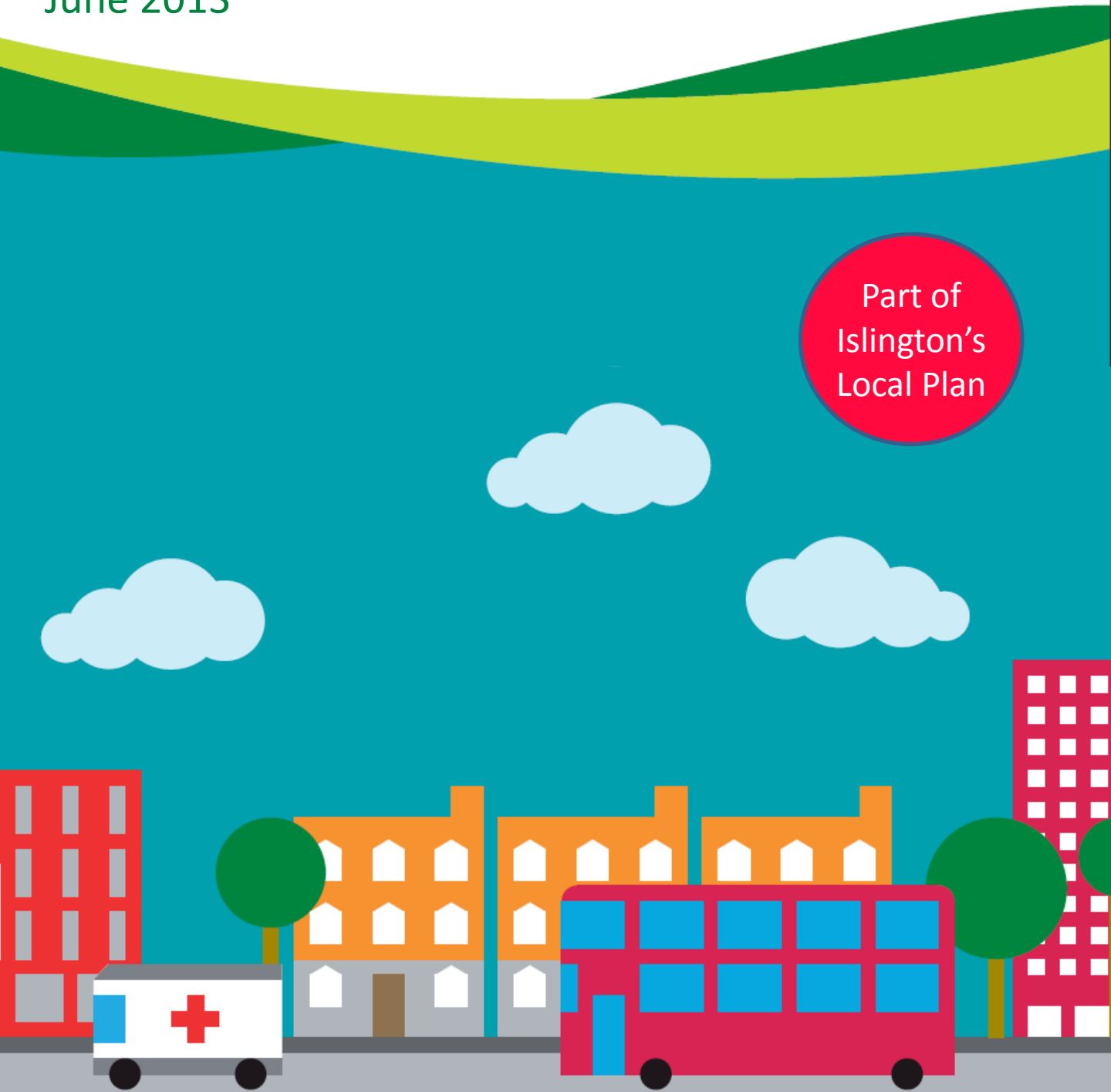


Finsbury Local Plan

Area Action Plan for Bunhill & Clerkenwell
June 2013

Part of
Islington's
Local Plan



Adopted 27 June 2013

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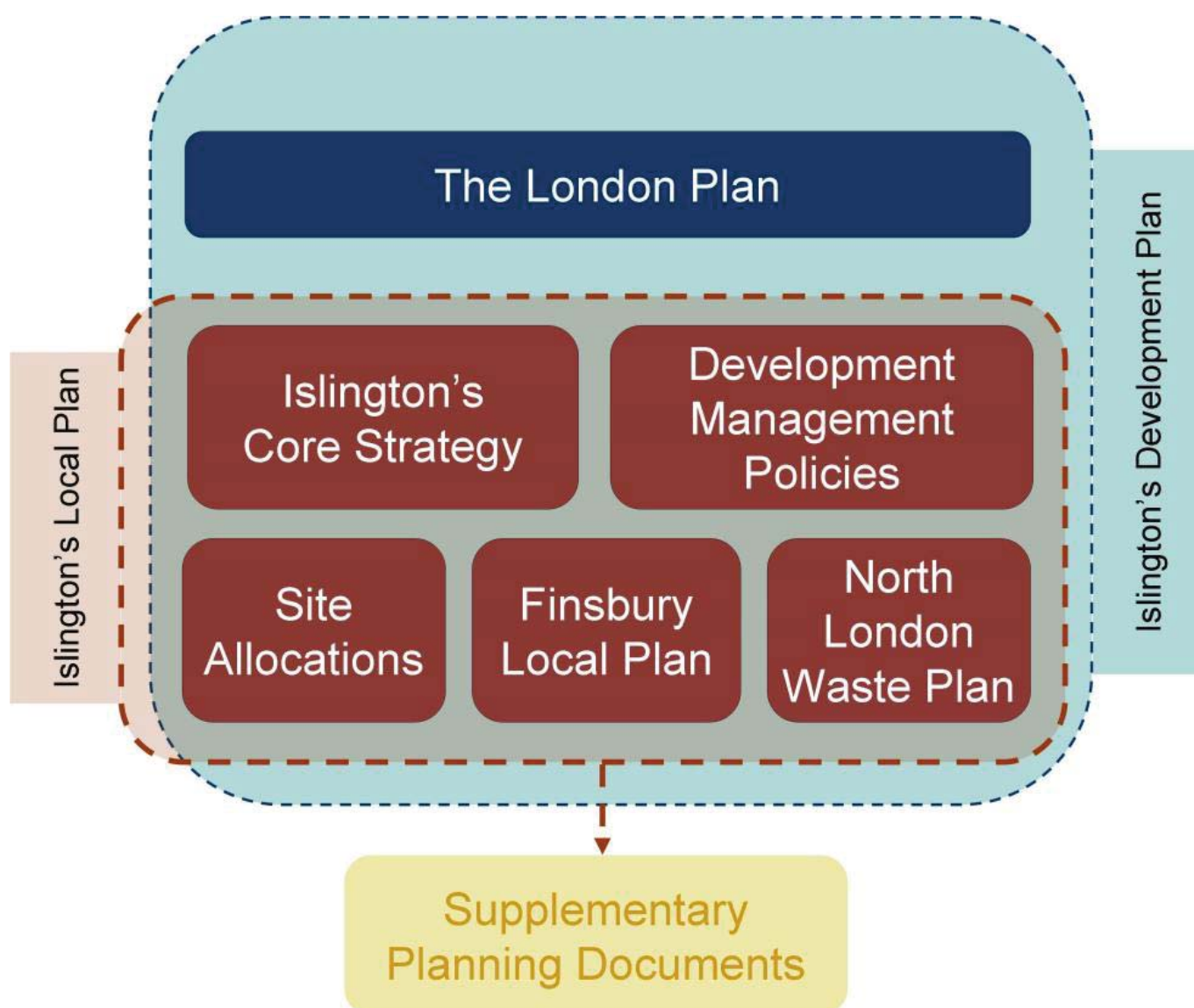
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1 Introduction

1.1 About this document

- 1.1.1** The Finsbury Local Plan (Area Action Plan for Bunhill and Clerkenwell) forms part of Islington's Local Plan. It is a 15 year plan that will be used by Islington Council and its partners to make decisions about future development and investment in the area. The plan is consistent with other parts of Islington's Local Plan, the London Plan and national planning policy, as required by law (see Figure 1).

Figure 1 The plan in context



- 1.1.2** The plan has been produced by Islington Council in partnership with EC1 New Deal for Communities and in consultation with other public sector bodies (e.g. the Greater London Authority, Transport for London, NHS Islington and neighbouring boroughs), as well as

1 Introduction

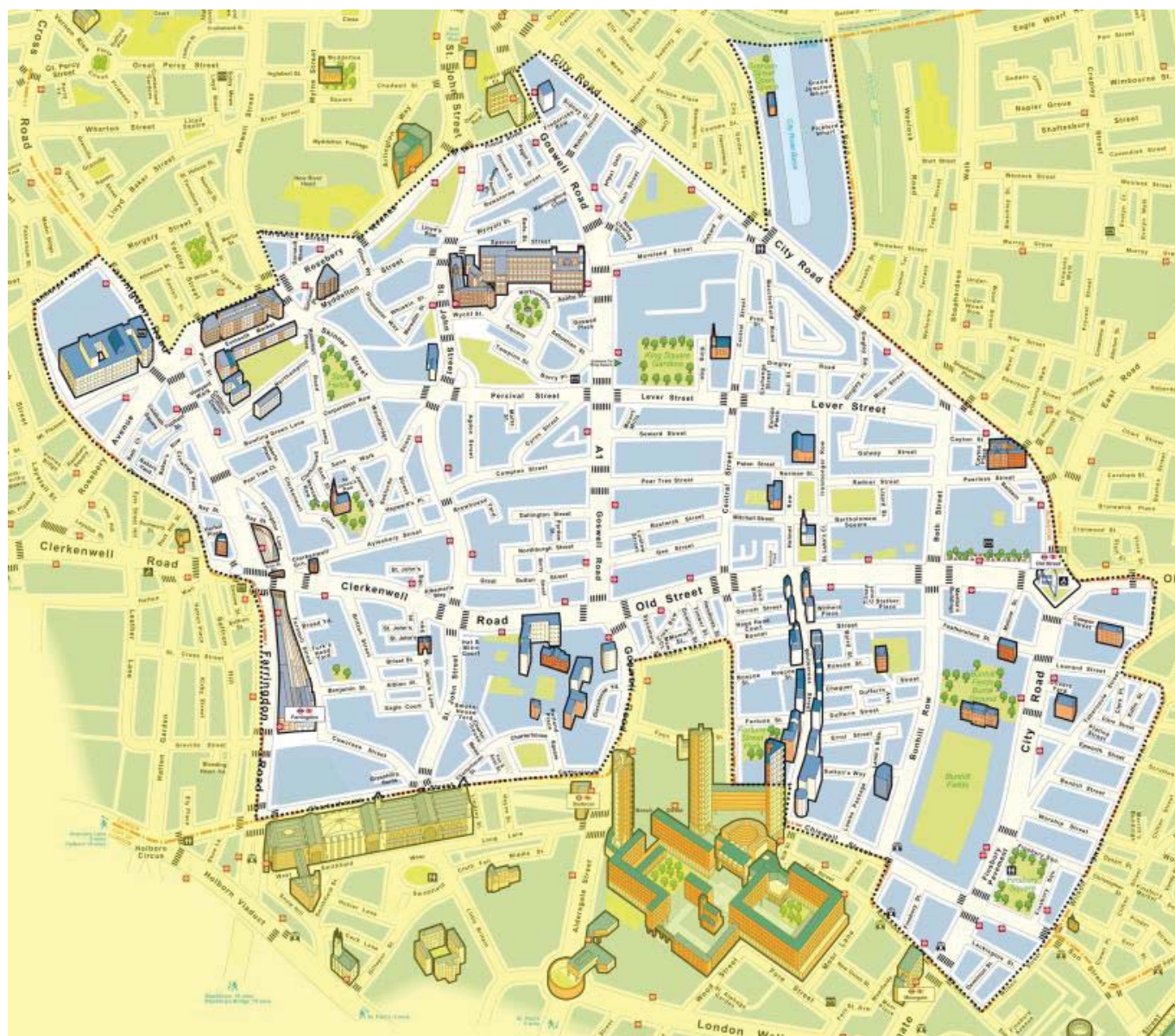
local residents, amenity groups, landowners and developers. Following adoption of the plan, it will be important to maintain this partnership approach to ensure that its proposals are implemented.

- 1.1.3** The plan does not just regulate the use and development of land. It uses a number of different mechanisms to bring about positive changes, and sets out a timetable for delivering public investment in the area. Many of these projects are fundamental to the long term success of the area: for example, improving public spaces and community facilities. The plan therefore provides a framework for ensuring that the area develops in a sustainable manner, as required by the National Planning Policy Framework.
- 1.1.4** The plan comprises both objectives (Chapter 3) and policies (Chapters 4 to 11). Chapter 12 summarises how objectives and policies will be implemented. Chapter 13 allocates sites for future development.

1.2 Location

- 1.2.1** The area covered by this plan lies at the north eastern edge of Central London, occupying a key location between King's Cross, Angel, Shoreditch, Moorgate, the Barbican, Smithfield and Holborn. It is a mixed residential and commercial area that has a strong sense of identity and community. The area borders the local administrative areas of the City of London and the London Boroughs of Hackney and Camden.

Figure 2 Plan boundary



1.3 Planning for growth

- 1.3.1** This part of Islington has experienced significant change in recent years. The area's residential population, in particular, has undergone considerable expansion. In many cases this change has been managed successfully, and has led to increased vibrancy, diversity, interest and environmental quality. However, parts of the area remain among London's most deprived, and significant environmental, social and economic issues remain.
- 1.3.2** The construction of Crossrail and improvements to the Thameslink network will transform access to this previously low-key part of Central London. It is expected that these transport improvements will drive investment in the area for many years to come. It is the council's role to manage this change in a way that benefits the area's communities, environment and economy.

1 Introduction

- 1.3.3** A local plan for Finsbury is being produced as a result of the scale of change likely to occur in the area. An important principle of the plan is to ensure that future investment extends improvements and opportunities to all parts of the area, and to all of its residents.
- 1.3.4** Site allocations contained within this plan cover over 53 hectares in total. These allocations provide for the development of over 2,300 homes, office development creating over 8,500 jobs, around 1.8 hectares of new or improved open space, and over 7,800m² additional floorspace for community uses⁽¹⁾; and taken together account for over 70% of the growth attributed to this area by the Core Strategy. This development will be phased over a 15 year period between 2012 and 2027. Around 95% of new homes and 85% of business floorspace is likely to be accommodated within key areas of change. Each of these areas is covered by a specific policy (see Figure 4 and Chapters 4 to 10).

1 These figures are based on allocated site capacity calculations and have been used to inform indicative capacity figures that support Policies BC1 to BC7. All floorspace figures are net increase. See Chapter 12 for more information on how figures are calculated.

2 The place and its people

2 The place and its people

2 The place and its people

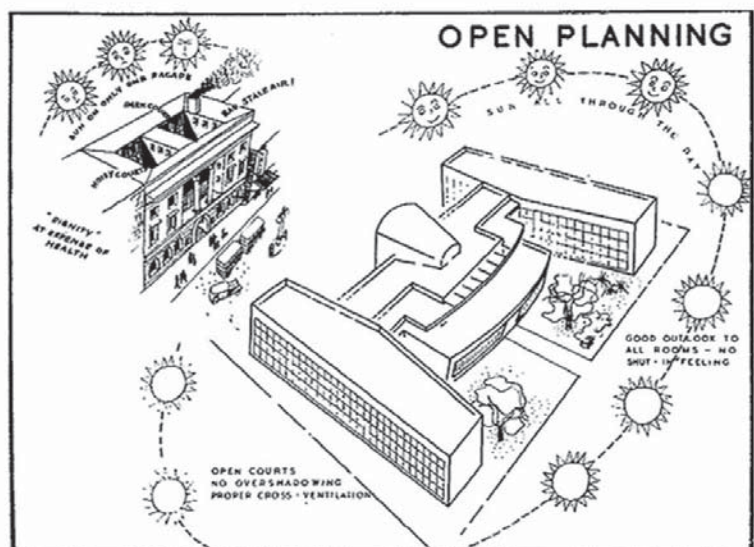
2.1 The past

2.1.1 The area originally developed as an adjunct to the Roman City, hosting a range of activities that were not permitted within the City walls (e.g. livestock markets, metalworks, breweries and monasteries). It was not until the 18th century that the area really started to urbanise. However, while wealthy landowners laid out two planned residential estates focused on King Square and Northampton Square, most construction was piecemeal, and the area continued to play host to London's less desirable institutions (for example, three prisons were constructed in the area during this time).

2.1.2 The area has long been associated with innovation and industriousness: for example, by the mid 19th century over a third of London's watchmakers were living in the area. Such manufacturing mainly took place by sole traders, either in small workshops in back yards, or in the houses themselves: so while the area appeared residential, its economic output was considerable. However, with economic expansion and the coming of the railways, warehouses and factories gradually began to replace housing in the area.

2.1.3 The area also has a long association with radical gatherings, political movements and social reform, from the Peasants' Revolt of 1381 and Chartist meetings at Clerkenwell Green, to the Finsbury Plan of the 20th century. Many of these movements had their roots in urban poverty and overcrowding. Economic growth of the 19th century fuelled rapid population growth, with over 127,000 people living in the area by 1861. This growth caused rents to rise, increased poverty and worsened overcrowding: by the end of the century there were around 9 people to every house.

