to conserve and enhance the significance of heritage assets, including their settings in terms of design and massing that is appropriate and visually integrated with the surrounding area.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply.</p> <p>As the site falls within a groundwater Source Protection Zone (Category 2), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p> <p>Development should mitigate any impacts on the nearby St Mary's Gardens Site of Importance for Nature Conservation (SINC) (Borough Grade II).</p>
Estimated timescale	2012-2016

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Site AUS2

Royal Bank of Scotland, 42 Islington High Street



Address, location, postcode	42 Islington High Street, N1 8EQ
Ownership	Royal Bank of Scotland/Prudential Retirement Income Limited
Approximate size of site	7,200m ²
Current/previous use	Office (B1), partly in-use.
How was the site identified and relevant planning history	The site was identified in the Angel Town Centre Strategy and the SHLAA.

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<p>Allocation and justification</p>	<p>Future development of this site should include retail (A1) and restaurant and café uses (A3) on the ground floors, with office accommodation (B1) above.</p> <p>This site has been identified as a key site for the further intensification of town centre uses and represents a key opportunity to enhance the retail offer of the east side of the town centre, with improved pedestrians links and public realm. As part of any refurbishment there should be a comprehensive scheme that fills in all of the arcade/undercroft and forms a coherent retail frontage with the pavement, adding to the vitality of the town centre.</p> <p>Being beside Angel station, this site has extremely high public transport accessibility. This site represents a key site for further retail and employment uses and is identified as such in both the Core Strategy and the Angel Town Centre Strategy, and will support the London Central Activities Zone (CAZ). An uplift in office accommodation is therefore encouraged, along with an element of conventional residential accommodation.</p>
<p>Design considerations and constraints</p>	<p>Development should be accompanied by public realm improvements. This could include the public use of the large courtyards if the current building is retained, along with improved pedestrian links through to Torrens Street and City Road away from the traffic at Angel Station. Should the re-use of the existing building not take place, any redevelopment should be of high quality on this prominent site. Proposals should conserve and enhance the character of adjacent Angel, Duncan Terrace/Colebrook Row Conservation Areas, locally listed buildings on the opposite side of Upper Street and adjacent grade II listed buildings.</p> <p>British Waterways advises that any development on this site should consider the impact of foundations on the zone of influence around the Islington Tunnel that runs directly beneath the site and should refer to the Code of Practice for Works Affecting British Waterways.</p> <p>As the site falls within a groundwater Source Protection Zone (Category 2), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p> <p>The site is in close proximity to National Grid's high voltage underground electricity transmission cables. Development should ensure unrestricted and safe access to these cables at all times.</p>

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	<p>Any development which may affect these cables should involve close consultation with National Grid and be compliant with guidance from the Health and Safety Executive.</p> <p>The site falls within the Chelsea-Hackney Line (CHL) Safeguarding area, part of Crossrail 2, and could help to provide for infrastructure for this project such as the expansion of the Northern Line ticket hall to include facilities for the CHL. Liaison with Crossrail Ltd should take place at an early stage as part of the development of any proposals on this site.</p> <p>The site falls within a protected viewing corridor defined by the London View Management Framework and Development Management Policies.</p>
Estimated timescale	2022-2026

Site AUS3

65-70 White Lion Street



Address, location, postcode	65-70 White Lion Street, N1 9PP
Ownership	65-70 White Lion Street Ltd
Approximate size of site	1,120m ²
Current/previous use	The site includes a former tyre fitting depot and forecourt currently used for car parking (Sui Generis). There is an office (B1) building on the western part of the site.
How was the site identified and relevant planning history	Site was identified through response to consultation on this document in autumn/winter 2009. The site has planning permission (P110256, February 2011) to demolish the existing

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	<p>buildings and replace them with 1468m² of B1 (business floorspace), 688m² of commercial space, 20 serviced apartments and 6 flats.</p>
Allocation and justification	<p>Any intensification of the site should provide office (B1) and/or retail (A1) use alongside residential use.</p> <p>Active frontages are encouraged on the lower floor(s) on White Lion Street to contribute to the vitality of the street scene.</p> <p>Residential uses are considered appropriate on the upper floor(s) and to the rear of the site in order to contribute to identified housing need in the borough.</p>
Design considerations and constraints	<p>Any proposal would need to conserve and enhance the character/setting of the Chapel Market/Penton Street Conservation Area within which the site sits. A high standard of design will be expected which reflects the scale and character of the area. Setting, massing and design need to be carefully considered to allow for a development that does not dominate, overshadow or overbear on its surrounding buildings (including the grade II listed 57 White Lion Street and locally listed 72 White Lion Street) and is in keeping with the streetscene.</p> <p>The site is in close proximity to National Grid's high voltage underground electricity transmission cables. Development should ensure unrestricted and safe access to these cables at all times. Any development which may affect these cables should involve close consultation with National Grid and be compliant with guidance from the Health and Safety Executive.</p> <p>The site falls within a protected viewing corridor defined by the London View Management Framework and Development Management Policies.</p>
Estimated timescale	2012-2016

Site AUS4

Islington High St/Chapel Market/White Lion Street, N1



Address, location, postcode	Islington High St/Chapel Market/White Lion Street, N1
Ownership	Mixed private ownership with multiple leaseholds.
Approximate size of site	12,906m ²
Current/previous use	Mixed town centre uses - predominantly retail (A1) and offices (B1).
How was the site identified and relevant planning history	The site was identified within the SHLAA, with a large part of the site also identified within the Angel Town Centre Strategy.

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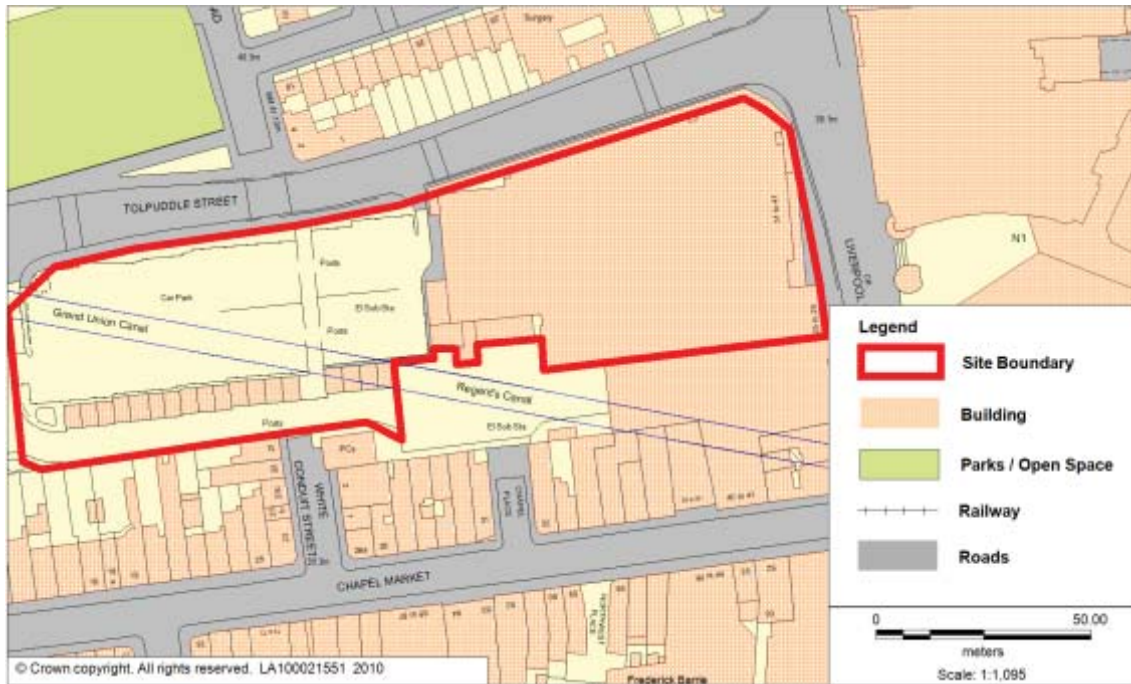
<p>Allocation and justification</p>	<p>The intensification of underused parts of this site will be promoted for commercial and retail uses. The community use currently at 24-27 White Lion Street should be retained/re-provided in any future proposals on this site.</p> <p>Development of 84-94 White Lion Street has greatest opportunity for intensification of underused space. Parts of this site are currently underdeveloped and therefore represent the opportunity for further intensification for town centre uses. This will consist mainly of retail and commercial uses given the town centre location, and existing concentration of offices and retail on this site.</p> <p>Chapel Market is one of the main shopping areas in the Angel. Due to its town centre location business and retail floor space will be protected and promoted. Any significant amount of residential will be resisted. The relationship with the Sainsbury's site to the north should be considered as part of any proposals.</p>
<p>Design considerations and constraints</p>	<p>Any development will need to be of high quality, well-designed buildings which add to the attractiveness of the town centre, promoting improved pedestrian links with the rest of the town centre.</p> <p>Any development should conserve and enhance the setting of the site within the Chapel Market/Penton Street and Angel Conservation Areas, and the presence of the Grade II listed building at 74 Chapel Market, with designs that that are appropriate and visually integrated with historic character of the area.</p> <p>The site falls within the Chelsea-Hackney Line (CHL) Safeguarding area, part of Crossrail 2 and could help to provide for infrastructure for this project. Liaison with Crossrail Ltd should take place at an early stage as part of the development of any proposals on this site.</p> <p>As the site falls within a groundwater Source Protection Zone (Category 2), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply.</p>

	<p>British Waterways advises that any development on this site should consider the impact of foundations on the zone of influence around the Islington Tunnel that runs close to the site and should refer to the Code of Practice for Works Affecting British Waterways.</p> <p>The site is in close proximity to National Grid's high voltage underground electricity transmission cables. Development should ensure unrestricted and safe access to these cables at all times. Any development which may affect these cables should involve close consultation with National Grid and be compliant with guidance from the Health and Safety Executive.</p> <p>The eastern part of the site falls within a protected viewing corridor defined by the London View Management Framework and Development Management Policies.</p>
Estimated timescale	2022-2026

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Site AUS5

Sainsbury's, Liverpool Road



Address, location, postcode	Sainsbury's, 31-41 Liverpool Road, N1 0RW
Ownership	British Land Superstores
Approximate size of site	7,000m ²
Current/previous use	Supermarket, car parking and storage units for Chapel Market stall holders.
How was the site identified and relevant planning history	Site identified in Angel Town Centre Strategy.

7 Angel and Upper Street

<p>Allocation and justification</p>	<p>The supermarket will be retained, with the site intensified, including the car park, for predominantly retail and other appropriate town centre uses.</p> <p>Should any redevelopment involve the loss of the storage units for Chapel Market, these will be expected to be re-provided in consultation with the council and stall holders.</p> <p>A development option could include the relocation of the supermarket to the car park, with parking provided below and the possibility of other town centre uses above. The site of the existing supermarket could then be used for retail and other town centre uses. A site for temporary car parking would need to be found during the construction process to facilitate this.</p> <p>This site was identified in the Angel Town Centre Strategy which highlights that there is demand for retail floorspace, and a range of unit sizes. This is one of a few underdeveloped sites in the town centre which can provide for the demand for additional retail space and provide other uses which can contribute to vitality of the town centre, provide jobs and support the CAZ. Future proposals will need to balance this with the need for uses to be appropriate to and respect the amenity of nearby residential properties.</p>
<p>Design considerations and constraints</p>	<p>Active ground floor frontages are encouraged along Tolpuddle Street and Liverpool Road.</p> <p>New well designed buildings which contribute to the attractiveness of the town centre are encouraged, along with links to the rest of the town centre. The relationship with the Islington High St/Chapel Market/White Lion Street site to the south should be considered as part of any proposals.</p> <p>The site is in close proximity to the Chapel Market/Baron Street, Barnsbury and Angel Conservation Areas which include grade II listed and locally listed buildings. Any proposals should conserve and enhance the significance of heritage assets, including their settings, with high quality design that is appropriate and visually integrated with the scale and character of the area.</p> <p>As the site falls within a groundwater Source Protection Zone (Category 2), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p>

7 Angel and Upper Street

	<p>British Waterways advises that any development on this site should consider the impact of foundations on the zone of influence around the Islington Tunnel that runs directly beneath the site and should refer to the Code of Practice for Works Affecting British Waterways.</p> <p>Development should mitigate any impacts on the nearby Culpepper Community Garden Site of Importance for Nature Conservation (SINC) (Borough Grade II).</p>
Estimated timescale	2017-2021

Site AUS6

1-7 Torrens Street



Address, location, postcode	1-7 Torrens Street, EC1V 1NQ
Ownership	Tzedokoh Ltd, Stowgrand Ltd and London Underground/Transport for London
Approximate size of site	2,700m ²
Current/previous use	Industrial units, old Angel station, arts workshop and cafe.
How was the site identified and relevant planning history	Site identified in a Planning Brief and Angel Town Centre Strategy.
Allocation and justification	Refurbishment of site for town centre uses such as retail, offices, cultural and community uses. The existing arts spaces (D1/D2 uses) should be retained. An element of conventional residential accommodation may be acceptable should amenity considerations be addressed.

7 Angel and Upper Street

	<p>Development of the former London Underground station should respect the features of the original building and the historic building lines and frontages on Torrens Street and City Road, widening the pavement. Development should improve the provision of bus stands along City Road.</p> <p>Any development should consider how the site links with City Road, as well as the potential future development of the Royal Bank of Scotland building on Islington High Street adjacent to this site. This site was identified for town centre uses within the Angel Town Centre Strategy - these uses are still considered appropriate. This is reinforced by Angel being in the London Central Activities Zone (CAZ).</p>
<p>Design considerations and constraints</p>	<p>Any uses and design should respect the amenity of the adjacent residential properties. The site is adjacent to the the Duncan Terrace/Colebrooke Row and New River Conservation Areas and, given the setting of the Grade II listed properties on Duncan Terrace, and Goswell Road, a high standard of design is expected to conserve and enhance the significance of heritage assets, including their settings.</p> <p>The site has some residual contamination from the previous use of 7 Torrens Street as a metal plating works which would need to be remediated. It is therefore likely that the site will come forward in the later years of the plan. In light of the remediation issues, should it be demonstrated that refurbishment is not feasible, redevelopment would be considered acceptable.</p> <p>The site would benefit from a revised brief which would further explore the design and remediation issues, as well as the most appropriate uses.</p> <p>The site is close to the Chelsea-Hackney Line (CHL) Safeguarding area, part of Crossrail 2, and could help to provide for infrastructure for this project. Liaison with Crossrail Ltd should take place at an early stage as part of the development of any proposals on this site.</p> <p>As the site falls within a groundwater Source Protection Zone (Category 2), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p> <p>The site falls within a protected viewing corridor defined by the London View Management Framework and Development Management Policies.</p>

7 Angel and Upper Street

Estimated timescale	2022-2026
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7 Angel and Upper Street

Site AUS7

161-169 Essex Road



Address, location, postcode	161-169, Essex Road, Islington, London, N1 2SN
Ownership	Resurrection Manifestations
Approximate size of site	2,530m ²
Current/previous use	The building was last used as a bingo hall which falls within the use class D2.
How was the site identified and relevant planning history	The site was identified through the planning applications database. Planning permission granted (P080514) in April 2009 for change of use to a place of religion/worship (D1) with a cinema/theatre/music/events/educational/lecture facility (D2 use), a café bar (A3) and youth/community facilities (D1). A subsequent application (P091018) for the provision of 44

7 Angel and Upper Street

	<p>residential flats and a mix of D1 and D2 uses was refused in July 2010. The subsequent appeal was dismissed and refusal upheld in April 2011.</p>
Allocation and justification	<p>This former cinema and bingo hall can play a key role in helping to strengthen Angel Town Centre as a cultural destination by protecting and encouraging arts and entertainment uses. The building was used for public entertainment until recently, demonstrating its importance in the social, economic and cultural history of the area and should be retained for an appropriate use which reflects this.</p> <p>Any future proposal should primarily retain assembly and leisure use (D2) and supporting functions. Some restaurant and cafe (A3) use may also be acceptable.</p>
Design considerations and constraints	<p>The existing building is Grade II* listed, as are two bollards on the northern boundary to Astey's Row. The Art Deco building, designed by George Coles, is one of the few remaining examples of this architectural style. Any proposals should conserve and enhance the significance of the listed building and the wider heritage assets in the area such as the Canonbury Conservation Area.</p> <p>Development should mitigate any impacts on the nearby New River Walk Site of Importance for Nature Conservation (SINC) (Borough Grade I).</p>
Estimated timescale	2017-2021

8 King's Cross and Pentonville Road

8.1 The wider area of King's Cross has been subject to significant change in recent years. This is set to continue over the next 10-15 years mainly due to the large redevelopment taking place on the railway lands in neighbouring Camden. King's Cross and Pentonville Road is a diverse area made up of residential areas, old and new commercial buildings, retail and industrial and warehousing uses. The area was identified as an Opportunity Area in the London Plan and is considered appropriate for an increase in commercial/employment floorspace. Future development in this area will play a key role in achieving the following:

- protecting and enhancing business floor space to provide more jobs.
- maintaining Caledonian Road as a Local Shopping Centre and improving the public realm.
- improving the environment within and around the Bemerton Estate
- improving east-west access to the area behind King's Cross Station (known as King's Cross Central).
- 250 new homes on the King's Cross Triangle Site.
- retaining the industrial/warehousing uses at Vale Royal/Brewery Road.
- protecting and enhancing the areas historic character.
- protecting and enhancing the area's ecology and biodiversity. Providing new open space and improving existing provision especially in Caledonian Ward which is a priority area for increasing public open space provision.

8.2 Further context and policy on King's Cross and Pentonville Road can be found in the Core Strategy (section 2.7). The following sites have been identified:

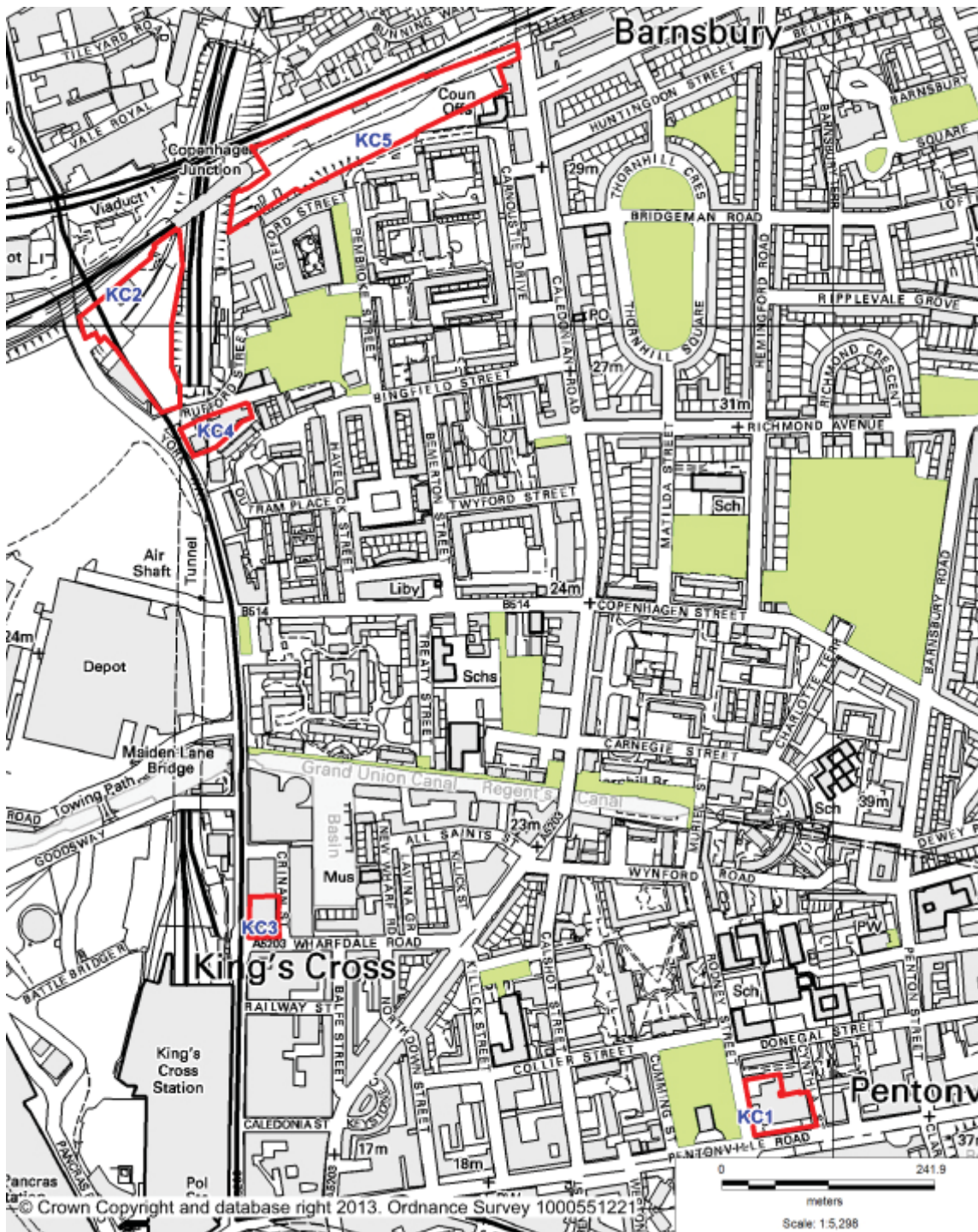
Table 8.1 : King's Cross and Pentonville Road Sites

Site reference	Site name
KC1	Pentonville Road, Rodney Street and Cynthia Street, N1 9TT
KC2	King's Cross Triangle, bounded by York Way, East Coast Main Line & Channel Tunnel Rail Link, N1
KC3	62-68 York Way, N1 9AG
KC4	176-178, York Way, N1
KC5	Gifford Street Embankment, 351 Caledonian Road, N1 1DW

8.3 Site capacity estimates suggest 200-300 homes and 1150 jobs can be delivered by these sites. These sites can be seen within the context of the area in the map below.