2.1.4 Large scale damage and destruction during the Second World War rendered over 90% of homes uninhabitable, destroyed or demolished: something which resulted in Finsbury Council undertaking one of the country's most ambitious rebuilding programmes. New industrial and commerce areas were created, and business rates generated from these financed the construction of thousands of new homes. Residents of the area had access to innovative public facilities such as the Ironmonger Row Baths and the Finsbury Health Centre, which opened prior to the war in 1938.



2 The place and its people

- 2.1.5** The area suffered particularly badly from the deindustrialisation of the British economy, with a 50% loss in manufacturing jobs between 1961 and 1975. The shift to a service-based economy (notably banking and finance) during the 1980s made it difficult for local residents to access employment, and by 1991 only 45% of the population were economically active. Industrial decline led to an out-migration of adults of working age, which had the knock-on effect of leaving behind a community increasingly composed of the elderly and those not in employment. This in turn affected the provision of local services, with the closure of several local shops, markets and schools.
- 2.1.6** By the 1990s the picture was changing. Despite continued decline in manufacturing, there was a relative increase in skilled, technical or managerial employment. This process was encouraged by the sale of former council houses under the right to buy legislation. Nevertheless, by the turn of the millennium the area remained one of the most deprived in the country, with 21% of the population unemployed. The extent of deprivation in the area provided the rationale for the creation of EC1 New Deal for Communities, which heralded a ten year programme of investment in the local area.

A wealth of publications contain more information on the area's fascinating social, cultural and physical history. Amongst other documents, this plan draws on *Finsbury: Past, Present & Future* (2009), the *Bunhill and Clerkenwell Public Space Evaluation and Urban Design Study* (2010), the *Farringdon Urban Design Study* (2010), and two volumes of English Heritage's Survey of London: *South and East Clerkenwell (Volume 46)* (2008) and *Northern Clerkenwell and Pentonville (Volume 47)* (2008).

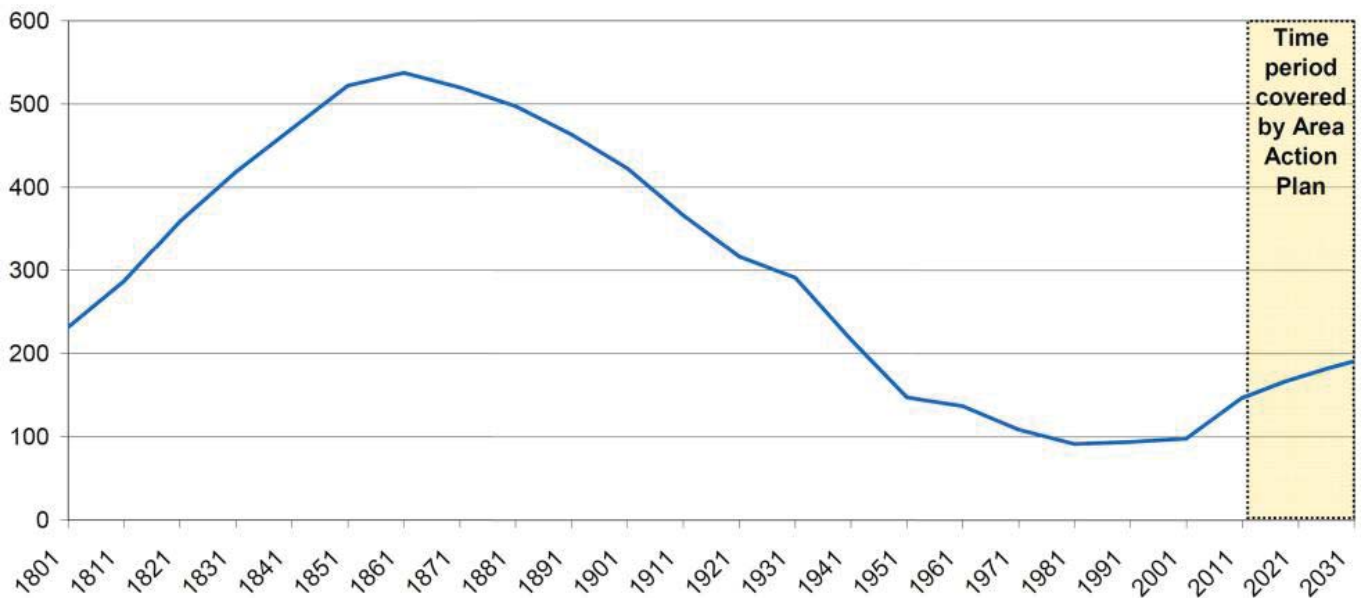
2.2 The present

- 2.2.1** Since 2001 social and economic indicators suggest that some past trends may have been reversed. After a long period of decline, the area's population has started to increase: UK National Statistics estimate that the population of Bunhill and Clerkenwell wards grew by around 20% between 2001 and 2007. The Greater London Authority forecasts continued growth, stemming from natural increases in the local population as well as new residents moving into the area (see Chart 1)⁽²⁾.

2 This chart uses the following sources: 1801-1961 figures for Finsbury Council area; 1941 figure estimated; 1971 figures from District Study (Jan 1977) (Bunhill and Clerkenwell wards); 1981 to 2001 figures from Census data (Bunhill and Clerkenwell wards); 2011 to 2031 estimated based on housing supply projections (plan boundary).

2 The place and its people

Chart 1: Historic and future estimated population density in the south of Islington (persons per hectare)



2.2.2 A large number of households in the area still experience considerable poverty. This particularly affects children and older people, who are more likely to live in social housing. The area's high land values increase the cost of living and place some services and resources out of the reach of many residents and their families, which has an impact on the quality of life of many.

2.2.3 The vast majority of the population lives in flats, and many parts of the area have a high concentration of social housing. Households within these areas have extremely low savings rates and lower than average incomes, making it extremely hard for those residents who wish to move into home ownership to do so. There is a backlog of households in need of social housing. The pattern of tenure on housing estates is complex, and contains at least three distinct groups:

- Long term and older residents, many of whom moved into their flats when the estates were first built or were still very new and some of whom remain under old rent control legislation
- Newcomers whose claim to housing rests on the council policy of allocation according to need. This group consists of a more varied Black and Minority Ethnic and social mix
- Those who have purchased their flats under the right to buy and who have either sold their properties to new and relatively wealthy incomers, or who sub-let to occupants who can afford to pay a premium for proximity to central London.

2.2.4 Over recent years there has been a gradual decline in the number of elderly people, and an increase in people of working age. More young people and adults from the area are entering higher education, and until the very recent economic downturn the proportion of

2 The place and its people

those out of work was also declining. Such changes suggest the reversal of decades of decline, but also suggest that important social changes are taking place in the wider area. The area has a good range of community facilities (including schools, leisure centres and health facilities, amongst others) but some are not well used or fit for modern purposes. There is a need to ensure that the area's expanding population has ready access to good quality open spaces and facilities that foster community cohesion.

- 2.2.5** The area is a significant employment location, with an estimated 85,000 employees⁽³⁾. Over the past 10 years the number of enterprises in the area has grown by around 16%. The majority of this growth has been in the services industry group, which is dominated by financial services. A recent study commissioned by the council⁽⁴⁾ suggests that over 27,000 additional people could be working in the area by 2026. However, industries typically associated with the area (e.g. design and light manufacturing) are either not growing or declining. The majority of employees travel into the area by public transport, with around 40,000 people using Old Street and Farringdon tube stations during the morning peak.
- 2.2.6** As would be expected from an urban location, there is a relatively small amount of green space within the area, a high buildings density and large areas of hard surfacing. This creates both social and environmental issues that could worsen as climate change takes effect. However, redevelopment provides opportunities to mitigate negative environmental impacts as design technologies evolve. The high density, mixed use character of the area lends itself to walking, cycling and public transport, and also provides opportunities for expanding and creating new Decentralised Energy networks.
- 2.2.7** The area's unique history is told by the buildings, streets and places experienced today. Much of this history is protected by law: the area contains two Scheduled Ancient Monuments, ten Conservation Areas and a number of Listed Buildings, as well as locally protected landmarks and views. Other markers, such as heritage trails, plaques, watering troughs, cart ruts and rope marks also commemorate the social history of the area (see Appendix 3 for more information on significant historic buildings, places and items).

2.3 Current policy context

- 2.3.1** In 2001 the newly established New Deal for Communities published the New Finsbury New Deal strategy, which identified priority projects and programmes for the area. This was later complemented by the EC1 Public Space Strategy, which was adopted by Islington Council in 2004. This was a five year strategy for investing in the area's streets and public spaces in a manner that would achieve beneficial social and environmental outcomes.
- 2.3.2** In 2006 Islington Council adopted its Sustainable Transport Strategy, which set out the council's policies, proposals and programmes to improve transport in the borough between 2006 and 2016. The Sustainable Community Strategy was adopted two years later, in

3 Beta Model, 2009.

4 Islington Employment Study (2005 and 2008 update).

2 The place and its people

2008. Produced by the Islington Strategic Partnership, this document sets out a vision to create a stronger, more sustainable community. The strategy focuses on three objectives: reducing poverty, improving access for all, and realising everyone's potential.

2.3.3 The current Mayor of London, Boris Johnson, adopted an amended London Plan in July 2011. This sets out a range of strategic and plan-making policies, and identifies strategic policy directions for the City Fringe Opportunity Area and the Farringdon-Smithfield Intensification Area. The Mayor is leading on the production of an Opportunity Area Planning Framework for the City Fringe. Design for London (a Mayoral body) has produced an urban design study for Farringdon, which has informed the content of this plan.

2.3.4 The council adopted its Core Strategy in February 2011. This identifies where new development and infrastructure will be accommodated over the next 15 years, and sets out strategic policies to which new development must conform. The Core Strategy also identifies major areas of change, one of which is termed the Bunhill and Clerkenwell Key Area. The Core Strategy and other emerging Development Plan Documents will eventually replace the Unitary Development Plan 2002, some policies within which are "saved" and continue to be used to make planning decisions in the area (see Appendix 4).

Key issues and opportunities for the next 15 years

2.3.5 The key issues and opportunities facing the area are summarised below. Chapter 3 identifies how these will be addressed.

Issues	Opportunities
<ul style="list-style-type: none"> • Social polarisation, health inequalities, low employment rates among disadvantaged residents, and high levels of poverty which particularly affect children and older people • Lack of diversity in new housing, with significant need for social rented family homes • Lack of small, affordable workspaces suitable for start-ups and specialist industries, despite demand for premises • Ongoing loss of employment floorspace to residential uses • Lack of public space and biodiversity, in terms of both quantity and quality • Over-dominance of vehicular traffic, particularly along main routes, with high pollution levels • Some ageing community facilities, which require investment to prevent obsolescence • Use conflicts, particularly between housing and alcohol licensed premises 	<ul style="list-style-type: none"> • Improving social cohesion through increased participation in the local economy • Increasing the supply of social housing by constructing new homes on council-owned land • Encouraging investment that improves wellbeing and safety among residents • Securing economic growth, underpinned by the improved accessibility of the area (Thameslink/Crossrail investment) • Growing the visitor economy and widening access to the area's cultural heritage • Creating new public open spaces, safe and attractive pedestrian and cycle routes, and reducing the dominance of motor vehicles

2 The place and its people

Issues	Opportunities
<ul style="list-style-type: none">• Threat to the character of historic places, buildings and structures from insensitive development• High dependence on carbon economy, and disproportionate effects from climate change, including urban heating and flooding	<ul style="list-style-type: none">• Improving the quality of facilities, services, health and wellbeing and the local environment• Ongoing economic diversification and increased economic resilience, including growth of the knowledge economy• Investing in Decentralised Energy, in turn reducing fuel poverty

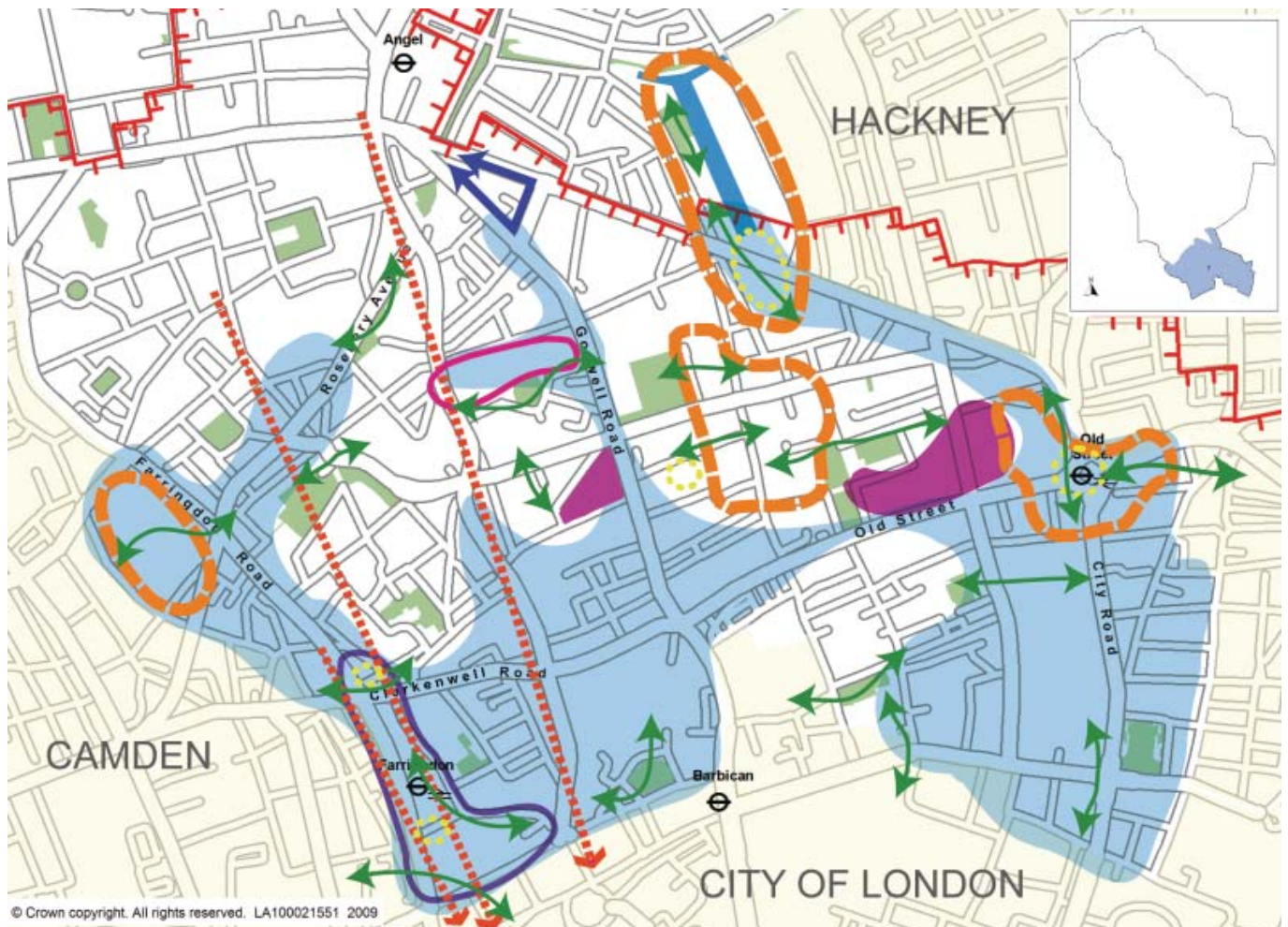
3 Vision and objectives

3 Vision and objectives

3.1 Vision for the area

3.1.1 The Core Strategy sets out a planning framework for the Bunhill and Clerkenwell Key Area, and is accompanied by a key diagram (replicated below).

Figure 3 Key diagram



3 Vision and objectives

3.1.2 The Core Strategy sets out a vision for the Bunhill and Clerkenwell Key Area, based on:

- **Improving quality of life for residents, by:**
 - Increasing the supply of affordable homes, particularly larger dwellings suitable for families
 - Supporting housing growth to create mixed and balanced communities
 - Improving community facilities, leisure facilities and public spaces
 - Enhancing the living environment in predominantly residential areas
 - Expanding decentralised energy networks to provide cheaper heating for residents
- **Creating successful places, by:**
 - Reinforcing the identity of the area's neighbourhoods and encouraging a balanced mix of uses
 - Ensuring that new development in major areas of change (e.g. Farringdon, Mount Pleasant, parts of City Road and Old Street) is of a high quality of design and helps to create places for the wider community
 - Reconnecting the area's neighbourhoods and improving feelings of safety, by improving permeability and design quality
 - Conserving and enhancing places, buildings and views that have historic value
 - Remodelling underused areas as open spaces or for other uses
 - Reducing the environmental impact of new buildings and spaces
- **Supporting and promoting sustainable economic growth, by:**
 - Increasing employment, particularly local employment
 - Maintaining a diverse local economy, including small, knowledge-based and creative industries
 - Growing the visitor economy, including making more of the area's cultural heritage
 - Supporting economic growth within London's Central Activities Zone

3.2 Plan objectives

3.2.1 Despite the area benefiting from much past investment, particularly by EC1 New Deal for Communities, a number of issues and opportunities need to be addressed during the next 15 years. Policies contained within this plan seek to implement the following five objectives, which reflect the vision set out above, have been developed through public consultation and are informed by a range of borough-wide evidence, as well as area-specific evidence including the Farringdon Urban Design Study (2010) and Bunhill and Clerkenwell Public Space Evaluation and Urban Design Study (2010).