8 King's Cross and Pentonville Road

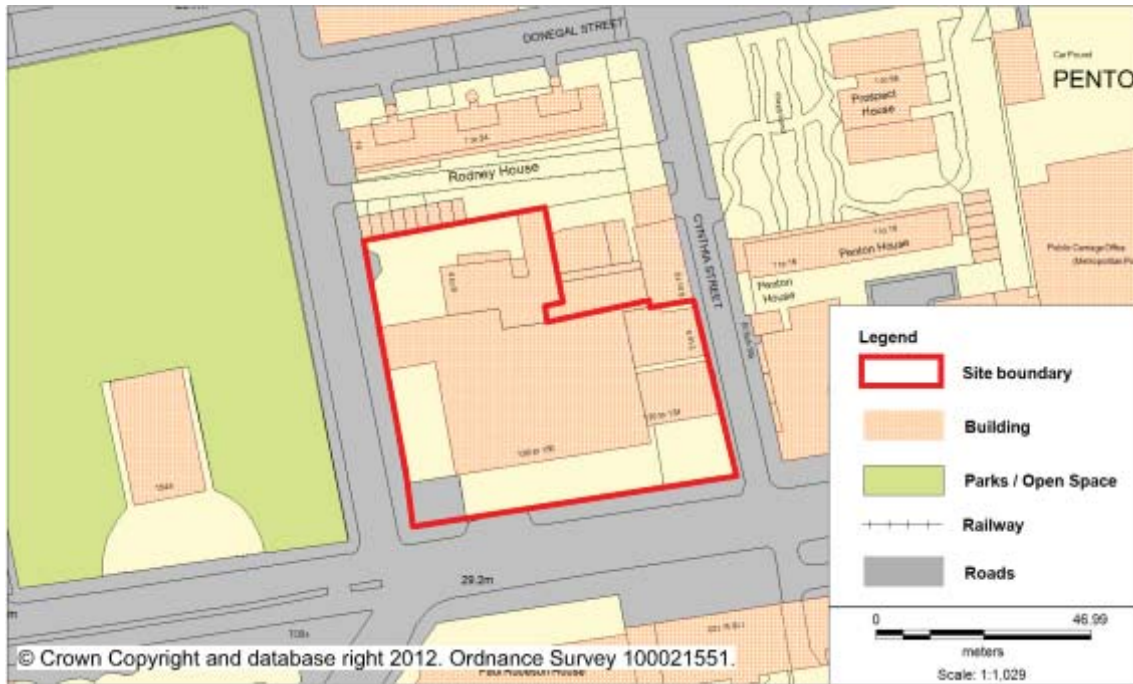
Map 8.1 King's Cross sites context map



8.4 The Site Allocations for King's Cross and Pentonville Road are as follows:

Site KC1

Pentonville Road, Rodney Street and Cynthia Street



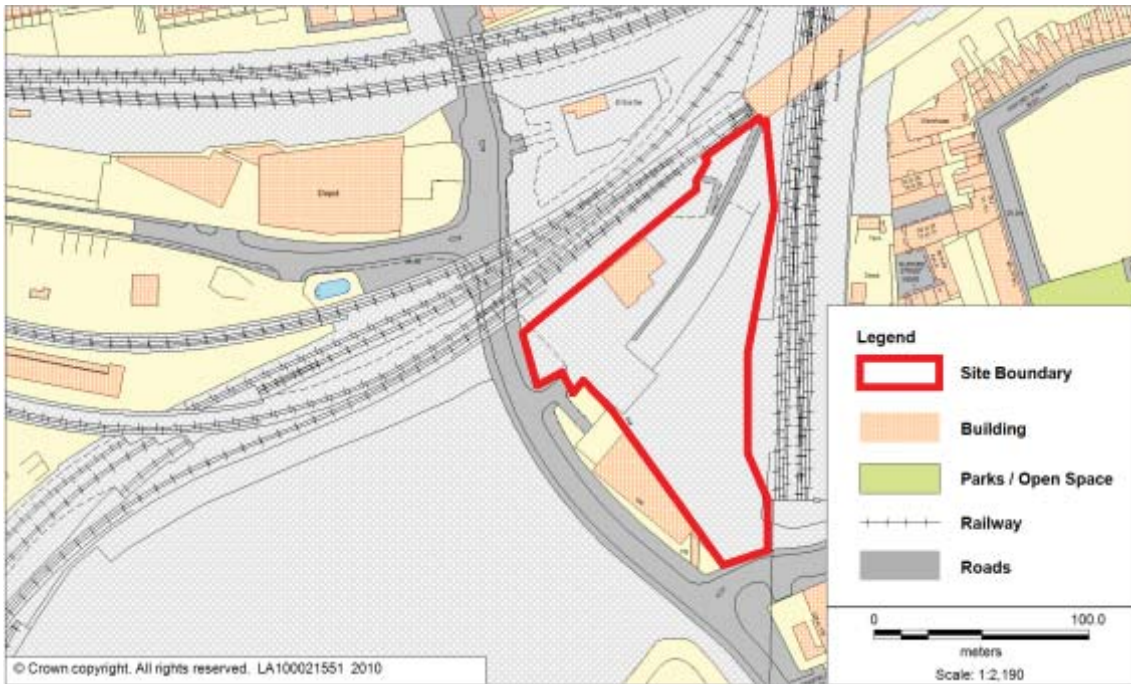
Address, location, postcode	Street block bounded by Pentonville Road, Rodney Street and Cynthia Street, N1 9TT.
Ownership	Multiple private freehold and leasehold interests, including Denton & Co Trustees Ltd SIPP Members (4-8 Rodney Street), Groveworld (130-134 and 152-154 Pentonville Road), P & P Romaniuk (5a Cynthia Street) and Europcar.
Approximate size of site	3,734m ²
Current/previous use	Various commercial uses, including B1 and B2 and car hire (sui generis) and educational (D1) use.
How was the site identified and relevant planning history	4-8 Rodney Street identified through response to consultation on this document autumn/winter 2009. Planning permission (P061175) was granted (in April 2007) for 152-154 Pentonville

8 King's Cross and Pentonville Road

	<p>Road for a ground floor commercial unit and 26 residential units, time limit extension (P092706) approved October 2010. Application (P110596, April 2011) for the development of the vacant car park site at 4-8 Rodney Street for two B1 units at ground floor and 8 flats withdrawn.</p>
Allocation and justification	<p>Mixed-use redevelopment, including employment and residential uses. The area along Pentonville Road has been identified in the Core Strategy as a principal location for office-led (B1) mixed-use development, intensifying use of the land to provide employment uses. As part of any redevelopment there should be a net increase in office floorspace (subject to viability).</p>
Design considerations and constraints	<p>Future uses and design should respect the amenity of residential properties within the vicinity of the site. Frontages should be positioned along the site boundary and be active frontages, particularly along Pentonville Road.</p> <p>Development should conserve and enhance the setting of the nearby Chapel Market / Baron Street, New River and Priory Green Conservation Areas and Joseph Grimaldi Park with 154a Pentonville Road. There is a need to maintain and enhance views up Penton Rise along Pentonville Road.</p> <p>Parts of the site fall within protected viewing corridors defined by Development Management Policies.</p>
Estimated timescale	2012-2016

Site KC2

King's Cross Triangle



Address, location, postcode	Kings Cross Triangle Site, bounded by York Way, East Coast Main Line & Channel Tunnel Rail Link, N1
Ownership	London and Continental Railways and DHL
Approximate size of site	11,800m ²
Current/previous use	Disused former railway lands. Temporary storage (B8) and car parking (Sui Generis).
How was the site identified and relevant planning history	The site was identified in the joint King's Cross Opportunity Area Development Brief (LBI and LB Camden, 2004) and in the Regenerating King's Cross Neighbourhood Framework Document (2005). The site has planning permission (P041261, approved at appeal July 2008) for a mixed use development comprising residential, shopping, food and drink and professional services

8 King's Cross and Pentonville Road

	<p>within the A1, A2 and A3 use classes; a health and fitness centre (D2) incorporating medi-centre facilities, a crèche and community facilities (D1); amenity and open space.</p>
Allocation and justification	<p>Major mixed use redevelopment of part of the former railway lands within Islington and Camden. Uses to include residential, shopping, food and drink and professional services (within the A1, A2, A3 and A4 use classes), leisure and community facilities, amenity and open space.</p> <p>Development on this triangle of land formed by York Way, the Thameslink 2000 rail line and the East Coast Main Line should complement that of the main King's Cross Central site on the opposite side of York Way in Camden, making an integral contribution to the regeneration of the area.</p> <p>Redevelopment of the Triangle provides the opportunity to transform a site which consists of railway embankments, disused railway sidings and vacant land into a sustainable, mixed and inclusive community, close to King's Cross and King's Cross/St. Pancras stations.</p>
Design considerations and constraints	<p>The introduction of active frontages on York Way and public realm design and improvements to promote interaction between the Triangle and main site is supported.</p> <p>The extant permission for the Triangle includes a significant contribution to the borough's housing supply and an extensive range of daytime and evening uses to serve both the immediate and wider area.</p> <p>Development will need to adequately address the impact of exposure to noise and vibration generated by the major road and rail transport infrastructure on all three sides to ensure an acceptable environment for future occupants.</p> <p>Any proposals should be of high quality design which improves the street scene of the local area.</p> <p>Part of the site falls within a Site of Importance for Nature Conservation (Borough Grade 1). Any future development will be expected to mitigate negative impacts on biodiversity and put measures in place to protect and enhance it.</p> <p>Thames Water has indicated that there may be issues with water supply capability and sewerage capacity associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems.</p>

8 King's Cross and Pentonville Road

	<p>The site is within the Channel Tunnel Safeguarding Area.</p> <p>Parts of the site fall within a protected viewing corridors defined by Development Management Policies.</p>
Estimated timescale	2022-2026

8 King's Cross and Pentonville Road

Site KC3

62-68 York Way



Address, location, postcode	62-68 York Way, N1 9AG
Ownership	Avimo Ltd
Approximate size of site	1,572m ²
Current/previous use	Low level light industrial buildings (B1).
How was the site identified and relevant planning history	The site was identified in Regenerating King's Cross Neighbourhood Framework Document (2005). In 2002, planning permission (992495) was granted for the redevelopment of the site to include a five storey office (B1) building. Development had

8 King's Cross and Pentonville Road

	<p>commenced and the permission remained valid when, in October 2008, another scheme was allowed on appeal (P070753). This was for redevelopment to include a six storey (plus basement and rooftop enclosure) predominantly office (B1) building to include retail (A1), professional (A2) and food and drink (A3) services at part basement and ground floor. Both approvals remain extant.</p>
<p>Allocation and justification</p>	<p>Mixed use redevelopment with possible uses including retail (A1), professional (A2), food and drink services (A3), offices (B1a) and residential. The mix of uses is also compatible with the site's location within the CAZ.</p> <p>This is a key corner site which benefits from three street frontages - the main thoroughfare of York Way to the east, the smaller Wharfdale Road to the south side and the narrow Crinan Street to the rear.</p> <p>The existing buildings do not fully occupy the site footprint nor contribute positively to the King's Cross/ St. Pancras Conservation Area in which the site is located. Redevelopment offers the opportunity to maximise potential of the site and enhance the conservation area.</p>
<p>Design considerations and constraints</p>	<p>There is the opportunity for the introduction of active uses at ground floor level both to improve passive surveillance and enhance the character of the area.</p> <p>Development should respond well to the rhythm, scale and proportions of the existing street frontages and not dominate the buildings on the opposite side of Crinan Street.</p> <p>Future development should conserve and enhance the King's Cross/St Pancras Conservation Area and significance of heritage assets, including their settings. This includes a significant number of buildings identified on the council's local list of buildings of architectural and historic interest. The site is also within the setting of the Grade I listed King's Cross and St Pancras railway stations upon which redevelopment should have a positive impact.</p> <p>Thames Water has indicated that there may be issues with waste water services, specifically sewerage capacity, associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems.</p>

8 King's Cross and Pentonville Road

	<p>The site falls within a protected viewing corridor defined by the London View Management Framework and Development Management Policies.</p> <p>A strategic trunk sewer passes beneath the site. This should be protected during and after construction.</p>
Estimated timescale	2012-2016

Site KC4

176-178 York Way



Address, location, postcode	176-178 York Way & 57-65 Randell's Road, N1
Ownership	176-178 York Way: Transeuropean; 57-65 Randell's Road: M Barnes, and S Macrides, London Borough of Islington.
Approximate size of site	2,300m ²
Current/previous use	Car sales outlet in a former petrol station (Sui Generis), two storey warehouse/office building (B1) (176-178 York Way) and car repair garage (Sui Generis) (57-65 Randell's Road).
How was the site identified and relevant planning history	The site was identified in the Regenerating King's Cross Neighbourhood Framework Document. An application (P043180) for redevelopment of 176-178 York Way was refused in 2005.

8 King's Cross and Pentonville Road

	<p>Planning application for 176-178 York Way (P110941) for temporary use for a period of five years as a builders' merchants refused (November 2011). A parallel application (P111380) for external alterations to the building and site layout was approved (September 2011).</p>
<p>Allocation and justification</p>	<p>Residential-led mixed use redevelopment, including re-provision of business floorspace (B1). A small element of other commercial uses could include retail and/or food and drink services (A1, A3, A4).</p> <p>The site is located in the part of King's Cross where large scale development is taking place and planned - on the opposite side of York Way in the London Borough of Camden and to the north at King's Cross Triangle (Site KC2) which straddles the boundary between the two boroughs.</p>
<p>Design considerations and constraints</p>	<p>The prominent corner location opposite the southern tip of the Triangle warrants a well-designed building to contribute to a high quality street environment that is welcoming to pedestrians and provides active uses along York Way.</p> <p>Any development should consider the relationship to the wider area/site, responding to the surroundings and be sympathetic in scale.</p> <p>Development of the site should contribute to opening up the surrounding neighbourhoods to York Way and the wider regeneration of the area.</p> <p>The site is not in or adjoining a conservation area. However development will need to pay due regard to the former York Road Underground Station on the southern side of Bingfield Street which adjoins the site to the south (172-174 York Way), and the amenity of the adjoining and nearby residential properties.</p> <p>Development should conserve and enhance the setting of the Grade II listed Paget Christian Centre, 18-26 Randell's Road, opposite the site.</p> <p>Site assembly, which includes a disused play area at the rear of 21-36 Outram Place, produces a better site for development within the physical boundaries created by York Way, Randell's Road and the rear of the maisonette block at 21-36 Outram Place.</p>

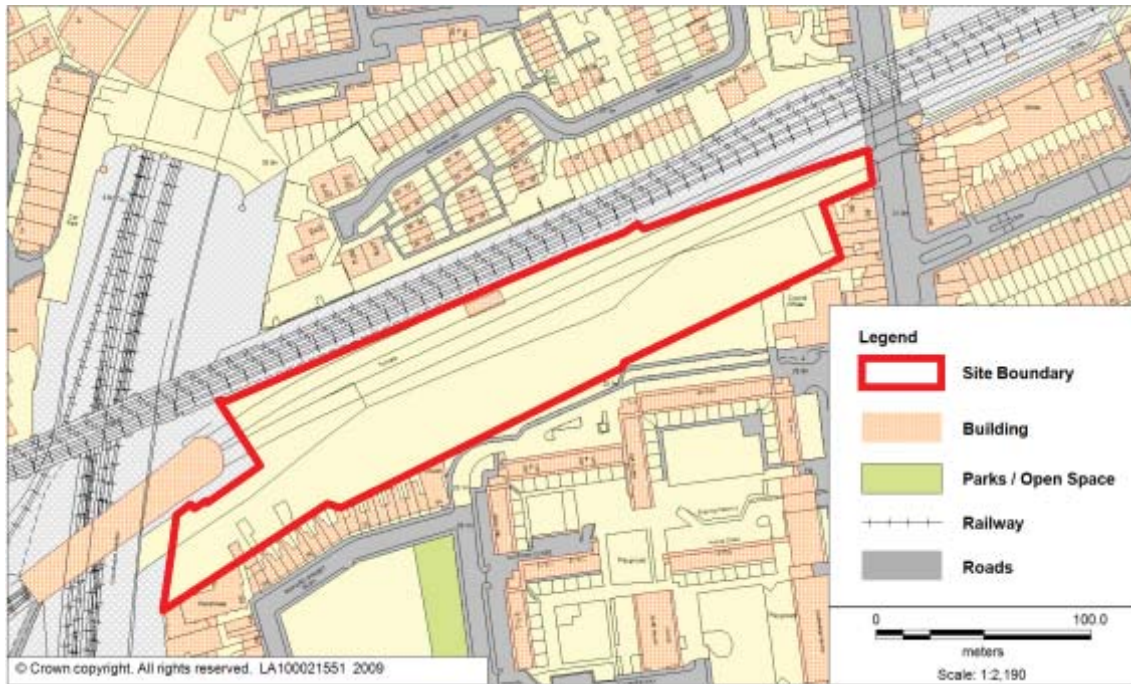
8 King's Cross and Pentonville Road

	The site is located above the railway land and the underground and any proposal will need to adequately address the impact of exposure to noise and vibration to ensure an acceptable environment for future occupants.
Estimated timescale	2017-2021

8 King's Cross and Pentonville Road

Site KC5

Gifford Street Railway Embankment



Address, location, postcode	Gifford Street Embankment, 351 Caledonian Road, N1 1DW
Ownership	London and Continental Railways
Approximate size of site	19,100m ²
Current/previous use	Construction/storage site for the CTRL in the west of the embankment with vehicular and pedestrian access from Caledonian Road (B8 use). Open space on the rest of the site (not publicly accessible) consisting of natural woodland, scrub and rough grassland, all of which is designated as Nature Conservation Importance (Borough Grade 1).

8 King's Cross and Pentonville Road

<p>How was the site identified and relevant planning history</p>	<p>The site was identified by the London Borough of Islington and through the Open Space, Sport and Recreation Assessment (2009).</p>
<p>Allocation and justification</p>	<p>The development of this site may be considered in conjunction with any potential future improvements to the Bemerton Estate to the immediate south. There is the opportunity to provide housing on the eastern portion of the embankment to contribute to meeting identified need in the borough, subject to amenity considerations including noise and vibration.</p> <p>A large area of the site is a Site of Importance for Nature Conservation (SINC) (Borough grade 1). The council will seek improvements to the nature conservation area as a whole.</p> <p>This site is identified as a potential green corridor within the Open Space, Sport and Recreation Assessment (2009) which would help to increase access to nature in an area of deficiency (Caledonian and Barnsbury wards are particularly deficient in access to nature). Any public access will need to be carefully considered and managed to avoid negative impact on the biodiversity of the site.</p> <p>The re-provision of a building at 351 Caledonian Road is required as part of a legal undertaking given by Union Rail (the then landowner) under the Channel Tunnel Rail Link (CTRL) Act (1996). To ensure that a new ground floor use is appropriate to the character of the area, commercial uses such as retail (A1), financial or professional services (A2), or café/restaurant uses (A3) to the ground floor would be acceptable and consistent with the nearby uses.</p>
<p>Design considerations and constraints</p>	<p>The site is within the Channel Tunnel Safeguarding Area. Continued access is required from Caledonian Road for the continued management and maintenance of the Channel Tunnel Rail Link. The access road to the CTRL portal needs to be maintained under any development proposals on the site.</p> <p>Any development will also need to conserve and enhance the Barnsbury Conservation Area to the east of the site.</p> <p>Development proposals will be subject to the mitigation of impacts on the SINC, although this could be delivered by re-providing some habitats on the north of the site and with a sensitive phasing of development.</p>

8 King's Cross and Pentonville Road

	Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems.
Estimated timescale	2012-2016

9 Other important sites

9 Other important sites

9.1 The parts of the borough outside the key areas are predominantly residential, with small clusters of business and retail activity. Future development sites outside the key areas will play a key role in achieving the following:

- development that reflects the character of the area
- improving areas of poor public realm, with all public realm improvements contributing to enhancing walking and cycling
- the provision of housing, including affordable housing
- maintaining and enhancing existing open spaces, and the provision of new ones, particularly in priority areas
- maintaining employment, with a mix of uses/employment in small and large clusters
- the protection of local shopping areas.

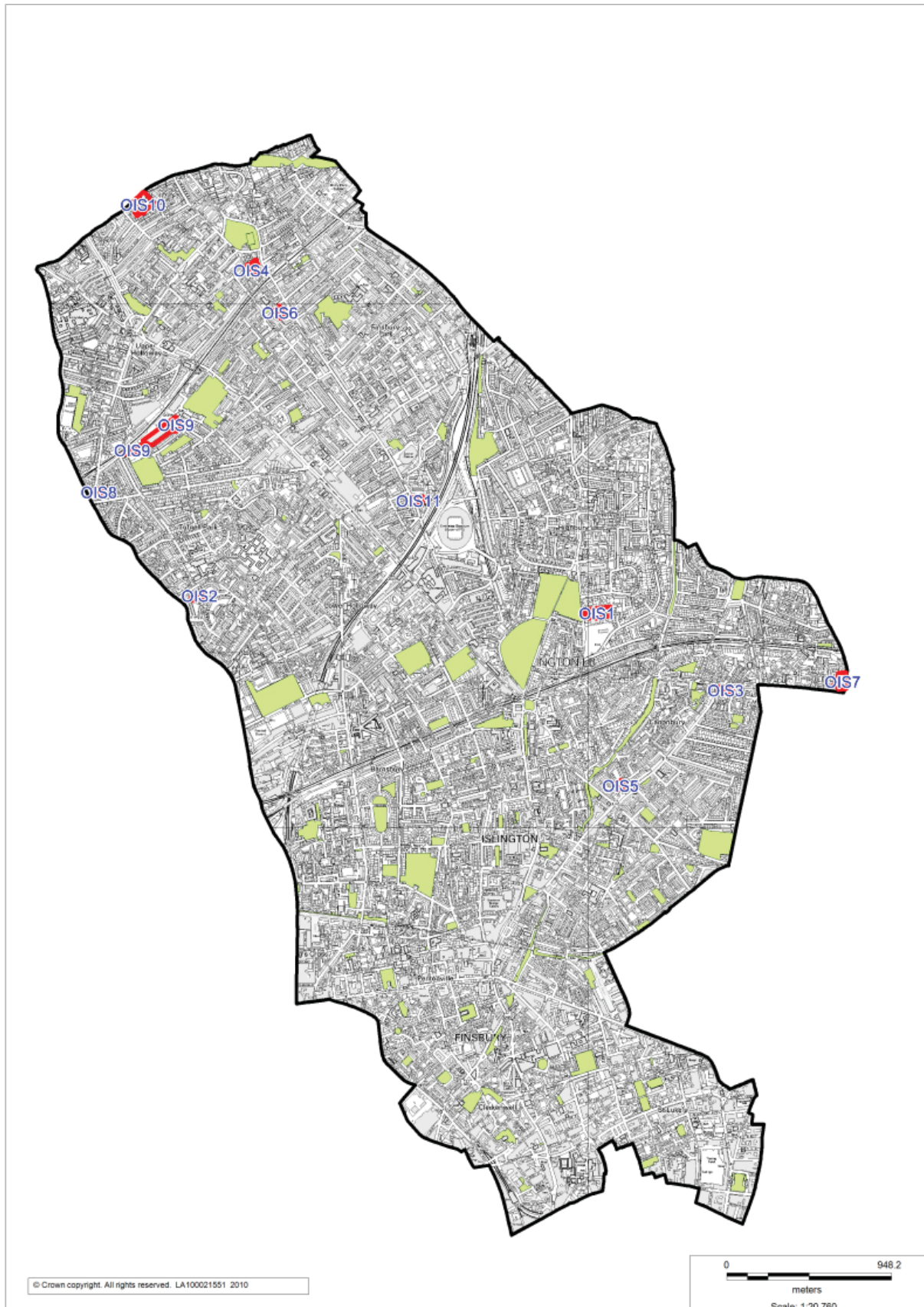
9.2 Further context and policy on Non-strategic locations can be found in the Core Strategy (section 2.9). The following sites have been identified:

Table 9.1 Other important sites

Site Reference	Site name
OIS1	Aberdeen House/Lodge, Highbury Grove, N5 2EA
OIS2	Hilldrop Road (land adjacent to community centre), Hilldrop Road, N7 0JD
OIS3	Leroy House, 436 Essex Road, N1 3QP
OIS4	174-178 Courtauld Road, N19
OIS5	The Ivories, Northampton Street, N1 2HY
OIS6	Belgravia Workshops, 157-163 Marlborough Road, N19 4NF
OIS7	1 Kingsland passage and the BT Telephone Exchange, E8
OIS8	Tufnell Park Neighbourhood Office, 243 Junction Road, N19 5QG
OIS9	Bush Industrial Estate, N19 5UN
OIS10	Ashmount School, Ashmount Road, N19 3BH
OIS11	100 Hornsey Road London N7 7NG

9.3 Site capacity estimates suggest 300-350 homes and 1450 jobs can be delivered by these sites. These sites can be seen within the context of the area in the map below.

Map 9.1 Context map of Other Important Sites

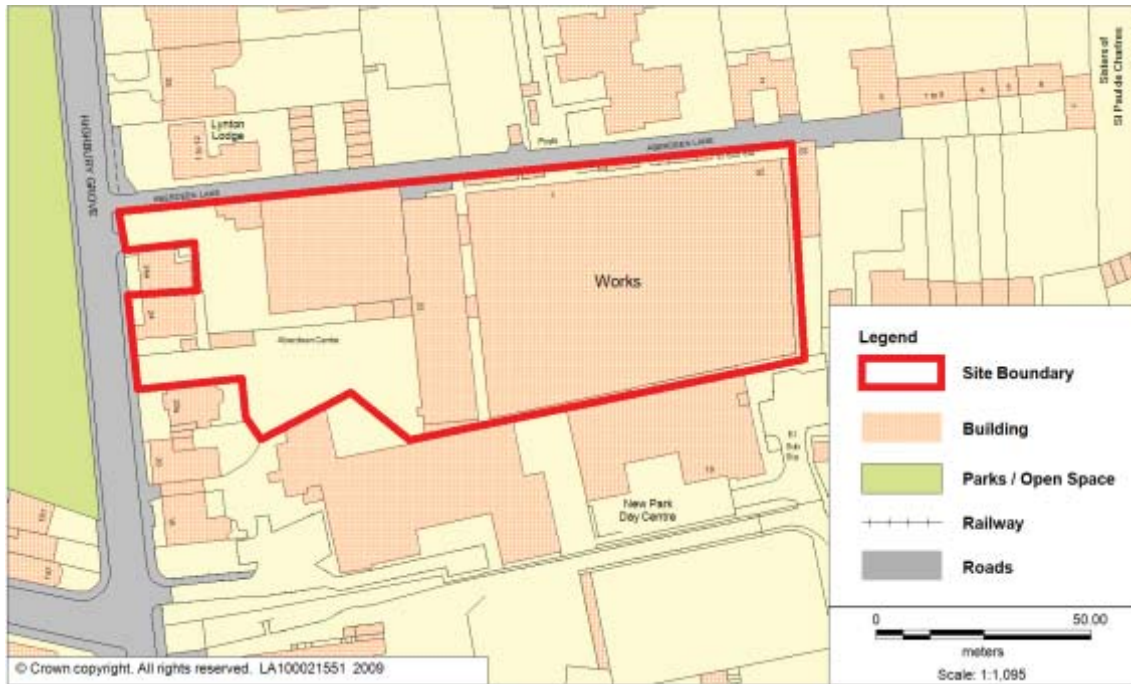


9.4 The proposed Site Allocations for Other Important Sites are as follows:

9 Other important sites

Site OIS1

Aberdeen House/Lodge, Highbury Grove



Address, location, postcode	24 Highbury Grove N5 2EA (Aberdeen House, Lodge)
Ownership	Workspace 14 Ltd
Approximate size of site	7,957m ²
Current/previous use	Offices, workshops, studios, storage (B1, B8) in pre-war industrial buildings and a converted Victorian house.
How was the site identified and relevant planning history	In May 2007 planning permission (P061268) was allowed on appeal for redevelopment to provide 75 residential units made up of flats and town houses and 8,297m ² of commercial B1 space, all in blocks ranging from three to five storeys. In January 2008 a minor amendment was granted (P072654) reducing the number of residential units to 72 and

9 Other important sites

	<p>changing the approved layout. The site was subsequently identified in the SHLAA. An extension to the time limit of application P06128 was granted at appeal (P100901, June 2011).</p>
Allocation and justification	<p>Redevelopment/refurbishment to provide a residential-led mixed use scheme including business space (B1).</p> <p>There is the opportunity to make more efficient use of previously developed land at this location which is well served by public transport and to improve on the existing unattractive and unwelcoming frontage.</p> <p>Introduction of housing is considered appropriate both to contribute to the character and vitality of this predominantly residential area and to help meet identified need for housing in the borough.</p>
Design considerations and constraints	<p>The bulk and height of buildings should be in keeping with their surroundings. The site locality includes the margins of the Aberdeen Park Conservation Area and the Highbury Fields Conservation Area with a small part of the site within the latter. These conservation areas include a number of grade II listed Victorian Villas, Georgian Terraces and locally listed buildings. Any development should conserve and enhance the significance of heritage assets, including their settings.</p> <p>One of the existing buildings (24 Highbury Grove) is within the Highbury Fields Conservation Area and identified on the council's local list of buildings of architectural and historic interest. The retention of this building and improvements to the business floorspace within it to allow continuation of employment at the site, as proposed by the extant permission, is supported.</p> <p>Development should mitigate any impacts on the nearby Highbury Fields Site of Importance for Nature Conservation (SINC) (Local Importance).</p>
Estimated timescale	2012-2016

9 Other important sites

Site OIS2

Land adjacent to community centre, Hilldrop Road



Address, location, postcode	Land adjacent to community centre, Hilldrop Road, N7 0JD
Ownership	London Borough of Islington
Approximate size of site	1660m ²
Current/previous use	Car parking (Sui Generis) and ball court (D2).
How was the site identified and relevant planning history	Site identified in previous consultation on this document.
Allocation and justification	Land to be used as a community garden/allotment for surrounding community. A small single storey wood structure may be needed to

9 Other important sites

	support this and for educational purposes. A ball game facility (D2) will be retained.
Design considerations and constraints	The site is bounded by the Hillmarton Conservation Area. Any proposals should conserve and enhance the significance of heritage assets, including their settings.
Estimated timescale	2017-2021

9 Other important sites

Site OIS3

Leroy House, 436 Essex Road



Address, location, postcode	Leroy House, 436 Essex Road, N1 3QP
Ownership	Workspace Group
Approximate size of site	1,776m ²
Current/previous use	Offices, studios, workshops, meeting/event space (B1 use).
How was the site identified and relevant planning history	Site identified through response to consultation on this document in autumn/winter 2009.
Allocation and justification	Refurbishment/intensification for business space to provide improved quality and quantity of spaces for small/medium sized enterprises.

9 Other important sites

Design considerations and constraints	<p>Development should be of high quality design given the site's prominent location at the junction of the busy Essex and Balls Pond Roads. Public realm and pedestrian improvements are also encouraged. Active frontages are also desirable.</p> <p>Any future intensification/redevelopment of the site will need to conserve and enhance the significance of heritage assets, including their settings, including the adjacent Canonbury Conservation Area, Grade II listed buildings on Balls Pond Road, and All Saints Alaura Church on the corner of Essex Road/Balls Pond Road.</p>
Estimated timescale	2017-2021

9 Other important sites

Site OIS4

Unit A 174-178 Courtauld Road N19 4BA



Address, location, postcode	Unit A 174-178 Courtauld Road, N19 4BA
Ownership	Family Mosaic and Garstyle Ltd
Approximate size of site	2,300m ²
Current/previous use	The part of the site to the west is a vacant warehouse; the part of the site to the east is an operational M.O.T garage.
How was the site identified and relevant planning history	Sites identified through planning applications database and pre-application discussions. The vacant warehouse part of the site to the west of the accessway has planning permission (P100478) for 31 residential dwellings.

9 Other important sites

Allocation and justification	The retention of an element of employment would be desirable given the site's employment history, along with conventional residential accommodation. Any employment uses would need to respect the amenity of the neighbouring residential properties.
Design considerations and constraints	<p>Development should contribute to improving the accessway from Courtauld Road to Fairbridge Road. The provision of a new road is considered desirable in urban design terms as it is currently a private road, with an uneven surface, used for informal parking and as a through route. Improved frontages and public realm along Fairbridge Road and Courtauld Road should also be provided.</p> <p>The site is not in or adjoining a conservation area. However, the Grade II listed building at 493 Hornsey Road adjoins the eastern boundary of the site. Any proposals will need to conserve and enhance the significance of heritage assets, including their settings.</p> <p>Development should mitigate any impacts on the nearby Upper Holloway Railway Cutting Site of Importance for Nature Conservation (SINC) (Borough Grade 1).</p>
Estimated timescale	2012-2016

9 Other important sites

Site OIS5

The Ivories, 6-8 Northampton Street, N1



Address, location, postcode	The Ivories, 6-8 Northampton Street, N1 2HY
Ownership	Workspace Group
Approximate size of site	1546m ²
Current/previous use	The site is currently used for offices/studios (B1).
How was the site identified and relevant planning history	Site was identified through response to consultation on this document in autumn/winter 2009.
Allocation and justification	Refurbishment of valuable employment space for small/medium sized enterprises.