3.3 Place shaping

Objective 1

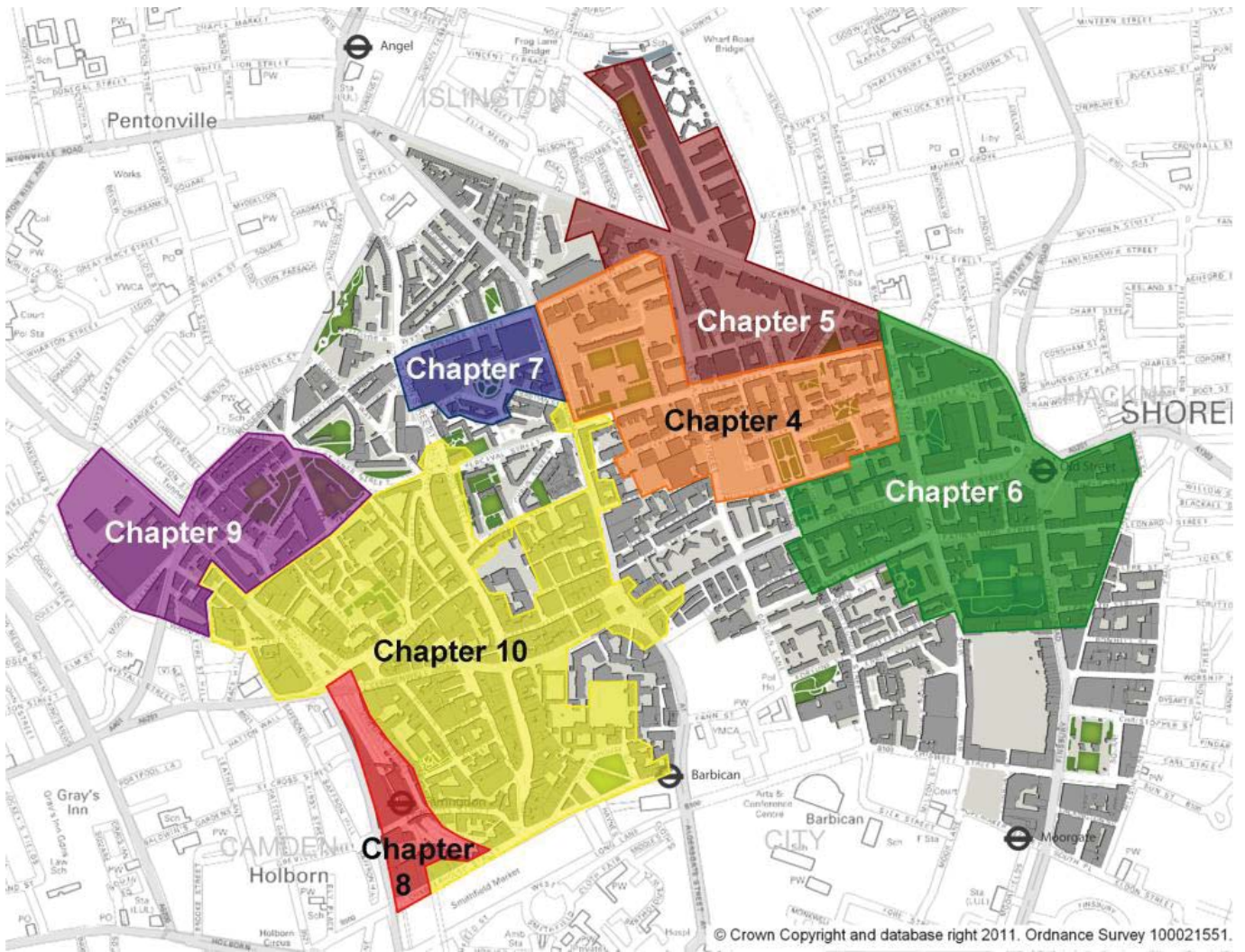
To create successful central London neighbourhoods

- 3.3.1** An objective of this plan is to ensure that public and private sector investment helps to create distinctive, diverse and high quality neighbourhoods that provide a successful mix of activities, premises, amenities and services that meet the needs of residents, businesses and visitors and enhance people's safety and wellbeing.
- 3.3.2** Despite its location within central London, the area retains a human scale that is a valued part of its identity. A walk through the area reveals a series of neighbourhoods that vary in character. This creates variety and interest, but can be confusing to those not familiar with the area. One of the outcomes of this is a lack of an agreed naming convention for this part of Islington (all or part of the area can be simultaneously known as Finsbury, Clerkenwell, EC1, St. Luke's, Old Street, Angel, Farringdon, Bunhill or Shoreditch, to name but a few).
- 3.3.3** The policies contained within this plan place considerable importance on place shaping. For areas of significant change or conservation, policies seek to enhance inherent positive characteristics, and aim to reinforce the identity of streets and open spaces as uniting features of the community. Policies also identify where intensification could help to improve the quality of places, reduce opportunities for crime and improve safety, and set out the type of growth to be accommodated in each location (e.g. family housing, shops, leisure facilities, and/or small-scale business uses). This will help to reinforce perimeter blocks, generate lively public spaces, and create high quality residential streets.
- 3.3.4** As identified in the Core Strategy, the area has a diversity of assets related to commerce, leisure, culture, and the arts. It also has a number of notable education and medical institutions, including City University London, City and Islington College and Moorfields Eye Hospital. The mix of uses present in the area is part of its character but needs to be managed carefully. Policies within this plan aim to manage conflicts between uses by identifying appropriate uses for specific sites, controlling licensed activities, and identifying neighbourhood centres where a mix of uses will be sought to promote their vitality and vibrancy throughout the day.
- 3.3.5** A significant number of people live in the area, particularly north of Old Street and Clerkenwell Road. Policies identify improvements to leisure centres, schools, education facilities and institutions, healthcare facilities, parks, open and play spaces that are considered necessary to support successful, sustainable communities. In particular it is important that community infrastructure meets the needs of the area's diverse population, including older, younger and Black and Minority Ethnic residents. The protection of existing facilities (or adequate re-provision) is also a priority, given the area's growing population.

3 Vision and objectives

Chapter 12 of the plan summarises how and when improvements to the area’s community infrastructure will be delivered. Investment in facilities is targeted towards two community foci at North Clerkenwell and Central Street.

Figure 4 Areas covered by Chapters 4 to 10



Key areas of change and conservation

Not all parts of this plan are covered by spatial policies, as the intention is to focus resources in areas of significant change or conservation. Policies in Chapters 11 and 12 apply to the whole of the plan area, as do policies included in the Core Strategy and Development Management Policies DPD.

The boundaries of the areas covered by Chapters 4 to 9, and shown on Figure 4, have been informed through urban design studies. Taken together, these locations are likely to be the focus of new housing and employment growth in the area covered by this plan over the next

15 years. In the Historic Clerkenwell area (Chapter 10) the focus is on retaining and enhancing its special character and heritage value. The boundary of this area is coterminous with Conservation Area boundaries.

3.4 Regeneration, housing and the economy

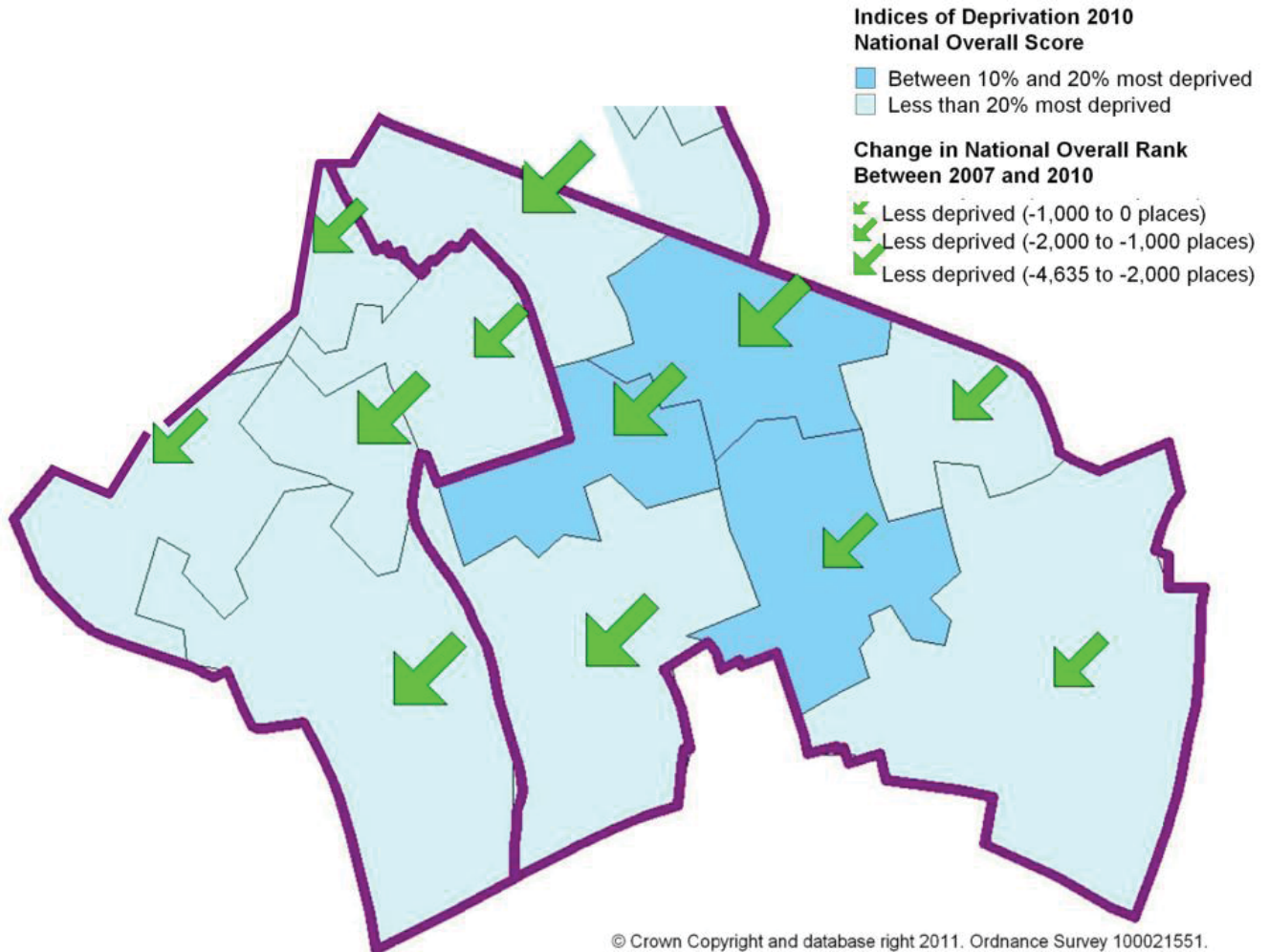
Objective 2

To provide a range of types and sizes of housing, promote social cohesion and realise the area's potential to generate economic opportunities, including for local residents and businesses, through public and private sector investment

- 3.4.1** An objective of this plan is to promote the positive regeneration of the area. To achieve this, investment is required that reduces social inequalities, improves the supply of housing to meet local need, creates opportunities for improved health and wellbeing amongst the most disadvantaged in society and contributes to a diverse, sustainable economy that complements and supports the City of London's economy.
- 3.4.2** Despite many positive changes in recent years, a significant number of residents continue to experience deprivation. The 2010 Indices of Deprivation charted a number of improvements since 2007, but found that three Lower Super Output Areas remain within England's 20% most deprived (see Figure 5). At the very local level, poverty amongst children and older people is a particular concern. As such, positive regeneration remains one of the main challenges facing the area.

3 Vision and objectives

Figure 5 Deprivation by Local Super Output Area, 2010



- 3.4.3** Regeneration requires a clear vision for an area, followed by action that leads to the resolution of local problems and brings about lasting economic, physical, social and environmental improvements. Regeneration also requires partnership. As such, the way in which policies and proposals are implemented is of vital importance. Chapter 12 identifies how the public, private and third sectors will work together to bring about positive change in the area; sets out how local residents and businesses should be involved through the development process; identifies links with neighbourhood management; and identifies potential funding streams, including priorities to be addressed through planning obligations.
- 3.4.4** The policies contained within this plan aim to facilitate regeneration by promoting development that contributes positively to the local area and its residents, including facilities and services that are required to support successful and sustainable communities, whilst supporting the central London economy. Uses to be provided within new development include social rented housing, market and intermediate housing, employment, retail and

3 Vision and objectives

leisure, open space, community facilities and other amenities. There are a number of important sites⁽⁵⁾ in the area that have significant potential for redevelopment, particularly in the following locations (refer to Figure 4):

- East and west of Central Street
- Around the City Road canal basin, including City Forum
- Old Street roundabout and around
- Around Goswell Road and Spencer Street
- The Mount Pleasant Sorting Office
- Around Farringdon railway station

3.4.5 Private housing developments are changing the area's social mix and it is therefore crucial to ensure that a balanced mix of housing types and tenures is provided, especially affordable housing for families and older people⁽⁶⁾. This requires the provision of a range of housing types, particularly within large scale or comprehensive development. To maintain a supply of affordable housing, additional homes may need to be provided on housing estates, but only where these contribute to sustainable communities and are able to be accommodated without detrimental impact to local residents. Consistent with the Core Strategy, this plan supports the development of social rented housing across the area, whilst retaining a degree of flexibility to enable an appropriate split of tenures and housing types to be provided on individual sites.

3.4.6 This increasing population facilitates improvements to the area's social infrastructure (e.g. community, leisure, healthcare and education facilities). A good range of facilities already exist within the area, but ongoing investment, maintenance and management is vital in order to ensure that they continue to meet the needs of local residents. It is particularly important that the needs of people more likely to experience social exclusion are met, such as older, younger and Black and Minority Ethnic residents.

3.4.7 The area has long been associated with small businesses in the creative, light manufacturing and cultural sectors. The voluntary sector is also well represented locally. This fine grain, diverse local economy plays an important role in complementing and supporting central London's "world city" economic role, and creates a range of job types within the area. To sustain this economy, businesses require a ready supply of small and affordable premises suitable for their needs. However, the area also plays an important role in the central London economy, and attracts increasing in-commuting from throughout London and the wider southeast. Consistent with this, the plan provides for larger floorplate offices in appropriate locations near to the City of London boundary.

5 Site allocations are set out in Chapter 13.

6 As identified by Housing Needs Assessments for Islington and the EC1 NDC area.

3 Vision and objectives

3.5 Environment, health and wellbeing

Objective 3

To enhance the quality of the local environment, improving the health and wellbeing of residents, reducing carbon emissions and adapting to climate change

- 3.5.1** An objective of this plan is to ensure that public and private sector investment contributes to the reduction of emissions from carbon and other pollutants, minimises resource use⁽⁷⁾ (including of water, energy and materials), enhances adaptation to climate change (including the urban heat island and increased risk of surface water flooding) and protects and increases biodiversity within the area. These aims will in turn have a beneficial impact on the health and wellbeing of residents.
- 3.5.2** The area's densely developed urban environment presents a number of issues, including high carbon emissions, a lack of biodiversity, poor air quality and a high amount of impermeable surfaces (which in turn exacerbates surface water flooding and urban heating during summer months). But this density also presents significant opportunities. For example, new high density buildings can be very resource efficient and achieve excellent environmental standards; high rates of walking, cycling and public transport use can be achieved; and decentralised energy networks can provide low carbon heat to buildings.
- 3.5.3** Policies contained within this plan aim to take advantage of these opportunities by facilitating development that contributes towards an improvement in the environmental performance of the area and has a positive impact on the health and wellbeing of residents. Greening the urban environment (e.g. via green roofs, walls and public spaces, sustainable drainage, increased tree cover and micro allotments) can address many of these issues, including improved air quality, enhanced biodiversity, mitigated urban heating, local food production and reduced surface water run-off. Overall this will improve the area's environmental quality, which is likely to have a positive impact on the wellbeing of local residents.
- 3.5.4** Despite centuries of urbanisation, the area's natural landscape is still evident. Natural England identifies the area as forming part of the North Thames Terraces landscape, which originally comprised flat, open grasslands stepping up from the Thames, with narrow strips of woodland marking the alignment of tributary creeks⁽⁸⁾. The valley of the River Fleet, which forms the western extent of this area, is still evident, despite the river being culverted. Parts of the original grassland remain as open space. Figure 6 identifies natural

7 Waste reduction, reuse and recycling are important resource management issues for the area, but this is addressed by borough-wide planning documents, particularly the North London Waste Plan.

8 London's Natural Signatures: The London Landscape Framework, January 2011

3 Vision and objectives

features and an extended "green chain" to link the area's fragmented green spaces. Policies support this network by aiming to improve existing areas of nature conservation value, including the Regent's Canal and Bunhill Burial Ground, amongst others.

Figure 6 Green infrastructure and natural features



3.5.5 The Citigen power station is located within the area, and supplies heat and energy to a number of buildings in Islington and the City of London (see Figure 7). There is significant potential for this Decentralised Energy network to be expanded and for new buildings to take advantage of this local resource, resulting in significant carbon savings and a secure supply of heat. In addition the council is planning to implement its own network in the area, which may in future connect to the existing Citigen network. Expansion of these networks should help to reduce fuel poverty for vulnerable residents in the area. Given these local opportunities, the policies in this plan expect all new development to connect to existing or future decentralised energy networks, or develop shared heating networks with neighbouring developments, where feasible, consistent with the Core Strategy.

3 Vision and objectives

Figure 7 Existing, planned and potential Decentralised Energy networks



3.5.6 Traffic-related air pollution is a particular issue for people living in the area, especially around Old Street roundabout and City Road, which regularly exceeds guidelines. There is a need to ensure that new development (particularly on major roads) does not lead to increased numbers of residents being exposed to air pollution, and to promote traffic management measures that reduce air pollution (see also Objective 4).

3.6 Streets, public spaces and transport

Objective 4

To create safe, attractive, usable and accessible streets, public spaces and transport networks

3 Vision and objectives

- 3.6.1** An objective of this plan is to improve streets and public spaces in a manner that promotes walking and cycling, encourages people to spend time outdoors, creates an interesting and varied street environment, improves accessibility and safety, reduces car dependence and supports the creation of a high quality public transport system. This includes transferring vehicle-dominated spaces, such as car parks, to other uses.
- 3.6.2** Following implementation of Crossrail, the area's accessibility by public transport will be unparalleled. The policies contained within this plan seek to take advantage of this. In local terms, the area's built form (for example its density and permeability) lends itself well to walking and cycling, and car ownership is low. Despite this, some parts of the area are dominated by traffic and vehicles, which in many cases contributes to a lack of amenity. Parts of the public transport network require investment, particularly at Farringdon and Old Street interchanges, which both experience acute tube, rail and bus congestion at peak times. Recent increases in cyclists in the area are welcome, but highlight the importance of providing safe and secure cycle routes and cycle parking for residents and visitors. Continued improvements to the cycle network will be required to achieve the borough target of an 8% cycling mode share by 2025/26. New technologies that support sustainable transport should be encouraged, including cycle hire stations and electric car charging points.
- 3.6.3** The plan encourages and supports improvements to the public transport network. This includes safeguarding the disused rail line at Farringdon⁽⁹⁾.
- 3.6.4** The area suffers from a lack of public open space, particularly green space. As such the policies contained within this plan aim to protect and improve existing green spaces, and to capitalise on opportunities for creating new public spaces, particularly from underused roads and car parks. Investment in recent years has focused on implementing a "green chain": a network of pedestrian priority routes through the area that links existing green spaces. This has been successful in creating a perception of green space within the area, and its further development is supported by the green infrastructure network identified in Figure 6, and associated priority projects identified in Figure 18 and Appendix 2. Improvements will be expected to realise a number of benefits, including reduced visual clutter, improved safety (as per Secured by Design principles), informal play opportunities for younger people, and car club spaces.
- 3.6.5** Figure 8 identifies a movement network to guide improvements to roads, cycle paths and footpaths, consistent with the green infrastructure network and associated priority projects. The movement network identifies:
- **Major (Transport for London) roads;** the focus of which is moving vehicular traffic through the area,

9 Safeguarding of other transport corridors is addressed in the Development Management Policies. Travel planning is also addressed in DM Policies.

3 Vision and objectives

- **Key streets;** which function as important bus and cycle routes between neighbouring areas of central London, but are also the focus of the area's economic activities,
- **Local routes;** key north-south and east-west routes that link many of the area's important local shopping areas, open spaces and community facilities, and which are used primarily by pedestrians, cyclists and local traffic.

3.6.6 New development along these routes must support and complement their role. The routes themselves should be managed in a way that supports the successful reinvention of the area's public realm, by facilitating joint working between agencies responsible for transport, highways and green spaces. A long-term view is required, with partners agreeing to the delivery of certain projects over a period of time. This may involve pooling resources. Chapter 12 identifies potential funding streams, including matters to be addressed through planning obligations.

Figure 8 Route hierarchy and movement network



3.7 Heritage and culture

Objective 5

To enhance and make the most of the area's heritage and culture

- 3.7.1** An objective of this plan is to conserve and enhance the special character and significance of the historic built environment, particularly in Historic Clerkenwell, and to promote investment that makes the area's culture and heritage more accessible to residents and visitors.
- 3.7.2** Few places in London have witnessed as much social change as has this part of Islington. The oldest part of the borough, the area contains significant archaeological remains and in many places retains its medieval street pattern. The area also displays examples of Georgian town planning, large scale Victorian infrastructure and 20th century development. The resultant townscape is one of London's most unique and varied, a fact reflected by the number of conservation designations in the area, and the diversity of its historic assets (which include religious buildings, commercial buildings, community and social buildings, modern housing estates, markets, views and townscapes, amongst others). Many of these assets are inherently associated with notable historic events that form part of the area's significant social and cultural history⁽¹⁰⁾.
- 3.7.3** In recent years there have been many small-scale additions to the area, most notably infill development in Clerkenwell. There has also been increased pressure for high density and high rise residential and student accommodation, particularly along the City Road corridor. Despite these changes, many parts of the area have successfully retained their inherent character. Policies within this plan aim to ensure that future intensification is accommodated in a manner that enhances the area's positive townscape and character values, for example by protecting important buildings and frontages, and ensuring that the design of new development is in context with its surroundings (particularly within and adjacent to Conservation Areas, and in proximity to listed buildings and local landmarks)⁽¹¹⁾. It includes a policy specific to Historic Clerkenwell to ensure the historic character of this important location is retained.
- 3.7.4** Historically, views of St. Paul's cathedral from the north would have been many people's first impression of London on arrival. A close visual connection and yet a simultaneous sense of distance from the City are notable signposts of the area's origins and subsequent

10 For example, gatherings at Clerkenwell Green; see Chapter 2 for more information.

11 The Bunhill and Clerkenwell Urban Design Study contains more information on these matters and identifies three types of landmark. "Recognised landmarks" are consistent with those referenced in Development Management Policies. "Historic local landmarks" are buildings that are representative of the area's social and cultural history. "Local landmarks supporting legibility and streetscape" are buildings that enable wayfinding and contribute to the area's sense of place (see also Chapters 4 to 10).

3 Vision and objectives

history. In addition, St. Paul's has also long acted as an orientation and way finding landmark. The policies within this plan seek to enhance the quality of these important local views, and the public realm from which they originate.

- 3.7.5** Uses and activities within the area form an important part of its character and sense of identity: for example, cultural activities, creative and light industries, street markets at Whitecross Street and Exmouth Market, and the sorting office at Mount Pleasant. These uses underpin the area's substantial cultural offer, which includes museums, performing arts venues, historic buildings and galleries. Following implementation of Crossrail the accessibility of the area will be greatly improved, and so these activities and attractions present opportunities to expand the visitor economy. Policies contained within this plan aim to capitalise on this, for example by providing for the development of hotels in appropriate locations, improving public access to and appreciation of historic assets, and enhancing legibility for visitors, for example through interpretation and signage.
- 3.7.6** To implement this objective, design frameworks or masterplans will be required for sensitive or larger sites, and contributions will be sought to widen public access to and appreciation of the historic environment.

4 King Square and St. Luke's

4 King Square and St. Luke's

Policy BC 1

King Square and St. Luke's

The King Square and St. Luke's area will be enhanced as a focal point for the wider community through sensitive, integrated, coordinated and high quality development, including:

- Significantly improved community facilities, including a new leisure centre, a refurbished community centre, improved primary school and nursery facilities, improved play facilities, and healthcare facilities.
- The retention of existing community assets within the area, including the St. Luke's Centre and Toffee Park Adventure Playground.
- A range of new homes that broaden the supply of housing in the area and meet local need, including homes suitable for families and older people.
- A range of small and affordable retail units and workspaces.
- An improved public realm, including a new pocket park on Seward Street, and reconfigured street patterns where these would improve legibility and permeability, particularly around Central Street, Moreland Street, the Finsbury Leisure Centre, St. Luke's Gardens and within the King Square Estate.

The following should be provided by development proposals:

- A. For the King Square Estate, including Moreland School, a coordinated approach to development on adjacent sites is expected, which delivers:
 - i. A shared primary school and children's centre that provides good quality, outdoor play space and retains or re-provides the locally significant Site of Importance for Nature Conservation.
 - ii. The redevelopment of underused and low density land and buildings (including garaging areas, void ground floor units, car parks and low density housing) for residential and community uses.
 - iii. A range of social rented homes, which maximise the supply of larger units suitable for families. The provision of sheltered accommodation is encouraged where this would release existing larger flats on the estate.
 - iv. An improved, high quality east/west pedestrian priority route through King Square Estate linking Goswell Road and Central Street, which creates front gardens for ground floor flats in President House.
 - v. An integrated sustainable drainage system, incorporating rainwater retention, to green the estate for amenity and biodiversity value.
 - vi. Improvements to the exterior of existing buildings, to integrate new buildings into the fabric of the estate.

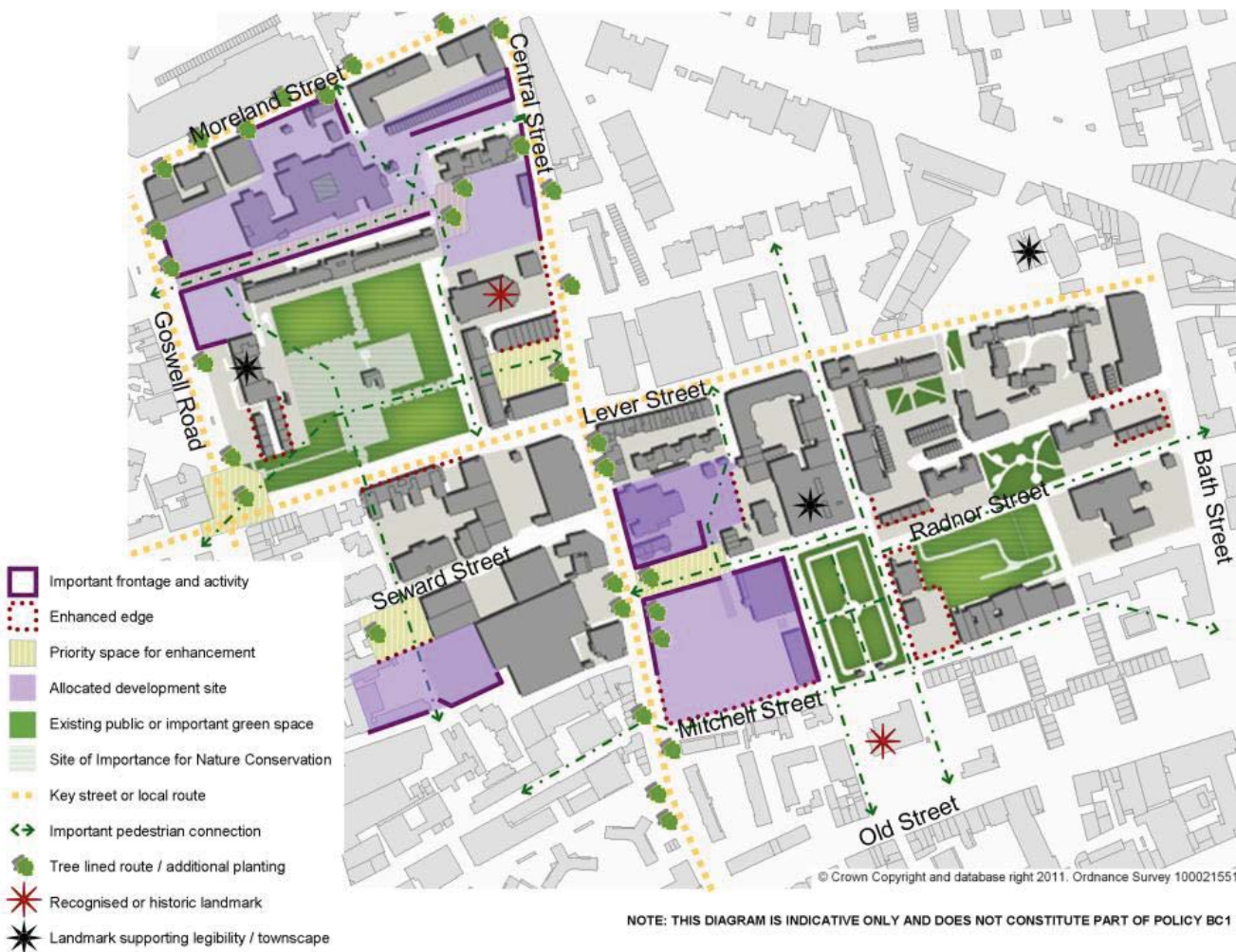
4 King Square and St. Luke's

- B. For the Finsbury Leisure Centre and St. Luke's Centre sites, a coordinated approach to development is expected, which delivers:
 - i. A range of community and leisure facilities, including a community centre, indoor leisure facilities and outdoor sports pitches, which provide a strong presence onto Central Street. Leisure facilities must complement the offer of the refurbished Ironmonger Row Baths and nearby Saddler's Sports Centre. The location and operation of sports pitches should aim to maximise use by the local community, including by offsetting any recent or proposed loss of nearby informal access sports pitches/games areas.
 - ii. A mix of other uses, including housing.
 - iii. An integrated and legible network of pedestrian-priority routes and open space which promotes pedestrian movement between Central Street and Ironmonger Row Baths (potentially via the realignment of Paton Street), and between Mitchell Street and Lever Street.
 - iv. A Decentralised Energy centre, integrated into the fabric of the redeveloped leisure centre.
- C. An enhanced public realm, including:
 - i. The extension, retention or re-provision of existing green space, play space, private, semi-private or shared amenity space and micro allotments; achieved in a manner which contributes to and reinforces the area-wide green chain,
 - ii. Improvements to Central Street, Moreland Street and Goswell Road, incorporating significant tree planting to reinforce their primacy in the street hierarchy and improve pedestrian and cycling connections,
 - iii. Improvements to St. Luke's Gardens (and surrounding streets) that enhances their biodiversity and recreational value,
 - iv. Improvements to King Square Gardens that enhances their biodiversity and recreational value and improves public access from the junction of Goswell Road and Lever Street, and
 - v. The creation of a new pocket park on Seward Street.
- D. New, high quality buildings and structures which:
 - i. Are based on a human scale and reflect the predominant building height,
 - ii. Are designed in a way that ensures a high standard of amenity for existing residents, including noise and privacy,
 - iii. Provide definition, enclosure and an active edge to Central Street, Central Square, Goswell Road, Moreland Street and other important pedestrian routes,
 - iv. Enhance important edges, including through the redevelopment of existing buildings and structures which provide poor edge definition,
 - v. Re-establish traditional building lines,
 - vi. Exhibit distinctive and visually interesting frontages, and
 - vii. Retain existing small shop units.

4 King Square and St. Luke's

- E. An enhanced setting for St. Luke's Gardens, St. Luke's Church, and Ironmonger Row Baths (all key elements of the St. Luke's Conservation Area), and for other recognised and historic landmarks. Development proposals on sites adjacent to St. Clement's Church should contribute to an improved visual and physical relationship between the church and Central Street, and enhance the quality of views of the church from Central Square and neighbouring streets and spaces.
- F. Expansion of the Decentralised Energy network, to which all new development must connect, where viable.

Figure 9 King Square and St. Luke's area framework



4 King Square and St. Luke's

Site allocations associated with this policy	Estimated development quantum for this area (net increase)
<ul style="list-style-type: none"> Site BC4: King Square Estate sites (Moreland Primary School, garages, games area, car park adjacent to Turnpike House, 169 Central Street) Site BC12: Finsbury Leisure Centre Site BC13: St. Luke's Centre, 90 Central Street Site BC14: Storage facility, Europa Place Site BC15: Seward Street playground 	<ul style="list-style-type: none"> Residential uses: Around 370 homes, of which 130 social rented. Around 80% of social rented units should be family sized units of 3 bedrooms or more. Employment uses: Approximately 3,000m² of small workspaces/retail space. Community uses: Approximately 4,400m² of community uses. Open space: At least 2,400m² of additional public space.

Implementation

The council is committed to the development of new homes for social rent in the King Square and St. Luke's area as part of its housebuilding programme. The related redevelopment of community facilities, including the Finsbury Leisure Centre and Moreland primary school, will be financed primarily through cross-subsidy from the provision of new private housing; supplemented by grants and capital expenditure.

The council is keen for residents to be actively engaged with the development process. To achieve this, the council will work actively with the local community, housing partners and the voluntary sector to implement specific projects. Where appropriate, infrastructure projects will be promoted through the establishment of Development Trusts. These are partnership organisations that offers benefits to the local community, and have advantages for many public bodies, non-profit agencies and funders. Such trusts may help to ensure that planning gain from new development supports community development (for example, via asset transfers and leasing council land).

Prior to submitting detailed plans, the council will produce development briefs (or similar) for certain sites within the area. These will be based on the principles set out in the above policy, and must aim to ensure that new development levers in improvements to neighbouring buildings and spaces. The council will also consider using land swaps to achieve beneficial development/design outcomes (e.g. in order to realign Paton Street between the St. Luke's Centre and Finsbury Leisure Centre).