9 Other important sites

	<p>There may be some scope for intensification for business space, to provide improved quality and quantity of spaces for small/medium sized enterprises.</p> <p>This site plays a valuable role in supporting a variety of small business, arts, cultural and education organisations in the borough, therefore its retention and possible improvements to strengthen this role is supported.</p>
Design considerations and constraints	<p>Proposals should respect the amenity of neighbouring residential properties.</p> <p>Any future intensification/redevelopment of the site will need to conserve and enhance the significance of heritage assets, including their settings. This includes the nearby Canonbury (to the north and west) and East Canonbury (to the east) Conservation Areas and Grade II listed buildings on Canonbury Road/Essex Road.</p>
Estimated timescale	2017-2021

9 Other important sites

Site OIS6

Belgravia Workshops, 157-163 Marlborough Road



Address, location, postcode	Belgravia Workshops, 157-163 Marlborough Road, N19 4NF
Ownership	Workspace Group
Approximate size of site	1,935m ²
Current/previous use	The site is currently used for studios/workshops.
How was the site identified and relevant planning history	The site was identified through response to consultation on this document in autumn/winter 2009.
Allocation and justification	Refurbishment of valuable employment space for small/medium sized enterprises.

9 Other important sites

	<p>There may be some scope for intensification for business space, to provide improved quality and quantity of spaces for small/medium sized enterprises.</p> <p>This site plays a valuable role in supporting a variety of small business, arts, cultural and education organisations in the borough, therefore its retention and possible improvements to strengthen this role is supported.</p>
Design considerations and constraints	<p>Proposals should respect the amenity of neighbouring residential properties.</p> <p>The site is not within or adjoining a conservation area.</p> <p>The site is in close proximity to National Grid's high voltage underground electricity transmission cables. Development should ensure unrestricted and safe access to these cables at all times. Any development which may affect these cables should involve close consultation with National Grid and be compliant with guidance from the Health and Safety Executive.</p>
Estimated timescale	2017-2021

9 Other important sites

Site OIS7

1 Kingsland Passage and the BT Telephone Exchange, Kingsland Green, Dalston



1 Kingsland Passage

Telephone Exchange



Address, location, postcode	1 Kingsland Passage and the Telephone Exchange, Kingsland Green, Dalston, E8
Ownership	1 Kingsland Passage and British Telecom
Approximate size of site	4,722m ²
Current/previous use	1 Kingsland Passage is currently used as offices (B1). Some of the telephone exchange is still in use but most of the building is vacant.
How was the site identified and relevant planning history	Site was identified through response to consultation on this document in autumn/winter 2009.

9 Other important sites

Allocation and justification	<p>Mixed use commercial and residential development, retaining and intensifying employment use, including offices (B1) at the ground floor and lower levels. Development which improves the quality and quantity of existing employment provision is encouraged.</p> <p>This site is adjacent to Dalston (in the London Borough of Hackney) which is subject to significant growth/change over the next 10-15 years and has scope for intensification to provide for employment and housing.</p>
Design considerations and constraints	<p>Any proposals should also take account of the relevant principles, opportunities and constraints for development set out in the Dalston Area Action Plan which includes the area adjacent to the site.</p> <p>New development should relate well to the neighbouring Burder Close Estate, encouraging permeability between the estate and Kingsland Green. Development should be appropriate to and visually integrated with the surrounding area, respecting the amenity of adjacent residential properties.</p> <p>Some accommodation for a new exchange will need to be re-provided on-site or nearby. This would be significantly smaller than the current building.</p> <p>Play space/open space provision will be required given the deficiency in this area. This should also include biodiversity enhancements.</p> <p>The site is not within or adjoining a conservation area.</p>
Estimated timescale	2017-2021

9 Other important sites

Site OIS8

Tufnell Park Neighbourhood Office, 243 Junction Road



Address, location, postcode	Former Tufnell Park Neighbourhood Office, 243 Junction Road, N19 5QG
Ownership	Taylor Wimpey UK Limited
Approximate size of site	653m ²
Current/previous use	Vacant part single, two-storey ex-council neighbourhood office building formerly in use as offices (B1) and for ancillary training purposes (D1).
How was the site identified and relevant planning history	The site was identified from the planning applications database. An application (P073100) was refused in 2007 and dismissed at appeal. Application (P101060) for residential development on the site was allowed at appeal in June 2011.

9 Other important sites

<p>Allocation and justification</p>	<p>Residential-led mixed use redevelopment with employment element. Employment uses could include retail (A1), financial and professional services (A2), office (B1a) and community facilities (D1).</p> <p>This is a corner site in a predominantly residential area of varied architecture and characterised by building heights ranging from three to five storeys on both sides. This is not an established office area and the existing neighbourhood office, which does not meet modern office requirements, has been vacant since 2007.</p> <p>New development offers the opportunity to provide welcome activity to this part of Junction Road, only metres away from Tufnell Park tube station, and to bring vitality to the local area.</p>
<p>Design considerations and constraints</p>	<p>Due to its two storey height fronting Junction Road, the present building is incongruous within its immediate surroundings. There is scope for a greater scale of building working within the confines of this tight urban site.</p> <p>Development should respect the height and mass of buildings fronting Junction Road and the smaller and lower residential blocks to the rear. Particular regard should be given to the impact on the residential amenity of the occupiers of Fulbrook Mews, including daylight and sunlight implications. Suitable access and servicing arrangements should be identified.</p> <p>The site does not fall within a conservation area, but is close to the Grade II listed local landmark, the Boston Arms public house, on the corner of Junction Road and Dartmouth Park Hill Road. Development should conserve and enhance the setting and landmark status of this elegant building which rises to five storeys.</p>
<p>Estimated timescale</p>	<p>2012-2016</p>

9 Other important sites

Site OIS9

Bush Industrial Estate, Station Road



Address, location, postcode	Bush Industrial Estate, Station Road, N19 5UN
Ownership	La Salle Investment Management Limited
Approximate size of site	12,800m ²
Current/previous use	The three segments of the site accommodate 13 individual warehouse units (B2/B8).

9 Other important sites

How was the site identified and relevant planning history	Site identified through response to consultation on document in autumn/winter 2009.
Allocation and justification	<p>There is scope for intensification of business uses (Class B1-B8). Any intensification should include the re-provision of the existing storage and distribution floorspace (B2-B8).</p> <p>Islington is classified as a borough of restricted transfer in the London Plan (2011) (and previously Mayor of London's Industrial Capacity Supplementary Planning Guidance). Boroughs in this category typically have low levels of industrial land relative to demand and are therefore encouraged to adopt a more restrictive approach to the transfer of industrial land to other uses.</p> <p>Whilst Brewery Road/Vale Royal is the last large concentration of this type of employment land in the borough and is designated as a Locally Significant Industrial Site, this site can be classified as a smaller industrial site. The Islington employment study highlights that demand will continue for good quality logistics, warehousing and storage facilities - particularly for sites with good accessibility as is the case with this site.</p>
Design considerations and constraints	<p>Any development will need to take account of the locally listed buildings on Huddleston Road, and the setting of the nearby St. John's Grove, and Mercers Road/Tavistock Terrace conservation areas, as well as mitigate impacts on the nearby Sites of Importance for Nature Conservation (of local importance) of Foxham Gardens and Whittington Park.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate that early engagement has been undertaken with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with water supply.</p> <p>Part of the site falls within a protected viewing corridor defined within Development Management Policies.</p>
Estimated timescale	2022-2026

9 Other important sites

Site OIS10

Ashmount School, Ashmount Road, N19 3BH



from Ashmount Road



from Hornsey Lane



Address, location, postcode	Ashmount School, Ashmount Road, N19 3BH
Ownership	London borough of Islington
Approximate size of site	8,500m ²
Current/previous use	School
How was the site identified and relevant planning history	Site identified as a result of the planned relocation of the existing school it accommodates.

9 Other important sites

<p>Allocation and justification</p>	<p>Site suitable for residential purposes, primarily family housing, community uses and the creation of a new publicly accessible open space.</p> <p>Following exhaustive exploration of refurbishment options for the continued operation of Ashmount School at this site, planning permission was granted for development of an alternative site for the school to relocate to in Crouch Hill.</p> <p>This site on the corner of Hornsey Lane and Ashmount Road on the borough's boundary with Haringey is therefore surplus to requirements as primary and nursery teaching facilities. The introduction of housing at this site is considered appropriate both to contribute to the character and vitality of its predominantly residential area and to help meet identified need for housing in the borough.</p> <p>The inclusion of appropriate community uses (within the D1 and D2 use classes) to meet the need for community facilities will also be required within any new scheme.</p> <p>The site currently has significant areas of open space, including playing courts and play spaces, which are not open to the public. The inclusion of publicly accessible open space will be required within any scheme. Other open space will be provided in the form of a safe and attractive on-site play space for children and gardens for family housing within any residential scheme.</p>
<p>Design considerations and constraints</p>	<p>The three main school buildings (juniors, infants and halls blocks) and a sculpture of a cockerel located on the Hornsey Lane pedestrian entrance wall of the existing school site are locally listed and fall within the Whitehall Park Conservation Area.</p> <p>It is recognised that the buildings are in need of repair due to deterioration of their condition in recent years, and a selective approach to demolition may therefore be an option. Demolition of part or all of any of the locally listed school buildings would need to be justified in line with national, regional and local planning policies.</p> <p>The site also accommodates two single storey buildings including an ancillary caretaker's house and shed/surplus classroom which are not architecturally significant and could be demolished.</p> <p>Development will need to respect the amenity of neighbouring properties which adjoin the site to the south west (Fortier Court), and south east (rear gardens of properties fronting Gresley Road and Whitehall Park). New buildings should fit within the context of the surrounding housing which is predominantly three storeys in height on the opposite sides of</p>

9 Other important sites

	<p>Hornsey Lane and Ashmount Road and two storeys in the case of the adjoining terraced properties. A high standard of design is expected which will also promote a safe environment.</p> <p>The site has a number of mature protected trees that the school was constructed around which will need to be retained within any new scheme.</p> <p>Any development should conserve and enhance the historic environment, contributing positively to the Whitehall Park Conservation Area and taking into account the Highgate Conservation Area in Haringey.</p> <p>The development options for the site will be explored in more detail through the production of a planning brief in close consultation with local residents.</p>
Estimated timescale	2012-2021

Site OIS11

100 Hornsey Road London N7 7NG



Address, location, postcode	100 Hornsey Road, N7
Ownership	Petticoat Investments (IOM) Ltd
Approximate size of site	1,600m ²
Current/previous use	Nursery
How was the site identified and relevant planning history	Site identified through consultation on the 'Direction of Travel' draft of this document.

9 Other important sites

<p>Allocation and justification</p>	<p>Residential-led mixed use redevelopment including reprovision of nursery and open space.</p> <p>This site lies on the east side of Hornsey Road at the southern end of the Harvist Estate precinct. The surrounding land use is largely residential with some ground floor commercial uses on Hornsey Road.</p> <p>The site has been operating as a nursery since its construction circa 1970. Redevelopment of this single storey building of no particular architectural merit offers the opportunity to maximise potential of the site and enhance the Hornsey Road streetscene.</p>
<p>Design considerations and constraints</p>	<p>The height and density of any new building should be guided by Core Strategy and Development Management policies and fit within the context of the surrounding area.</p> <p>Permission will only be given if the proposed development would not result in unacceptable harm to the amenity of neighbouring residential properties.</p> <p>Any proposals should be of high quality design which improves the street scene of the local area.</p> <p>The site is within a Local Flood Risk Zone (LFRZs) at risk of significant/extreme flooding. Proposals will therefore be required to further assess and mitigate this risk. Further detailed guidance is set out in the Development Management Policies.</p>
<p>Estimated timescale</p>	<p>2012-2016</p>

Appendix 1: Sites in Bunhill and Clerkenwell

1.0.1 Sites allocated in the Finsbury Local Plan (the Area Action Plan for Bunhill and Clerkenwell) are identified in the map and table below.