It is important that the provision of community space to accommodate new healthcare facilities is explored within development proposals. Provision of such facilities would ensure better access for residents in the wider area. The provision of sheltered accommodation should also be explored. As such, early involvement of local NHS organisations and social housing providers is important.

4 King Square and St. Luke's

Implementation

The way in which the existing social housing stock is managed is important in maintaining sustainable communities. New-build programmes will complement and reinforce estate management plans, to better utilise the existing stock. For new social housing, covenants will be considered to discourage subletting.

Community infrastructure priorities

- Social rented housing, particularly for families, and potentially sheltered accommodation
- New Primary School / Children's Centre / Nursery
- Redevelopment of Finsbury Leisure Centre
- Refurbished Ironmonger Row Baths
- Refurbished St. Luke's Centre
- New healthcare facility
- Refurbishment and retention of Toffee Park Adventure Playground
- Reprovision of Central Street games area, shared with school
- Decentralised Energy Centre and Network expansion

Public realm priorities (refer to Appendix 2)

- King Square Estate spaces and gardens (including Projects 7 and 8)
- Central Street, Central Square and Moreland Street public realm (including Projects 11 and 15)
- Seward Street pocket park (Project 24)

4.0.1 The King Square and St. Luke's area focuses on Central Street, a major although relatively low-key through-route between Old Street and City Road. Over the years it has suffered from incremental, uncoordinated development, which has undermined its importance as a neighbourhood centre. The focus of Policy BC1 is on improving the relationship between buildings and spaces along and across this key route and securing the successful redevelopment or refurbishment of currently underused or poor quality sites and buildings, in particular community infrastructure that is fundamental to supporting regeneration within the wider area.

4.0.2 Together with the neighbouring Brunswick, Finsbury and City Road Estates, this area provides the largest concentration of high-rise residential housing in Islington. Local residents have access to some of the area's largest public green spaces, including King Square Gardens and St. Luke's Gardens. Recent developments and planning permissions will result in a substantial increase to the area's residential population. While these developments are evidence of urban renewal, there is a need to ensure that existing residents are provided for, and that the long-established community role of the area is retained. Policy BC1 therefore prioritises investment in community facilities and provides for new housing within the area, whilst aiming to ensure that a diversity of uses is retained, particularly the cluster of community facilities and shops around Central Street.

4 King Square and St. Luke's

- 4.0.3** Along its Central Street, Moreland Street and Goswell Road edges, the King Square Estate suffers from a poor quality and fragmented frontage. The council supports the comprehensive development of neighbouring sites, including Moreland Primary School, to assist in providing important new facilities and infrastructure, as well as improving pedestrian access through the King Square Estate and enhancing the visual and physical relationship between St. Clement's Church and Central Street. Coordinated redevelopment of the Finsbury Leisure Centre and St. Luke's Community Centre sites is also sought, including through the use of land swaps.
- 4.0.4** Many elements of the area's prewar townscape remain as part of the St. Luke's Conservation Area and positively influence the character of the wider area, particularly the landmark of St. Luke's Church. The policy recognises the contribution that this and other landmarks make to the area. Recent investment in the public realm, alongside the refurbishment of Ironmonger Row Baths and other facilities, has improved the area's environmental quality.
- 4.0.5** New development in the area is expected to reflect predominant building heights and the existing context (see also Policy BC9 and Figure 17). St. Luke's Gardens is a very important space and a formal part of the setting of the Grade I listed church. As the leisure centre and other key sites come forward, there is an opportunity to improve the quality of this historic space, alongside adjacent public spaces.
- 4.0.6** A balance of medium and large residential units, as well as affordable homes, will be sought in order to maintain and enhance a mixed community, with an emphasis on providing homes for families on appropriate sites. Proposals on the King Square Estate should aim to maximise the supply of larger units suitable for families. This may be achieved through an estate management strategy that aims to release existing larger units by providing quality sheltered accommodation for older residents.
- 4.0.7** Although affordable housing is a priority, an element of private housing will be required to finance the redevelopment of important community infrastructure in the area, including the primary school and leisure centre. This will also assist in creating mixed and balanced communities.
- 4.0.8** The provision of new housing may involve a loss of car parking, but should not result in any loss in the total amount of public green space or publicly accessible play facilities. The reconfiguration of public green space should aim to reinforce the area-wide green chain, consistent with Objective 3. The redevelopment of sites on the King Square Estate provides an opportunity to implement public realm improvements contained within the King Square Area Framework and Action Plan.
- 4.0.9** There is a limited amount of public green space within the area, but there is potential to create new spaces or improve the quality of existing spaces. King Square Gardens, St. Luke's Gardens, Central Square and Seward Street playground, alongside Central Street, Paton Street, Moreland Street and Goswell Road, are priorities for improvement. This should include new tree planting and urban greening to help adapt to climate change and support biodiversity.

4 King Square and St. Luke's

4.0.10 Sustainable design is prioritised on the King Square Estate, via an integrated sustainable drainage system that collects rainwater and uses this for both biodiversity and amenity value. The provision of a new energy centre and heat network will assist in providing cheaper heating and greener electricity. The existing Citigen heat network lies to the south and east of this area, providing opportunities for expansion of decentralised energy networks.

Links to objectives

Policy BC1 supports all five objectives to some degree, but in particular Objective 1 (Place shaping), Objective 2 (Housing, regeneration and employment and Objective 3 (Environment, health and wellbeing).

Key evidence

- Bunhill and Clerkenwell Public Space Evaluation and Urban Design Study (2010)
- Bunhill and Clerkenwell Issues and Options consultation report (2009)
- King Square Area Framework and Action Plan (2008)
- St. Luke's Area Street Improvements (2007)
- EC1 NDC Local Economic Analysis (2009)
- Islington Employment Study (2005 and 2008)
- Islington Open Space, Sport and Recreation Assessment (2009)
- St. Luke's Conservation Area Guidelines (2007)
- EC1 Housing Needs Survey (2008)

5 City Road Basin area

5 City Road Basin area

5 City Road Basin area

Policy BC 2

City Road Basin area

The City Road Basin area will be comprehensively redeveloped as a new urban quarter, accommodating a range of new uses including:

- A mix of homes, including family sized units of 3 bedrooms or more.
- Business floorspace, including workspaces suitable for SMEs and affordable workspaces.
- A range of shops, cafés and restaurants, including small units.
- A range of new public open spaces within the City Forum site and alongside the western edge of the canal basin, including play space and youth space.
- Refurbished and new community facilities.
- A range of leisure, commercial and residential moorings on City Road Basin.

The following should be provided by development proposals:

A. High quality buildings which:

- i. Exhibit a height and massing that relate positively to the width of surrounding streets and spaces,
- ii. Successfully interface with the scale and form of neighbouring areas, and do not overdominate, overshadow or overhang existing or proposed areas of high pedestrian activity,
- iii. Utilise design techniques that break up the bulk of large buildings and minimise blank, inactive or monotonous frontages,
- iv. Relate positively to neighbouring buildings in a manner which reinforces the predominant perimeter block character of the borough,
- v. Provide visually interesting and active frontages to new public spaces and key streets,
- vi. Are consistent with, and reinforce, the up-to-date waterspace strategy for the canal basin, in terms of their design and use,
- vii. Enhance legibility within and around the sites, and
- viii. Conserve and enhance heritage assets and their settings, including recognised and historic landmarks, locally listed buildings and features associated with the canal basin.

B. For sites (or parts of sites) fronting onto both City Road and the canal basin (including the City Road frontage of the City Forum site), buildings over 30 metres in height may be appropriate where they:

- i. Meet the criteria set out in Policy BC9 and relevant site allocations,

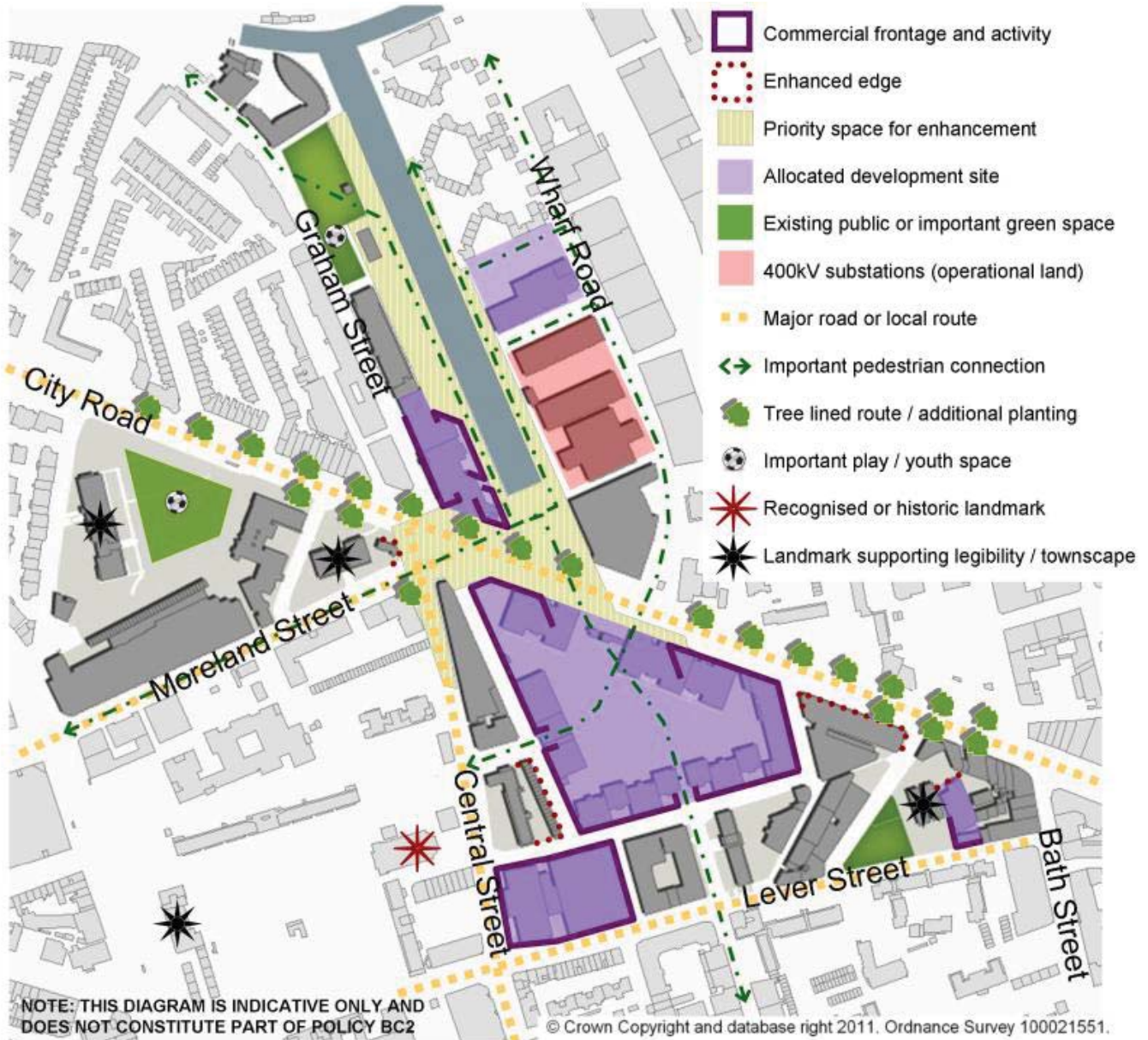
5 City Road Basin area

- ii. Form part of a coherent cluster, which marks the node at the southern end of the canal basin, and which is subordinate to the emerging cluster at the Old Street roundabout area in terms of both scale and number of tall buildings, and
 - iii. Relate positively to other existing or proposed buildings within the cluster (for example, in terms of form, bulk, scale, materials and the effect on the skyline).
- C. An enhanced public realm, including:
- i. A new linear park along the western side of the canal basin that incorporates hard and green landscaped space and facilities that support the active use of the canal basin, including serviced moorings and the Islington Boat Club.
 - ii. Improved outdoor youth and play facilities, including measures to improve access to existing facilities.
 - iii. A substantial amount of new public space within the City Forum site.
 - iv. New or improved pedestrian and cyclist links between the canal basin, Ironmonger Row and Moreland Street.
 - v. Improvements to City Road, Wharf Road, Central Street and Moreland Street that promote pedestrian and cyclist safety and movement and improve public transport provision.
 - vi. The use of surface treatments, tree planting and/or public art to mark the junction of City Road, Central Street and Moreland Street and improve its sense of enclosure.
 - vii. The refurbishment of the exterior of the London Underground ventilation shaft, in order to provide an attractive edge to the public realm at this important intersection.
 - viii. The use of surface treatments on City Road to mark the original form of the canal basin and unite public spaces north and south of the street.
- D. A range of residential unit sizes, including larger units suitable for families. Housing may be appropriate at ground level on less trafficked streets (e.g. Macclesfield Street, Dingley Road and Wharf Road) where design techniques satisfactorily separate the public and private realm. Units that face directly onto City Road must be designed in a manner that maintains a high standard of amenity, mitigating any effects associated with noise and air pollution.
- E. A diverse mix of employment spaces, including offices, small and affordable workspaces, shops, educational and community uses (including for the Islington Boat Club), and cafés and restaurants where these would help to animate key streets and spaces.
- F. An innovative approach to reducing energy and resource use, including:
- i. A Decentralised Energy network connecting to two or more proposed developments/existing buildings in the area, and/or expansion of existing networks into the area,

5 City Road Basin area

- ii. The use of existing heat sources (such as Underground ventilation shafts, electricity substations and nearby computer servers) to provide heating to buildings, and/or
 - iii. The use of canal water for cooling or heating.
- G. Sustainable drainage techniques that result in zero net run-off to the canal basin (a Metropolitan-graded Site of Importance for Nature Conservation), and incorporation of green roofs or walls and other natural features within new buildings and spaces.
- H. Safeguarding the continued operational use of the City Road substation and National Grid 400kV network, including during construction.

Figure 10 City Road Basin area framework



Site allocations associated with this policy

- Site BC6: City Forum, 250 City Road
- Site BC7: 261 City Road
- Site BC8: Islington Boat Club, 16-34 Graham Street
- Site BC9: Graham Street Park

Estimated development quantum for this area (net increase)

- **Residential uses:** Around 810 homes, of which 284 social rented. Around 80% of social rented units should be family sized units of 3 bedrooms or more.
- **Employment uses:** Approximately 1,300m² of business floorspace and 5,500m² retail space.

5 City Road Basin area

Site allocations associated with this policy	Estimated development quantum for this area (net increase)
<ul style="list-style-type: none"> Site BC10: 37- 47 Wharf Road Site BC11: Gambier House multi-storey car park / Betty Brunker Hall 	<ul style="list-style-type: none"> Community uses: Approximately 750m² of community uses. Open space: At least 6,600m² of additional and improved public space.

Implementation

The council will take a proactive approach to working with landowners, the London Borough of Hackney and interested parties to coordinate the changes needed to create a successful mixed use neighbourhood. Collaborative working will also be needed safeguard and improve local infrastructure, improve pedestrian access at an early stage, and to promote a true mix of land uses, including employment space and community facilities. The council is committed to securing new homes for social rent in the City Road Basin area as part of its housebuilding programme, and will work closely with development partners to maximise supply.

To secure optimum development, the council may be required to intervene over and above land use regulation. The council will evaluate this requirement on an ongoing basis, particularly in regards to financial viability, land control and phasing, amongst other matters.

The council, in partnership with the London Borough of Hackney and TfL, will need to address the longer term challenges surrounding City Road, including design solutions, costs, budgeting and implementation. London Underground will also need to be involved in early discussions regarding the City Road ventilation shaft. A Memorandum of Understanding between the two parties will be considered, with the aim of progressing to a Funding Agreement, including land control issues, which will form the basis for implementation. Procurement of contractors would follow within a suitable contract and performance structure.

New community uses will be sought within major development schemes to meet identified needs, in particular the priority needs set out in Chapter 12 of this plan (such as healthcare uses and early years provision). Community uses may extend to incubator/start-up workspace or training space, offered at low rents and service charges, and operated by a council-approved Workspace Provider. Early engagement between applicants and statutory / voluntary service providers will be encouraged and facilitated.

Community infrastructure priorities

- Social rented housing
- Affordable workspace/training facilities
- Canal basin
- Electricity network
- Islington Boat Club refurbishment
- Betty Brunker Hall refurbishment
- Decentralised Energy Network expansion

Implementation

Public realm priorities (refer to Appendix 2)

- City Forum public space
- Central Street, Moreland Street and City Road public realm (Project 11)
- Graham Street / Linear Park (Project 12)
- Canal Basin / Wharf Road improvements, including Islington Boat Club (including Projects 13 and 14)

- 5.0.1** The City Road Basin, one of central London's largest areas of open water, fell into disuse following the decline of Britain's inland goods and shipping industry in the early 1930s. Despite an increase in its recreational use since then, the City Forum business park was built over the southern part of the basin in the early 1980s. In recent years the economic value of the basin has become widely recognised, and many large sites now have planning permission for development on a significant scale.
- 5.0.2** The basin, its sheltered water body and the node formed by the convergence of existing and future routes at the southern end of the basin provide a focus for high quality new development that will create a natural step between the office-based area of Old Street roundabout and the retail focus of the Angel. More than other locations, the area has a relatively simple pattern of land ownership. Policy BC2 provides the basis for the development of a coherent and distinctive urban quarter, and incorporates many elements of the 2004 masterplan for the City Road Basin, including improved public space along the west side of the canal basin and the development of sites at Wharf Road and 261 City Road. However, in contrast to the 2004 masterplan, the policy supports the retention of the Islington Boat Club in its current location, and protects Graham Street Park and games area from development, consistent with Core Strategy policies on open space, play and recreation.
- 5.0.3** The basin is currently used for recreation and leisure, particularly by the Islington Boat Club, a charity that has been teaching younger people to sail for over 25 years. The existing waterspace strategy was adopted in May 2004. To complement Policy BC2 and make the most of this unique asset, a revised waterspace strategy is needed which takes account of existing users, conserves and enhances the heritage value of the basin, improves its navigational use, promotes pedestrian and cyclist movement along towpaths, enhances its biodiversity value, and incorporates moorings that provide affordable homes and workspaces.
- 5.0.4** Policy BC2 reflects some of the principles established by existing planning permissions, but is based on an up-to-date appraisal of the existing urban context. The policy emphasises the need to retain a diverse range of employment and business uses within the area, in order to enhance the area's economic role, and also promotes a greater range of housing types than are currently permitted, including larger units for families and a greater proportion of affordable dwellings. It also aims to ensure that dwellings are designed in a way that mitigates the impact of noise and air pollution on residents.

5 City Road Basin area

- 5.0.5** Policy BC2 aims to ensure that large sites surrounding the City Road Basin are developed in a manner that reflects historic development patterns, conserves and enhances the basin's cultural and natural heritage value, increases the amount of public space, improves pedestrian permeability and public realm quality, and provides active and vibrant frontages in appropriate locations. The policy also recognises the contribution that local landmarks make to the area (refer to Objective 5).
- 5.0.6** Consistent with Policy BC9, the potential for a limited cluster of buildings over 30 metres in height at the southern end of the City Road Basin is recognised. A carefully designed and grouped cluster has the potential to attractively bookend and frame the southern end of the basin and the public space required by Policy BC2, and to mark the point where City Road, the canal basin and new/improved north-south routes meet, thus assisting wayfinding and improving legibility. With the exception of the Old Street roundabout area, other sites further along City Road do not have the same nodal attributes as the City Road Basin area, and therefore are not appropriate locations for tall buildings.
- 5.0.7** It is important that individual proposals for tall buildings in the City Road Basin area demonstrate a quality of design commensurate with the scale of the development, and contribute to a coherent massing, of a magnitude and scale appropriate to the location. Proposals for buildings over 30 metres in height must therefore be accompanied by accurate and realistic representations of the building in the context of proposed and approved projects, where this is known, focusing in particular on the City Road axis (including emerging/proposed clusters at the Old Street roundabout and City Road Basin; the relationship to built form at Angel; and any intermediate tall buildings on the Hackney side of City Road).
- 5.0.8** Policy BC2 aims to take advantage of the benefits that large scale redevelopment can bring, by encouraging the use of green roofs and walls, and by promoting the use of Decentralised Energy and existing sources of heating and cooling, in order to take advantage of efficiencies of scale and minimise environmental impacts. Incorporating natural features into the built environment can significantly contribute to climate change adaptation through, for example, flood storage, reduced rainwater runoff and ameliorating the urban heat island effect.
- 5.0.9** The City Road substation is an essential part of the transmission network and has an important role to play in maintaining the supply of electricity to the local distribution network operator, and to homes and businesses throughout London and the wider area. Policy BC2 recognises this by protecting its continued operation and supporting essential utility development.

Links to objectives

Policy BC2 supports all five objectives to some degree, but in particular Objective 1 (Place shaping) and Objective 2 (Housing, regeneration and employment).

Key evidence

5 City Road Basin area

- Bunhill and Clerkenwell Public Space Evaluation and Urban Design Study (2010)
- Bunhill and Clerkenwell Issues and Options consultation report (2009)
- City Road Basin Masterplan and Waterspace Strategy (2004)
- EC1 NDC Local Economic Analysis (2009)
- Islington Employment Study (2005 and 2008)
- Islington Open Space, Sport and Recreation Assessment (2009)

6 Old Street

Policy BC 3

Old Street

Old Street will become a distinctive, high quality, diverse and vibrant commercial destination within central London. The environmental quality of the roundabout will be transformed through coordinated public and private investment, with complementary improvements to neighbouring residential areas, including:

- Significant investment in the open space and transport infrastructure of Old Street station and roundabout to support the proposed level of development, improve access to the station (including a new at-grade entrance), create good quality public open space, reduce traffic impacts and improve interchange between bus, train and tube.
- Business uses, including workspaces suitable for occupation by small and micro enterprises, and supporting uses.
- Retail and leisure units fronting Old Street, City Road and within the station, and retention of a Post Office within the area.
- New homes, including family sized units of 3 bedrooms or more.

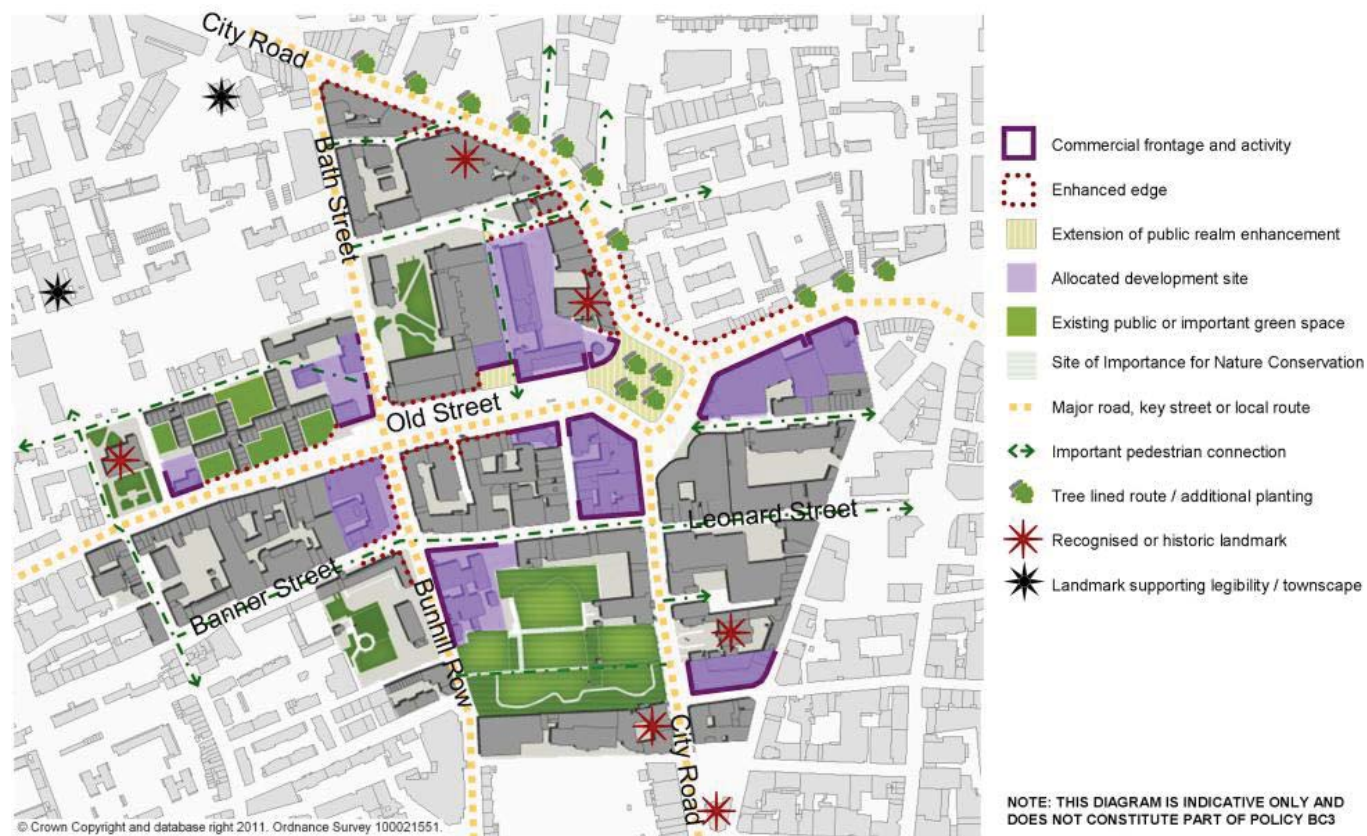
The following should be provided by development proposals:

- A. A substantially improved public realm that unifies the streets and spaces around the roundabout, improves access to the underground station and prioritises pedestrian and cyclist circulation and safety, and which:
 - i. Results in an attractive and functional new public space located at or near to the current centre of the gyratory, accessible at-grade from the surrounding streets,
 - ii. Does not create any adverse environmental impacts on the surrounding area where arms of the gyratory are to be closed and/or roadspace reduced,
 - iii. Incorporates permeable surfaces, green space and trees to bring amenity, cooling, biodiversity and air filtration benefits and to reduce surface water runoff, particularly to St. Luke's Estate (which is within a Local Flood Risk Zone and is at risk of significant/extreme flooding), and
 - iv. Is coordinated with current and future plans of utility providers to provide wider infrastructural improvements and minimise short-term disruption.
- B. Buildings of high quality architectural design which:
 - i. Relate positively to each other,
 - ii. Improve the character, quality and identity of the area,
 - iii. Demonstrate a scale and massing that responds to adjacent public spaces and street widths and enhances street level views of recognised and historic landmarks in the area,

6 Old Street

- iv. Conserve and enhance heritage assets, and
 - v. Respect the existing urban grain and, wherever possible, seek to repair lost urban grain.
- C. For sites surrounding and fronting onto the Old Street roundabout:
- i. New buildings should be of high architectural quality, reflecting the gateway location.
 - ii. Buildings of over 30 metres in height may be appropriate where they fulfil the criteria set out in Policy BC9.
 - iii. New buildings should explore opportunities to provide direct basement access to and from the underground station (subject to agreement with London Underground Ltd).
- D. New buildings adjacent to the Grade I listed Bunhill Fields Cemetery should exhibit a scale, massing and design which enhances its heritage value, and should also incorporate design measures that enhance the biodiversity value of adjacent areas.
- E. A range of retail, leisure or community facilities on ground floor frontages facing Old Street and City Road, and small-scale units and kiosks within the underground station, in order to create activity and vibrancy.
- F. Expansion of existing/planned Decentralised Energy networks into the area, and/or the creation of new network(s) connecting two or more developments or existing buildings. One large or several smaller energy centres may need to be provided in the area to support the network(s).
- G. The redevelopment of low density and underused buildings and car parking areas for housing on the Redbrick Estate, incorporating like-for-like re-provision of community facilities that are in active use, improved pedestrian connections between Bath Street and St. Luke's Gardens, enhanced amenity green spaces with nature conservation value, and improvements to existing buildings and front gardens on the estate.
- H. On the Redbrick Estate, and adjacent to the St. Luke's High Rise Estate, buildings and spaces must be designed in a way that ensures a high standard of amenity for existing residents, including noise and privacy.
- I. Residential development fronting directly onto City Road (north) and Old Street roundabout will be discouraged, unless it can be demonstrated that a high standard of amenity can be achieved, by reducing exposure to air and noise pollution, and through the on-site provision of adequate public and private amenity and play space.
- J. Telecommunications cabinets servicing the fibre optic cable network and which provide superfast broadband to local businesses will be allowed where these do not restrict pedestrian movement and are sited and designed to minimise visual impacts. Where cabinets are visible to pedestrians, the use of such cabinets for historic interpretation, public art or wayfinding may be sought through conditions.

Figure 11 Old Street area framework



Site allocations associated with this policy	Estimated development quantum for this area (net increase)
<ul style="list-style-type: none"> Site BC18: Redbrick Estate (Vibast Centre, Cope House garages and car park) Site BC19: 148 Old Street (Royal Mail building) Site BC20: Former Moorfields School, 40 Bunhill Row Site BC21: 198-208 Old Street (Petrol station) Site BC22: Transworld, 70-100 City Road Site BC23: 207-211 Old Street (northwest of roundabout) Site BC24: Old Street roundabout area Site BC25: Inmarsat, 99 City Road 	<ul style="list-style-type: none"> Business uses: Approximately 23,000m² of business floorspace, including around 5,500m² of workspace suitable for small businesses and start-ups. Retail and leisure uses: Approximately 3,500m². Residential uses: Around 320 homes, of which 112 social rented. Around 80% of social rented units should be family sized units of 3 bedrooms or more. Open space: Around 3,000m² of additional and improved public space.

6 Old Street

Site allocations associated with this policy	Estimated development quantum for this area (net increase)
<ul style="list-style-type: none"> Site BC26: 202-254 Old Street (east of roundabout) Site BC27: Maple House, 37-45 City Road 	

Implementation

Early improvements to Old Street roundabout and tube station would provide a context change for private sector investment in the area and improved confidence in market demand, value generation and investment potential. The council considers this essential in supporting the local economy, and particularly in promoting investment in small, knowledge-based industries present in the area. Alongside transport improvements, there is a significant opportunity to coordinate works with utility companies to upgrade other infrastructure (e.g. fibre-optic and electricity networks). The most significant barrier to delivery is funding. The council will work in partnership with Hackney and the GLA to raise funds through the Community Infrastructure Levy and identify opportunities to pool developer contributions from major sites, and with TfL, the government and the private sector to commit funds. Other mechanisms for driving forward public realm improvements at Old Street should also be considered, including partnership working, Business Improvement Districts and Tax Increment Financing.

Islington and Hackney councils, the GLA, TfL, transport operators and utility companies form the core group of parties that are required to drive change at Old Street roundabout. Strong commitment from a small team will be needed to drive decision-making. Production of a revised Opportunity Area Framework for the City Fringe (to be led by the GLA) will help to reach agreement on the strategy for Old Street. A Memorandum of Understanding may also be useful in establishing a willingness to collaborate; to be followed by a Funding Agreement that will commit the parties to the project. This in turn would form the basis for public procurement and securing of all the required approvals. Where private services are procured, it may be necessary to commit to development within a formal delivery structure such as a partnership, Joint Venture or other relevant vehicle that will meet the needs of the specific project. In view of the lead-in time for negotiations, the council intends to establish this process early on.

The council is committed to the development of new homes for social rent as part of its housebuilding programme. The related redevelopment of community facilities will be financed primarily through cross-subsidy from the provision of new private housing; supplemented by grants and capital expenditure.

The council is keen for residents to be actively engaged with the development process. To achieve this, the council will work actively with the local community, housing partners and the voluntary sector to implement specific projects, particularly on housing estates. In predominantly residential areas, infrastructure projects will be promoted through the establishment of Development Trusts. These are partnership organisations that offers benefits to the local

Implementation

community, and have advantages for many public bodies, non-profit agencies and funders. Such trusts may help to ensure that planning gain from new development supports community development (for example, via asset transfers and leasing council land).

Prior to submitting detailed plans, the council will produce development briefs (or similar) for certain sites within the area. These will be based on the principles set out in the above policy, and must aim to ensure that new development levers in improvements to neighbouring buildings and spaces.

Community infrastructure priorities

- Old Street underground station (access to concourse)
- Old Street roundabout highway reconfiguration
- Fibre-optic and electricity networks
- Bunhill Fields Burial Ground biodiversity / heritage improvements
- Decentralised Energy network
- Refurbishment and reprovision of Vibast Community Centre, dental surgery and Post Office
- Social rented housing

Public realm priorities (refer to Appendix 2)

- Redbrick Estate public realm improvements (Project 17)
- Old Street roundabout public realm improvements (including Projects 19 and 20)
- Leonard Street improvements (Project 21)

6.0.1 Old Street roundabout occupies a strategic location midway between the City of London and its concentration of financial service industries, and the grittier, more local economies of east London. The area falls within the City Fringe Opportunity Area as identified by the London Plan (see Figure 16). Old Street station (one of London's busiest, accommodating around 18 million passengers annually) supports the area's economic function, which includes corporate businesses, small knowledge-based industries and charities. However, a significant number of people live within the area, primarily on housing estates, but increasingly within private developments.

6.0.2 The station, which suffers from a poor layout, is located beneath the roundabout, which dominates the area and is of poor quality. Public realm improvements north of the roundabout have done much to improve the area's character, but significant issues remain. A number of development opportunities exist around the roundabout and it is important to ensure that the redevelopment of these sites take a long-term view, and are coordinated with investment in the public realm, to help create a strong and positive identity for the area. Policy BC3 acknowledges development opportunities presented by sites fronting the roundabout for tall buildings, consistent with Policy BC9, where these take account of local contextual issues. Part of the area lies within the Bunhill Fields and Finsbury Square

6 Old Street

Conservation Area, which English Heritage identifies as being at risk. The design framework set out in Policy BC3 intends to address this and to ensure that the character of the Conservation Area is preserved and enhanced in the future.