Figure A1 Finsbury Local Plan Site Allocations

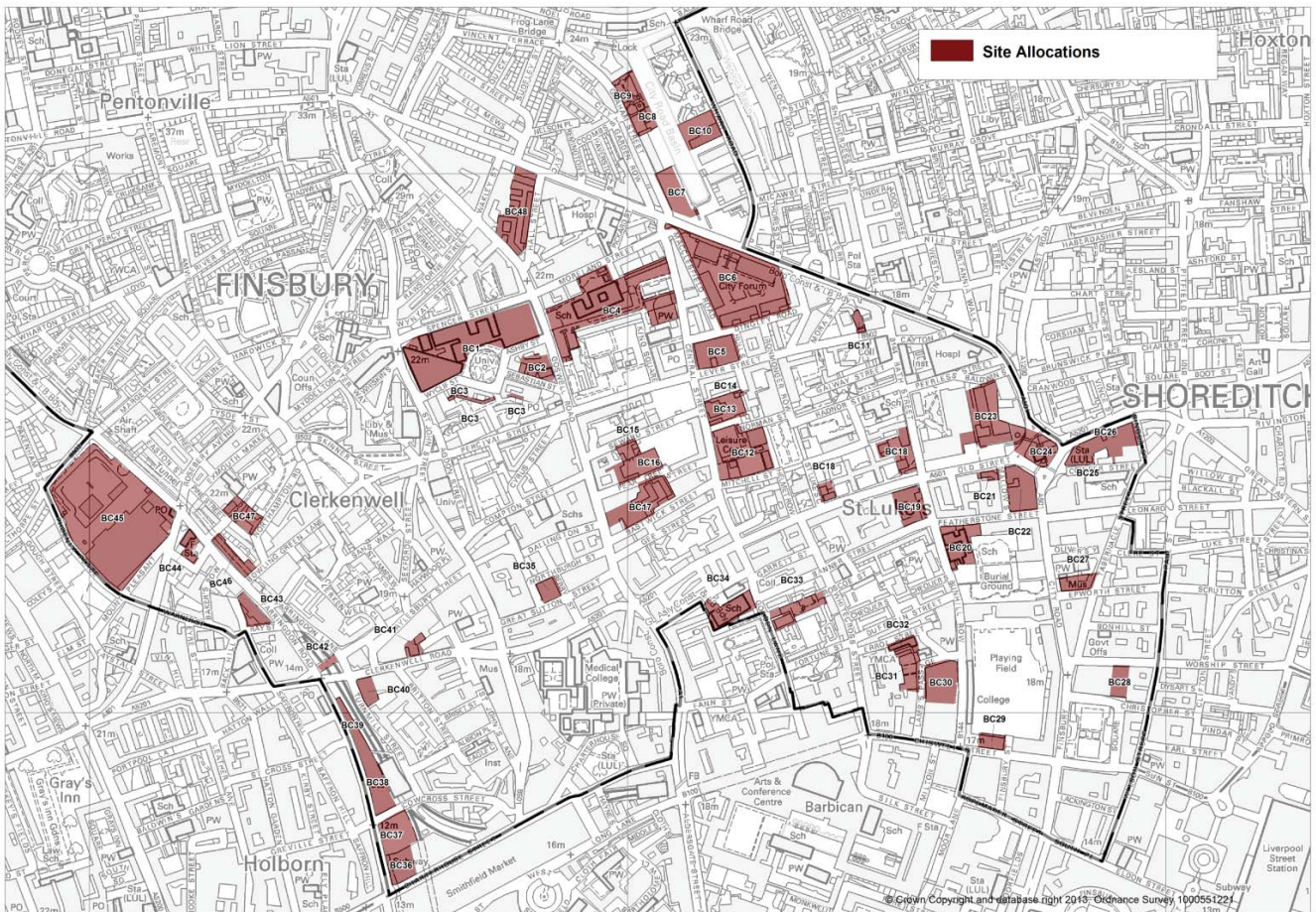


Table A1 Finsbury Local Plan Site Allocations

Site reference	Site name
BC1	City University London, 10 Northampton Square, EC1V 0HB
BC2	City University London, Sebastian Street EC1V 0HB
BC3	Brunswick Estate lock-up garages, Tompion Street, EC1V 0ER
BC4	Moreland Primary School and King Square Estate, EC1V 8BB
BC5	City Barbican Thistle Hotel, Central Street, EC1V 8DS
BC6	City Forum, 250 City Road, EC1V 2PU

Appendix 1: Sites in Bunhill and Clerkenwell

Site reference	Site name
BC7	261 City Road (City Road Basin), EC1V 1LE
BC8	Islington Boat Club, 16-34 Graham Street
BC9	Graham Street Park and Linear Park Extension, City Road Basin, N1 8GH
BC10	37-47 Wharf Road (City Road Basin), N1 7RJ
BC11	Gambier House multi-storey car park and Betty Brunker Hall
BC12	Finsbury Leisure Centre, EC1V 3PU
BC13	St. Luke's Centre, 90 Central Street, EC1V 8AJ
BC14	Storage facility, Europa Place, EC1V 8AJ
BC15	Seward Street playground, EC1V 3RF
BC16	1 Pear Tree Street, EC1V 3SB
BC17	Heyworth Halls, 15 Bastwick Street, EC1V 3PE
BC18	Redbrick Estate: Vibast Centre, garages and car park, Old Street, EC1V 9NH
BC19	148 Old Street (Royal Mail Building), EC1V 9HQ
BC20	Former Moorfields school, 40 Bunhill Row, EC1Y 8RX
BC21	198-208 Old Street (petrol station), EC1V 9FR
BC22	Transworld, 70-100 City Road, EC1Y 2BP
BC23	207-211 Old Street (northwest corner of roundabout), EC1V 9NR
BC24	Old Street roundabout area, EC1V 9NR
BC25	Inmarsat, 99 City Road (east of roundabout), EC1Y 1BJ
BC26	262-254 Old Street (east of roundabout), EC1Y 1BJ
BC27	Maple House, 37-45 City Road, EC1Y 1AT
BC28	Royal London House, 22-25 Finsbury Square, W1G 0JB
BC29	Longbow House, 14-20 Chiswell Street, EC1Y 4TW
BC30	Cass Business School, 106 Bunhill Row, EC1Y 8TZ
BC31	Car park at 11 Shire House, Whitbread Centre, Lamb's Passage, EC1Y 8TE
BC32	City YMCA, 8 Errol Street, EC2Y 8BR

Appendix 1: Sites in Bunhill and Clerkenwell

Site reference	Site name
BC33	Peabody Whitecross Estate, Roscoe Street, EC1Y 8SX
BC34	Richard Cloudesley School, Golden Lane, EC1Y 0TJ
BC35	36-43 Great Sutton Street (Berry Street), EC1V 0AB
BC36	Caxton House, 2 Farringdon Road, EC1M 3HN
BC37	Cardinal Tower / Crossrail over-site development, EC1M 3HS
BC38	Farringdon Place, 20 Farringdon Road, EC1M 3NH
BC39	Lincoln Place, 50 Farringdon Road, EC1M 3NH
BC40	The Turnmill, 63 Clerkenwell Road, EC1M 5NP
BC41	Former Petrol Station, 96-100 Clerkenwell Road, EC1M 5RJ
BC42	Vine Street Bridge, EC1R 3AU
BC43	Guardian Building, 119 Farringdon Road, EC1R 3ER
BC44	Clerkenwell Fire Station, 42-44 Rosebery Avenue, EC1R 4RN
BC45	Mount Pleasant Post Office, 45 Rosebery Avenue, EC1R 4TN
BC46	68-86 Farringdon Road (NCP carpark), EC1R 0BD
BC47	Finsbury Health Centre and Pine Street Day Centre, EC1
BC48	Angel Gate, Goswell Road, EC1V 2PT

Appendix 2: Monitoring and delivery framework

Appendix 2: Monitoring and delivery framework

- 2.0.1** The purpose of this Site Allocations document is to help to deliver Islington's Core Strategy (CS). The CS has an extensive monitoring framework to be assessed in Annual Monitoring Reports (AMRs). The Site Allocations document will be monitored against general monitoring indicators shown in the Core Strategy including those around housing delivery and employment and retail floorspace additions and losses in key areas.
- 2.0.2** In addition, the council will monitor progress on development of individual sites:
- according to the timescales and parameters set out in the allocations; and
 - against quantum of development approved in planning applications or set out as indicative figures in the SHLAA and housing trajectory for each site above 2.5ha where there is no application.*⁽⁴⁾ For those sites identified in the Sites Allocation document below this size threshold and with no planning approval, monitoring will be against indicative figures for each key area which the council has derived for the purposes of the Site Allocations document.
- 2.0.3** The council undertakes an annual development starts and completions monitoring exercise which takes place in the summer before the production of the AMR. The information gathered through the surveys and desktop work involved will contribute to the monitoring of sites from this Site Allocations DPD with existing planning permission.
- 2.0.4** This will enable the council to determine if permissions are being implemented and completed within the timescales set out in the document and to see where permissions are lapsing, or are superseded by newer planning applications.
- 2.0.5** In the case of sites without extant permission, the council will monitor progress through pre-application and application stage or, where none are forthcoming, through direct engagement with the landowner.
- 2.0.6** Most of the sites are expected to be delivered through the private market. In the event of monitoring indicating that sites are not being brought forward as anticipated, the council will engage with landowners and developers to gain an understanding of the issues involved. This will be considered in the context of the findings against the general indicators in the Core Strategy, particularly housing delivery rates, possibly leading to a policy review or the allocation of additional sites to ensure an adequate supply of housing land.
- 2.0.7** As well as adherence to timescales and contribution to targets and success factors set out in the Core Strategy monitoring framework, monitoring of sites will consider whether development is being delivered in accordance with the guidance for each site as set out in this document.
- 2.0.8** The delivery of sites will be assessed against the phasing information for each site. As the plan covers a 15 year period, phasing has been split into three five-year periods. The phasing of the sites for housing and employment is set out in the table below:

4 The methodology for deriving indicative figures for sites identified since the SHLAA for the purposes of the housing trajectory or monitoring of sites is explained in appendix 5.