- 6.0.3** Policy BC3 acknowledges that the area contains a number of recognised and historic landmarks that are important to its character, and which new development should respect (see also Objective 5). The policy also requires proposals to demonstrate an understanding, appreciation and appropriate response to the historic and existing urban grain. Important components contributing to urban grain include the local network of public routes that aid permeability, the scale and massing of development, and the number of plots that may have been amalgamated to facilitate new development.
- 6.0.4** Policy BC3 encourages predominantly office-led development within the area. This contrasts with some recent proposals and permissions, but is considered to be appropriate given the accessibility of the area and its Central Activities Zone and City Fringe Opportunity Area designations. Old Street has recently been termed “Silicon Roundabout” due to the prominence of tech companies locally, and to support such industries, new development is encouraged to provide suitable workspace. The success of many local businesses in the tech sector is dependent on reliable superfast broadband (i.e. with download speeds in the order of 1.5Gbit/s). The policy recognises the importance of this infrastructure by allowing cabinets where these do not restrict pedestrian movement. Although cabinets should be sited and designed to be unobtrusive, where they would be visible to pedestrians, the council will seek their use as information display panels or to showcase public art⁽¹²⁾.
- 6.0.5** New retail and leisure uses are encouraged to support the area’s role as a commercial hub. Residential development fronting Old Street roundabout and City Road north is discouraged due to the significant problems associated with air and noise pollution and difficulties of providing adequate amenity and play space in this location, particularly for families (unless it can be demonstrated that these issues have been adequately mitigated through the design of the development). However, new homes are encouraged on appropriate sites, including on the Redbrick Estate, to increase the supply of housing locally. Consistent with the Core Strategy, buildings adjacent to existing homes on the Redbrick and St. Luke's estates are required to help improve the living environment for residents.
- 6.0.6** A number of options have been considered for the reconfiguration of the Old Street gyratory between Islington and Hackney Councils and Transport for London. TfL and Islington Council's preferred approach envisages the closure of the north-western arm, allowing at-grade access, without the need to cross a highway from the Promenade of Light on Old Street, to a new tube station entrance and public space. However, further detailed modelling will be required in order to ensure that any reconfiguration of the roundabout results in positive benefits for the wider area. Policy BC3 also supports the creation of a high quality new public space at the roundabout that reinforces the role of the area as a central London

12 See also the Development Management Policy on telecommunications.

hub and provides an improved environment for public transport users, particularly those interchanging between bus and rail. It is considered that this is fundamental to the long-term success of the area.

- 6.0.7** Incorporating natural features into the built environment can significantly contribute to climate change adaptation through, for example, flood storage, reduced rainwater runoff and ameliorating the urban heat island effect. Given this, and local problems associated with pollution, public space improvements to the roundabout will be expected to mitigate environmental impacts, including through urban greening and tree planting. An opportunity exists to introduce new street trees along City Road and Old Street east of the station as development opportunities come forward.
- 6.0.8** Policy BC3 acknowledges that the area has significant potential for Decentralised Energy networks to supply heating and cooling to major development sites, potentially linked to future networks in Hackney and other areas. The policy encourages connection to existing buildings and networks, subject to viability, consistent with the Core Strategy.
- 6.0.9** Bunhill Fields Burial Ground is an existing Site of Importance for Nature Conservation and is a Grade I Registered Park/Garden. Policy BC3 encourages development in proximity to the cemetery that enhances its biodiversity and heritage value.

Links to objectives

Policy BC3 supports all five objectives to some degree, but in particular Objective 1 (Place shaping), Objective 2 (Housing, regeneration and employment) and Objective 4 (Streets, public spaces and transport).

Key evidence

- Bunhill and Clerkenwell public space evaluation and urban design study (2010)
- Bunhill and Clerkenwell Issues and Options consultation report (2009)
- City Fringe Opportunity Area Planning Framework (draft, June 2009)
- Old Street Roundabout Development Strategy (2008)
- EC1 NDC Local Economic Analysis (2009)
- Islington Employment Study (2005 and 2008)
- Islington Open Space, Sport and Recreation Assessment (2009)
- English Heritage Heritage at Risk register (2010)
- Bunhill Fields and Finsbury Square Conservation Area Design Guidelines (2007)
- Moorfields Conservation Area Design Guidelines (2007)
- Chiswell Street Conservation Area Design Guidelines

7 Northampton Square, Goswell Road and Spencer Street

7 Northampton Square, Goswell Road and Spencer Street

Policy BC 4

Northampton Square, Goswell Road and Spencer Street

New development will enhance the legibility and character of this area, strengthening the identity of its streets and spaces, and building on its diverse mix of uses, including:

- Redeveloped and refurbished buildings for City University London, providing new education floorspace and activities ancillary to education, with facilities that are accessible to the local community.
- A diverse range of employment spaces, small-scale retail units and community facilities, including the retention of the Finsbury Library and Islington Museum.
- New homes, particularly affordable family homes.
- Public realm improvements to Goswell Road, Spencer Street and Northampton Square.

The following should be provided by development proposals:

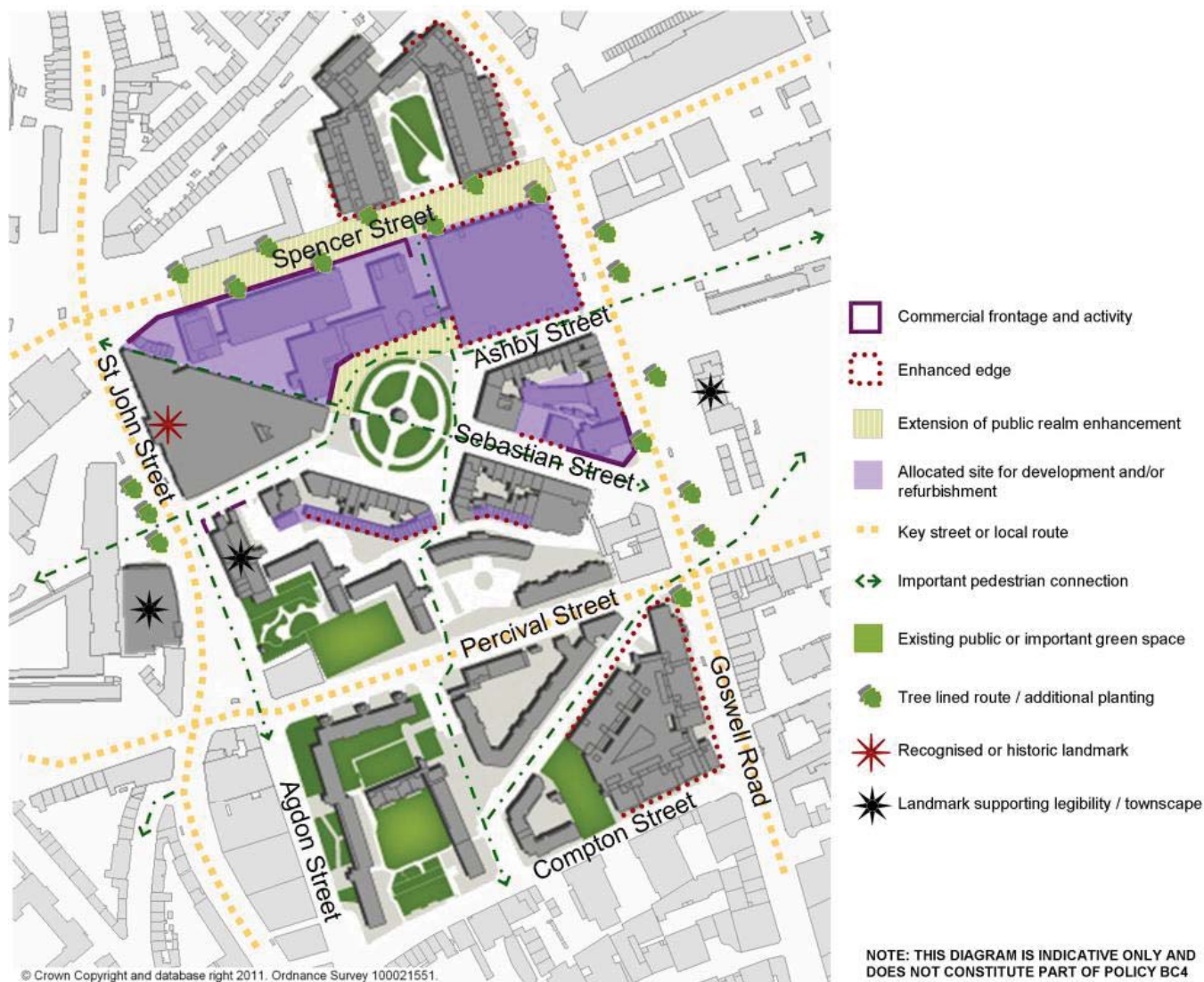
- A. For City University London sites, new and refurbished buildings which:
- i. Provide a range of accessible and efficient higher education facilities, including teaching space, laboratories, learning resource areas, support offices, social facilities, and facilities which would maximise community access to education,
 - ii. Conserve and enhance heritage assets, particularly the Northampton Square Conservation Area and recognised and historic landmarks,
 - iii. Respond positively and appropriately to important frontages and street corners, and create variety and interest at street level,
 - iv. Provide high quality landmark building(s) fronting Spencer Street and Goswell Road,
 - v. Exhibit sensitive design and massing, in particular by visually breaking up large blocks, not overly dominating neighbouring spaces and buildings, and ensuring a high standard of amenity for existing residents,
 - vi. Create high quality pedestrian links between Northampton Square and Spencer Street, to better distribute pedestrian activity around the area, and
 - vii. Create open space within the main site, including green space.
- B. An improved public realm, including:
- i. On Spencer Street and Goswell Road, tree planting that creates a sense of enclosure and mitigates local air pollution, and highway improvements that promote pedestrian and cyclist movement and safety.
 - ii. Improvements to the northern edge of Northampton Square Gardens, which integrate with the park and incorporate cycle parking.
 - iii. Refurbishment of the bandstand within Northampton Square Gardens.

7 Northampton Square, Goswell Road and Spencer Street

- C. The retention of workspaces suitable for start-ups, social enterprises and small businesses, including light industrial workshops; and the provision of new small workspaces (e.g. through the conversion of lock-up garages).
- D. The retention and enhancement of active ground floor uses and community facilities fronting Spencer Street, Goswell Road and St. John Street.
- E. A range of housing types and sizes, provided in appropriate locations and on currently under-used sites, and which exhibit a high standard of amenity.
- F. For the Triangle Estate, proposals will be supported where these would improve the quality of the living environment, and would result in better quality ground floor frontages, improved safety, enhanced definition between public and private space, improved accessibility and appropriate permeability.
- G. Maximising the use of green roofs or walls and other natural features within new buildings and spaces.
- H. Expansion of, and connection to, existing Decentralised Energy networks, where viable.

7 Northampton Square, Goswell Road and Spencer Street

Figure 12 Northampton Square, Goswell Road and Spencer Street area framework



Site allocations associated with this policy

- Site BC1: City University London, 10 Northampton Square
- Site BC2: City University London, Sebastian Street
- Site BC3: Brunswick Estate lock-up garages

Estimated development quantum for this area (net increase)

- **Education/community uses:** Approximately 16,000m² of new higher education floorspace.
- **Business uses:** Approximately 750m² of workspace for small businesses and start-ups.

7 Northampton Square, Goswell Road and Spencer Street

Implementation

The council will work with City University London to enhance the role of the university within the neighbourhood and maximise its linked benefits to employment and local services. The adopted Planning Brief forms a strong basis for working together to identify projects and programmes that can be implemented.

The council is committed to the development of new homes for social rent as part of its housebuilding programme. The council is also keen to improve the supply of small and affordable workspaces in the area, including incubator space for local start-up businesses. Opportunities to provide these workspaces in the vicinity will be explored, including joint programmes with the university and other education providers.

The council is keen that local residents are engaged with the development process. As such, opportunities for collaborating with residents in the surrounding area will be promoted.

Community infrastructure priorities

- Higher Education floorspace (including publicly accessible facilities)
- Social rented housing
- Affordable / incubator workspace

Public realm priorities (refer to Appendix 2)

- Goswell Road and Spencer Street public realm (Projects 5 and 8)
- Northampton Square Gardens improvements (Project 6)
- Percival/Triangle Estate improvements Projects 9 and 10)

7.0.1 The northern part of Clerkenwell has a long association with water, education, industry, innovation, learning and culture, which continues to the present day. City University London occupies large sites around Northampton Square, whilst immediately adjacent to the area are institutions such as the Finsbury Library and Islington Museum, Sadler's Wells Theatre, City and Islington College, and the Finsbury Health Centre. Providing a contrast to these institutional and cultural uses, but reflecting its tradition of innovation, are housing estates such as the Brunswick and Finsbury Estates. While these juxtapositions create diversity and interest, the area can be difficult to understand for people unfamiliar with the neighbourhood. Policy BC4 aims to address this by encouraging development that reinforces the primacy of the area's most important streets, including Goswell Road, Spencer Street, and St. John Street.

7.0.2 City University London is promoting an ambitious development programme that will bring significant new investment to the area. Central to the university's success is its links with the City of London, but it is also a community resource, source of employment, an important anchor to the local economy, and a focus for community life. As such Policy BC4 encourages new development that supports the critical education, community and

7 Northampton Square, Goswell Road and Spencer Street

employment functions of the university, whilst responding positively to the special quality of the Northampton Square Conservation Area, and maximising community use of its facilities.

- 7.0.3** Policy BC4 supports development that is designed in a manner that respects neighbouring streets and spaces, and has a positive effect on the Northampton Square Conservation Area, including its setting. The policy encourages a finer grain to be provided within large urban blocks, via sensitive architectural and design treatments, and through the provision of new and enhanced through-site links.
- 7.0.4** Policy BC4 encourages active uses fronting onto key streets, and supports the retention and provision of a diverse range of business workspaces that support innovation and entrepreneurialism. To meet housing needs, the policy also supports the provision of new homes, particularly affordable housing for families. Improvements to the Triangle Estate are encouraged that improve accessibility and safety, reduce crime, provide a better frontage to neighbouring streets and would improve the living environment on the estate, consistent with the Core Strategy. Investment in the area's streets and spaces is considered a priority in order to improve the amenity and value of the area to local residents, particularly in the context of population growth, and to protect and enhance the area's biodiversity. Incorporating natural features into the built environment can significantly contribute to climate change adaptation through, for example, flood storage, reduced rainwater runoff and ameliorating the urban heat island effect.
- 7.0.5** Policy BC4 also acknowledges the opportunities provided by new development to connect to existing Decentralised Energy networks, such as the existing network at City University London.

Links to objectives

Policy BC4 supports all five objectives.

Key evidence

- Bunhill and Clerkenwell public space evaluation and urban design study (2010)
- Bunhill and Clerkenwell Issues and Options consultation report (2009)
- City University Planning Brief (2009)
- Islington Employment Study (2005 and 2008)
- EC1 NDC Local Economic Analysis (2009)
- Islington Open Space, Sport and Recreation Assessment (2009)
- Northampton Square Conservation Area Design Guidelines (2007)
- Northampton Square and the Brunswick Estate Environmental Improvement Framework (2007)

8 Farringdon station area

8 Farringdon station area

Policy BC 5

Farringdon station area

A world class transport interchange will be created at Farringdon within a high quality environment that complements and enhances the wider area's history and heritage, including:

- Business and supporting uses, including retail and leisure uses.
- A new station providing fully accessible interchange between Thameslink, Crossrail and tube, as well as high quality passenger facilities.
- An enhanced public realm that prioritises pedestrian circulation and provides good access between the station and other transport modes.