Appendix 2: Monitoring and delivery framework

Table 2.1 Indicative phasing of development (housing and employment)

Key area		Phase 1		Phase 2		Phase 3		Total
		Allocations	Other	Allocations	Other	Allocations	Other	
Archway	Number of homes	166	20	440	0	226	0	852
	Retail (A-uses) m2	-	-252	-	0	-	0	-252
	B-use floorspace (m2)	-	74	-	0	-	0	74
Finsbury Park	Number of homes	430	293	71	0	23	0	817
	Retail (A-uses) m2	9,422	583	1,178	0	780	0	11,963
	B-use floorspace (m2)	3,210	-1453	2,440	0	780	0	4,977
	Non-self contained accommodation	475	400	0	0	0	0	875
Nag's Head and Upper Holloway Rd	Number of homes	205	218	475	107	0	0	1,005
	Retail (A-uses) m2	2,948	522	16,860	0	1,020	0	21,350
	B-use floorspace (m2)	1,643	-3167	6,744	0	1,020	0	6,240
Highbury Corner and Holloway Rd	Number of homes	455	110	439	20	108	37	1,169
	Retail (A-uses) m2	644	103	6,609	0	2,000	0	9,356
	B-use floorspace (m2)	742.5	149	7,924	0	4,158	0	12,974

Appendix 2: Monitoring and delivery framework

Key area		Phase 1		Phase 2		Phase 3		Total
		Allocations	Other	Allocations	Other	Allocations	Other	
	Non-self contained accommodation	391	0	391	0	393	0	1,175
Angel and Upper St	Number of homes	267	49		0	138	0	454
	Retail (A-uses) m2	6,892	2,018	4,721	0	4,659	0	18,290
	B-use floorspace (m2)	2,621	-3,678	4,721	0	2,159	0	5,823
King's Cross and Pentonville Rd	Number of homes	159	53	34	72	114	0	432
	Retail (A-uses) m2	961	-285	1,204	0	2,500	0	4,380
	B-use floorspace (m2)	8,163	12,292	0	0	0	0	20,455
Non-key areas	Number of homes	223	1,370	138	552	0	2	2,285
	Retail (A-uses) m2	0	2,891	0	0	0	0	2,891
	B-use floorspace (m2)	-1,083	-12,484	4,604	0	20,479	0	11,516

Appendix 3: UDP policies to be deleted

UDP policies to be deleted by the adoption of Site Allocations.

- 3.0.1** Please note the adoption of other Development Plan Documents (DPD) such as the Core Strategy, and Finsbury Local Plan (the Area Action Plan for Bunhill and Clerkenwell) and Development Management Policies delete UDP policies not covered in the table below.
- 3.0.2** In addition to the policies deleted by the adoption of a DPD a number of UDP policies expired on 27 September 2007 following a direction from the Government Office for London. These are listed in Islington's Core Strategy 2011.

Table A4.1

UDP Policy Reference	UDP Policy Name	DELETED
Implementation		
IMP11	Areas of opportunity	Yes
IMP8	Vacant Sites	Yes
Env 8	Vacant Sites and Buildings	Yes
Ed4	Further and Higher Education	Yes

Appendix 4: Evidence

4.0.1 Key pieces of evidence which have informed the preparation of Site Allocations include:

- Archway Development Framework (2007)
- Angel Town Centre Strategy (2004)
- Central London Forward Infrastructure Needs Assessment (2009)
- Development Management Policies (Direction of Travel, 2010)
- Development Management Policies (Proposed Submission, 2011)
- Finsbury Park Area Action Plan (Submission draft) (2007)
- Habitats Survey (2011)
- Habitats Directive Assessment (2009)
- Housing Needs Study (2008)
- Highbury Corner Planning Framework (2004)
- Islington's Core Strategy (2011)
- Islington Employment Study (2005)
- Islington Employment Study (2008)
- Islington Employment Clusters Update (2011)
- Islington Infrastructure Delivery Plan (2009)
- Islington Retail Study (2005)
- Islington Retail Study update (2008)
- King's Cross Neighbourhood Framework (2005)
- London Housing Capacity Study/Strategic Housing Land Availability Assessment (SHLAA) (2009)
- London Plan (2008 and 2011)
- London Office Policy Review (2009)
- Nag's Head Town Centre Strategy (2007)
- Open Space, Sport and Recreation - PPG17 study (2009)
- Preliminary Floor Risk Assessment (2011)
- Site Allocations – Health Impact Assessment (2011)
- Strategic Flood Risk Assessment (2008)
- Tall Buildings Evidence Base (2010)

Appendix 5: Site capacity methodology

- 5.0.1** To estimate the indicative site capacity, each site was appraised according to its allocation in terms of the use or broad mix of uses and the site constraints. This provided assumed net additional floorspace figures which could then be translated into broad figures for the number of net additional residential units and jobs. Where the site has permission the quanta of development in the permission have been used except where the permission clearly departs from local policy. The housing and employment figures are set out at the beginning of each key area.
- 5.0.2** The number of residential units is based on the average unit size set out in the housing standards in Development Management Policies (75m²). Where the site was identified in the SHLAA this figure has been used as a starting point. This methodology has the advantage of taking into account site specific circumstances such as mixed-use sites where other uses will detract from the number of residential units, as well as site specific constraints which could impact on the number of units provided. The number of units was also cross checked against the London Plan Density Matrix which is an established methodology for estimating the capacity of sites for residential uses based on the size of the site, its setting and Public Transport Accessibility Level (PTAL). This helped to provide a unit range.
- 5.0.3** The number of jobs is based on the net increase in employment floorspace in each key area. For those sites without permission, the net increase in employment floorspace is based on the uses specified in the allocation. The floorspace figures were then translated into the number of jobs based on the Homes and Communities Agency Employment Densities Guide 2010.

Appendix 6: Glossary

- **A1 uses:** Shops (including hairdressers, sandwich bars and Internet cafés, amongst others), as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
- **A3; A4; A5 uses:** Restaurants and cafés; drinking establishments; and hot food takeaways, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
- **Active frontage:** A building accommodating uses at ground level that generates passing trade and provides a shop-type window display that provides visual interest for pedestrians.
- **Affordable housing:** Housing designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing. Affordable housing includes both social rented and intermediate housing.
- **Area Action Plan:** This is a Development Plan Document that provides a planning framework for an area of significant change or conservation.
- **B1; B2 ; B8 uses:** Business uses (e.g. offices, research and development, light industry, storage and distribution); and general industry, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
- **Business floorspace/buildings/development/uses:** Activities or uses that fall within the B-use class (i.e. offices, industry, or warehousing).
- **Car clubs:** Clubs where a number of people share a pool car(s) for rent or otherwise for personal use.
- **Car-free housing:** Car-free development means no parking provision will be allowed on site and the occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people. Car-free housing can help to reduce traffic congestion and associated pollution from new developments.
- **Central Activity Zone:** The Central Activities Zone is the area of central London where planning policy promotes finance, tourist, specialist retail and cultural uses and activities.
- **Commercial-led development:** Development where the majority of floorspace is for business uses.
- **Conservation Areas:** An area of special architectural or historic interest, the character and appearance of which is protected under the Planning (Listed Buildings and Conservation Areas) Act 1990.
- **Core Strategy:** The Core Strategy is a Development Plan Document setting out the long-term spatial vision for the local planning authority area and the spatial objectives and strategic policies to deliver that vision.
- **D1 uses:** Non-residential institutions (e.g. health centres, nurseries, schools, libraries, places of worship, law courts, and education/training centres), as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
- **Development Management Policies:** Planning policies included in the Development Management Policies DPD, which apply in addition to the policies set out in this plan.
- **Development Plan Documents:** Statutory planning documents, produced by the planning authority, that form part of the Local Development Framework including the

Core Strategy, Site Specific Allocations, Development Management Policies and Area Action Plans.

- **Employment floorspace/buildings/development/uses:** Activities or uses that generate employment, including offices, industry, warehousing, showrooms, hotels, retail, entertainment, educational, health and leisure uses (regardless of whether the end occupier is private, public or charity sector). It should be noted that some of these uses fall within the PPS4 classification of “main town centre uses” (e.g. retail, leisure, entertainment, arts, culture and tourism) and are therefore subject to Core Strategy Policy 14.
- **Employment-led development:** Development where the majority of floorspace is for employment uses.
- **Entertainment uses:** A3, A4 and A5 uses; live music and dance venues (under the D2 use class order); and nightclubs, casinos and amusement arcades (Sui Generis uses), as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments. Depending on their impact, other uses may also be considered to fall within this definition, such as private members’ clubs, restaurants and casinos in hotels, and premises that contain a mix of retail and entertainment (Sui Generis uses). The definition does not include physical recreation facilities, cinemas, theatres or concert venues.
- **Family Housing:** Homes appropriate for occupation by an adult, or adults, with one or more children. The minimum requirement for these is defined in the London Housing Design Guide as “two-bedroom, three-person homes”, but generally family housing would be expected to have 3 or more bedrooms, as well as adequate outdoor private or semi-private space suitable for play.
- **Gyratory:** A type of road junction at which traffic enters a one-way stream around a central island.
- **Heritage:** Inherited resources, artifacts, or intangible attributes that are valued by individuals or communities for their cultural or natural characteristics.
- **Legibility:** Essentially, how easy it is for people to understand the layout of a place.
- **Mixed-use development:** Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
- **Night-time uses:** Any cultural or social activities which take place after dusk.
- **Open Space:** All space of public value, including public landscaped areas, parks and playing fields, and also including, not just land, but also areas of water such as rivers, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
- **Permeability:** Essentially, how easy it is for people to move through a place.
- **Planning brief:** A document prepared by the local authority in advance of a planning application being made, which explains which planning policies will be relevant to a particular site.
- **Public realm:** this is the space between, and within, buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.
- **Regeneration:** the economic, social and environmental renewal and improvement of rural and urban areas.
- **Site allocation:** Land or a building that is protected by the local planning authority for a certain type of land use or mix of land uses.

Appendix 6: Glossary

- **Site of Importance for Nature Conservation:** A designation used to protect areas that are important for wildlife.
- **Small/Medium Sized Enterprises (SMEs):** A small enterprise is a business or organisation with between 11 and 50 employees (as defined by European Commission Recommendation 2003/361/EC). A small workspace is a premises suitable for the operation of a small enterprise. A medium enterprise is a business or organisation with between 51 and 100 employees (as defined by European Commission Recommendation 2003/361/EC). A medium workspace is a premises suitable for the operation of a medium enterprise.
- **Social and community facilities:** These facilities are available to, and serve the needs of local communities and others and are often funded in some way by a grant or investment from a government department or public body or the voluntary sector. Social and community facilities are comprised of buildings and external spaces. They include social services uses such as day-care centres, luncheon clubs, and drop-in centres. Other facilities include education facilities such as schools, colleges and universities, health facilities, recreation facilities such as playgrounds, leisure centres, sports pitches and associated buildings, youth centres and local arts facilities. Libraries, courts, general and social uses such as community meeting facilities, community halls, public toilets, facilities for emergency services, fire, ambulance and police. The social and community facilities are generally in use classes C2, D1, D2 and possibly some sui generis uses in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
- **Source Protection Zones (SPZs):** Help to ensure groundwater for drinking is safe.
- **Supplementary Planning Documents:** Supplementary Planning Documents provide supplementary information to support the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.
- **Sustainability Appraisal:** When preparing a Development Plan Document, the Council has to carry out a formal assessment of its contribution to sustainable development and assess its social, economic and environmental impacts.
- **Sustainable transport:** Alternative modes of transport to the low-occupancy private car, including walking, cycling, public transport, car sharing, water transport and city car clubs.
- **Sustainable Urban Drainage System (SUDS):** a means of managing surface water drainage.



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