The following should be provided by development proposals:

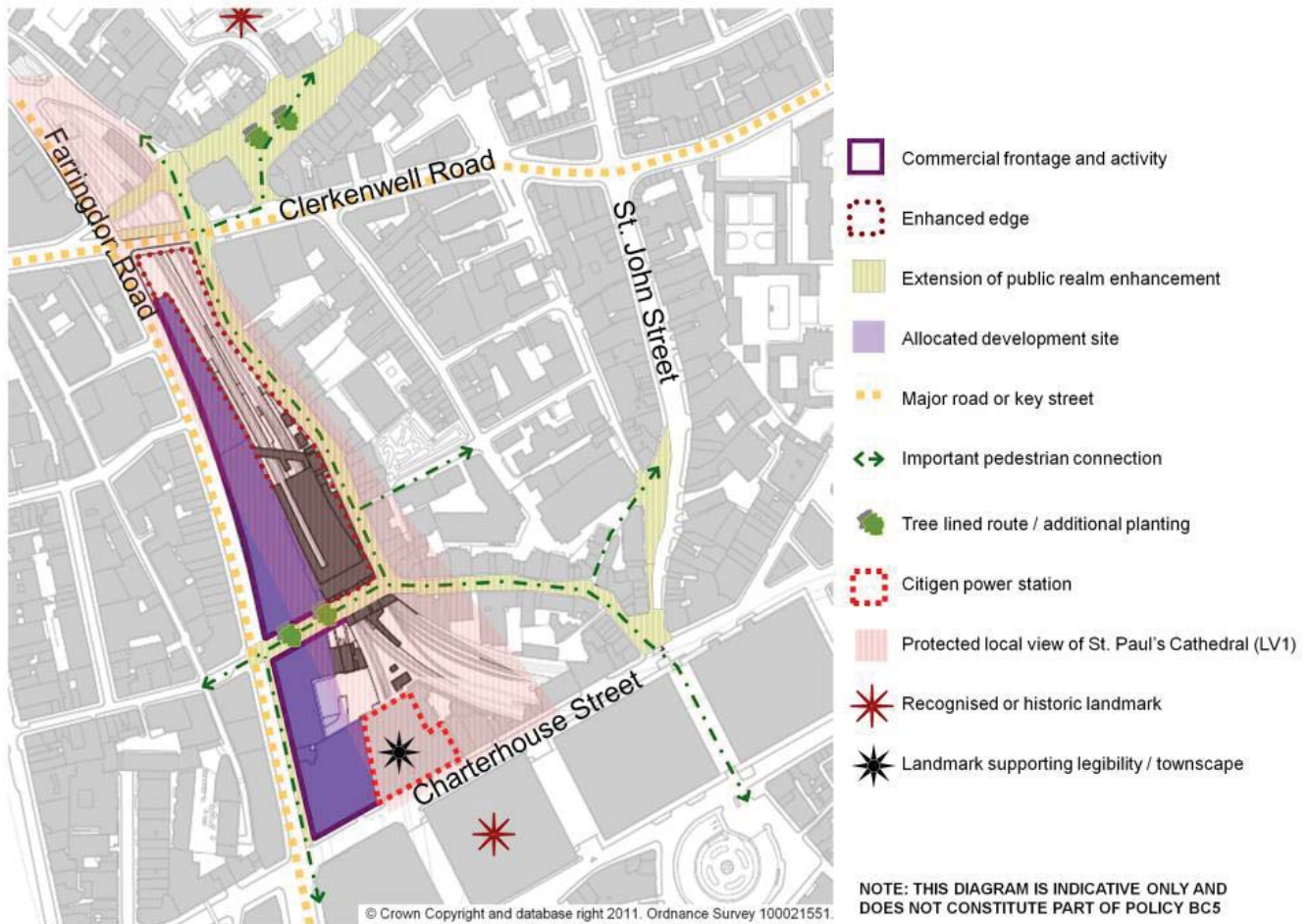
- A. For sites adjacent to and above Farringdon station:
 - i. A coordinated approach to development on adjacent sites which takes account of and responds positively to likely future schemes promoted by neighbouring landowners,
 - ii. A "single station environment" across Cowcross Street through the provision of high quality, permeable station frontages, and a unified public realm between stations,
 - iii. A high quality station that provides efficient interchange between modes and incorporates a range of passenger facilities consummate with its role as a London hub station, including public, fully accessible toilets, and
 - iv. A high quality public realm on all frontages, including the widening of footpaths between the station and Charterhouse Street.
- B. The provision of a range of employment uses, particularly offices and associated business uses, with retail and leisure uses provided at street level onto Farringdon Road, Charterhouse Street, Cowcross Street and Turnmill Street to create vibrancy and interest.
- C. Measures to facilitate ease of movement and modal interchange, including secure cycle parking, cycle hire docking stations, cycle lanes along Charterhouse Street, taxi ranks, improved bus provision, pedestrian signage, and restrictions on delivery and servicing during daytime hours. Servicing must be located to remove conflicts and maximise efficiency of space and use. Shared service bays, basements and access/egress with neighbouring buildings should be considered to achieve the most efficient use of space.
- D. An improved public realm which promotes pedestrian circulation and which results in a series of integrated, linked and high quality public spaces, including neighbouring spaces such as Clerkenwell Green.

8 Farringdon station area

- E. Buildings of high architectural quality and local distinctiveness, of a height, scale and massing that respects and enhances the immediate and wider context, particularly within and adjacent to Conservation Areas. New development should respect long established building lines and street frontages, utilise design techniques that break up the bulk of new buildings, and relate positively to the width of the street.
- F. Buildings and spaces that are designed to minimise environmental impacts and result in cooling, air quality and biodiversity benefits. As Farringdon falls within a Local Flood Risk Zone, buildings must be designed to minimise surface water runoff. Buildings adjacent to the Citigen plant should be designed in a manner to ensure its effective functioning.
- G. The conservation and enhancement of key heritage and townscape attributes, including local and strategic views to St. Paul's Cathedral. Buildings or structures that frame local and strategic views from viewpoints and viewing areas identified in the Development Management Policies DPD and London View Management Framework should enhance the visual quality of protected views, in particular their heritage significance, including through sensitive design, massing, and use of appropriate materials.
- H. The retention of the railway cuttings as predominantly open spaces. Enhancements to the cuttings that conserve and enhance their heritage value, and provide improved pedestrian access across the space between Turnmill Street and Farringdon Road, are encouraged. The disused underground railway line between Farringdon and Barbican will be safeguarded to allow for its future reuse for transport purposes.
- I. Connection to the neighbouring Citigen or other Decentralised Energy network, where viable.

8 Farringdon station area

Figure 13 Farringdon station area framework



Site allocations associated with this policy

- Site BC36: Caxton House, 2 Farringdon Road
- Site BC37: Cardinal Tower / Crossrail over-site development and car park to rear, 53 Cowcross Street
- Site BC38: Farringdon Place, 20 Farringdon Road
- Site BC39: Lincoln Place, 50 Farringdon Road
- Site BC40: Vine Street bridge

Estimated development quantum for this area (net increase)

- **Business uses:** Approximately 34,500m² of business floorspace.
- **Retail and leisure uses:** Approximately 4,500m².
- **Open space:** At least 800m² of additional public space.

8 Farringdon station area

Implementation

The council will collaborate with Crossrail, TfL, Network Rail and local landowners to ensure that the quality of the new stations are maximised and fully integrated into the surrounding urban environment (including with other transport modes). Where coordinated development would be desirable, the council will use planning briefs or similar to reduce risks involved in undertaking joint ventures.

The council will work proactively with Camden Council and the City of London to coordinate streetscape improvements, maximise cross-boundary pedestrian flows and manage the night-time economy. Opportunities for temporary streetscape interventions (e.g. public art installations) in the vicinity of the railway cutting will be promoted to maximise the value of this open space.

The council will consider various mechanisms for raising revenue in the Farringdon area, and will investigate the potential for implementing a Business Improvement District in the future, potentially across the borough boundary. This may assist in reinforcing Farringdon as a destination by improving links between local businesses, and through enhancing the quality of the environment.

Community infrastructure priorities

- Farringdon Crossrail station
- Farringdon Thameslink station
- Pedestrian improvements linked to stations
- Railway cutting visual improvements / improved pedestrian permeability
- Decentralised Energy network expansion
- Public toilets

Public realm priorities (refer to Appendix 2)

- Cowcross Street and Turnmill Street improvements (Project 25)
- Fleet Valley streets and open spaces (Project 26)
- Farringdon Road / Charterhouse Street pedestrian crossing and footway improvements (including Project 27)
- Clerkenwell Green, Clerkenwell Close and St. James' Clerkenwell (Project 28)

8.0.1 Following implementation of Crossrail, Farringdon will become one of London's busiest stations and a major transport hub. As a result of its strategic position, the Farringdon station area forms part of a designated Intensification Area identified in the London Plan. The challenge for Farringdon is to ensure that new development and investment reflects its enhanced status in the urban hierarchy, whilst retaining those elements of its character that make it special and distinctive.

8.0.2 The area covered by Policy BC5 consists of two large impermeable city blocks dominated by large scale infrastructure and located within a wider area of significant historic character. The coherent and integrated redevelopment of these two groups of sites has the potential

8 Farringdon station area

to transform the image of Farringdon as a place and to enhance the wider historic environment. Policy BC5 establishes principles for site redevelopment that supports the council's objectives for the area, including enhancing design quality, pedestrian circulation, interchange, legibility and permeability. These principles were established through the Farringdon Urban Design Study, which tested different intensification and development scenarios in the vicinity of the station. The policy promotes an appropriate level of intensification that contributes to the London Plan target of providing 2,500 jobs within the wider Farringdon-Smithfield Intensification Area (see Figure 16), whilst promoting a safe and comfortable environment for pedestrians and conserving and enhancing heritage assets.

- 8.0.3** Although a large number of passengers will interchange within the station, it is estimated that the number of people leaving the station on Cowcross and Turnmill Street during the morning peak will jump from 17,300 to 31,200, with an additional 6,000 at Lindsey Street⁽¹³⁾. Policy BC5 asserts the need to accommodate this increase safely and comfortably, by ensuring that new buildings and spaces are designed in a manner that promotes interchange and pedestrian movement. The provision of adequate facilities for passengers is also important: Policy BC5 identifies a need for publicly accessible toilets, which is an absolute necessity at a major railway station and is required to avoid social problems.
- 8.0.4** In order to promote the most efficient use of land and maximise the quality of development, applicants will be expected to demonstrate that the development of neighbouring large sites is coordinated and consistent. The council will assist applicants in achieving coordinated development, which may occur through, for example, the submission of concurrent planning applications, preparing joint masterplans, or developing planning briefs.
- 8.0.5** The Farringdon station area has significant historic links with Smithfield and Hatton Garden, both of which are designated conservation areas. The area has a particularly strong relationship with neighbouring Historic Clerkenwell, which incorporates the eastern side of Turnmill Street and much of Cowcross Street. To ensure coherent development, and to conserve and enhance heritage assets, proposals in the Farringdon station area will need to have regard to the principles established through Policy BC7 and related Conservation Area Design Guidelines, as well as relevant policies of the City of London and London Borough of Camden.
- 8.0.6** A number of strategic and local views of St. Paul's cathedral pass through Farringdon. The presence of these views is a significant design constraint for new buildings, particularly in terms of building heights. Policy BC5 aims to ensure that new buildings adjacent to view corridors will enhance the quality of the view, by framing the view in a sensitive manner, particularly in terms of shape, massing and materials.
- 8.0.7** The Farringdon Urban Design Study considered the railway cutting to have significant character and heritage value, finding it "...special to Farringdon because the surrounding urban blocks are complete and relatively homogeneous in the way the city often relates

13 Source: Farringdon Urban Design Study 2010

8 Farringdon station area

to rivers but rarely to railways and because it is the only large open space in this part of London...[in addition] it offers valuable evidence of the scale and ambition of Victorian engineering and town planning". Consistent with this, Policy BC5 recognises its value and affords it protection as an open space which creates and frames protected local views of St. Paul's cathedral. However, the policy also supports the provision of new pedestrian routes across the railway cutting, to enhance pedestrian permeability and provide new open space.

- 8.0.8** Consistent with promoting Farringdon as a world class location, Policy BC5 encourages high quality sustainable design: in particular, by incorporating natural features that will assist in adapting to climate change through, for example, flood storage, reduced rainwater runoff and ameliorating the urban heat island effect. Reducing the impacts of flooding is particularly important as Farringdon falls within a Local Flood Risk Zone. Given the proximity of the Citigen Decentralised Energy plant, new development is expected to exploit opportunities to connect to the network, whilst being designed in a manner that enables its effective functioning.

Links to objectives

Policy BC5 supports all five objectives, but in particular Objective 1 (Place shaping), Objective 2 (Housing, regeneration and employment), Objective 4 (Streets, public spaces and transport) and Objective 5 (Heritage and culture).

Key evidence

- Farringdon Urban Design Study (2010)
- Clerkenwell Village Renaissance Study (2009)
- Smithfield-Farringdon Study (English Heritage) (2007)
- Bunhill and Clerkenwell Issues and Options consultation report (2009)
- Islington Employment Study (2005 and 2008)
- Islington Open Space, Sport and Recreation Assessment (2009)
- Clerkenwell Green and Charterhouse Square Conservation Area Design Guidelines (2007)

9 North Clerkenwell and Mount Pleasant

9 North Clerkenwell and Mount Pleasant

9 North Clerkenwell and Mount Pleasant

Policy BC 6

North Clerkenwell and Mount Pleasant

North Clerkenwell, including Mount Pleasant, will be enhanced as a focal point for the wider community, through the comprehensive redevelopment/refurbishment of the sorting office for a range of uses, and improvement of the area's community facilities, including:

- The retention of mail sorting activities on the existing site.
- A range of types and size of residential units (including family sized units of 3 bedrooms or more).
- A mix of employment uses, including offices, small and affordable workspaces, shops, cafés and restaurants.
- The safeguarding of key community assets within the area, including the Clerkenwell Fire Station (for operational and potentially residential use), Finsbury Health Centre, Royal Mail museum and 3 Corners Centre/Adventure Playground; alongside new, complementary community infrastructure.
- New and enhanced public open space.

The following should be provided by development proposals:

A. For the Mount Pleasant Sorting Office site:

- i. A masterplan that links the Camden and Islington parts of the site as an integrated scheme and incorporates a new museum for the Royal Mail,
- ii. A high quality public realm surrounding and throughout the site that blends seamlessly with the wider public realm, and which incorporates a substantial amount of new, fully accessible public space, semi-private green and amenity space, play space, biodiversity-rich space, sustainable drainage, cycle parking and cycle hire facilities,
- iii. Pedestrian priority routes that connect with major pedestrian routes in the wider area and with internal and external public spaces,
- iv. The provision of a mix of uses, which define and lend character to different parts of the site, and which include facilities for both residents and visitors, as well as small shops and workspaces,
- v. Delivery and service vehicle access accommodated in a manner that minimises the impact of traffic movements on the wider area, and
- vi. Provision of an energy centre on-site or connection to a Decentralised Energy network.

B. Refurbished and/or new buildings of high quality architectural design and local distinctiveness, which:

9 North Clerkenwell and Mount Pleasant

- i. Conserve and enhance heritage assets, including buildings, spaces and other features associated with the Rosebery Avenue Conservation Area,
 - ii. Utilise design techniques that break up the bulk of large buildings and minimise blank, inactive or monotonous frontages,
 - iii. Relate positively to neighbouring buildings in a manner which reinforces the predominant perimeter block character of the area,
 - iv. Provide active ground floor uses fronting Farringdon Road, Rosebery Avenue and other areas of high pedestrian activity, including existing and new public spaces, and
 - v. Maximise the use of green roofs and walls.
- C. A range of types and sizes of housing, provided in locations where a high standard of amenity can be achieved, in particular by reducing exposure of occupants to noise and air pollution.
- D. Public realm improvements which facilitate walking and cycling throughout the area, and which restrict vehicular movements where necessary to promote pedestrian activity.
- E. Connection to existing or planned Decentralised Energy networks in Islington or Camden, where viable.

Figure 14 North Clerkenwell and Mount Pleasant area framework



9 North Clerkenwell and Mount Pleasant

Site allocations associated with this policy	Estimated development quantum for this area (net increase)
<ul style="list-style-type: none"> • Site BC44: Clerkenwell Fire Station • Site BC45: Mount Pleasant Sorting Office • Site BC46: 68-86 Farringdon Road (NCP carpark) • Site BC47: Finsbury Health Centre 	<ul style="list-style-type: none"> • Residential uses: Around 700 units, of which 245 social rented. Around 80% of social rented units should be family sized units of 3 bedrooms or more. • Business uses: Approximately 22,500m², including 9,500m² of workspace suitable for smaller businesses and start-ups. • Retail and leisure uses: Approximately 3,500m². • Open space: At least 4,000m² of additional and improved public space.

Implementation

To bring forward the redevelopment of Mount Pleasant, the council will collaborate with Royal Mail and Camden Council to produce a Supplementary Planning Document. This will identify the general form and layout of future buildings, appropriate mixes of uses (and their location), and clarity about the provision and operation of public space and community infrastructure. The document will also identify how redevelopment should be phased.

The council will collaborate with the Exmouth Market business association to bring forward public realm improvements and support the shops and market.

The council is keen for residents to be actively engaged with the development process. To achieve this, the council will work actively with the local community, housing partners and the voluntary sector to implement specific projects. Where appropriate, infrastructure projects will be promoted through the establishment of Development Trusts. These are partnership organisations that offers benefits to the local community, and have advantages for many public bodies, non-profit agencies and funders. Such trusts may help to ensure that planning gain from new development supports community development (for example, via asset transfers and leasing council land).

The council will also collaborate with the NHS, the London Fire Brigade and other service providers to bring forward the refurbishment of important community facilities and ensure additional community infrastructure is provided to meet local needs.

Community infrastructure priorities

- Affordable housing/workspace
- The refurbishment and retention of Finsbury Health Centre (see site allocation BC47) and refurbishment of Clerkenwell Fire Station (see site allocation BC44)
- Decentralised Energy network

9 North Clerkenwell and Mount Pleasant

Implementation

- Refurbishment/provision of a community centre at Greenwood House
- Community facilities within the Mount Pleasant Sorting Office Site
- Re-provision of Royal Mail Museum (potentially within either Islington or Camden)

Public realm priorities (refer to Appendix 2)

- Mount Pleasant Sorting Office Site (within and surrounding)
- Exmouth Market (Project 1)
- Farringdon Road / Rosebery Avenue (Project 31)

- 9.0.1** The North Clerkenwell/Mount Pleasant area lies less than 10 minutes on foot from Farringdon station. Because of its proximity to Farringdon, and its potential for redevelopment, parts of the area fall within the Farringdon-Smithfield Intensification Area identified by the London Plan (see Figure 16). Consistent with this designation, Policy BC6 promotes a range of residential, employment and complementary uses, including over 700 new residential units, which will contribute significantly to the London Plan target of providing 1,000 homes within the wider intensification area.
- 9.0.2** The modernisation and partial redevelopment of the Mount Pleasant Sorting Office has been discussed in the past. Royal Mail considers that a sorting office could be retained on site whilst allowing much of the site to be redeveloped for other uses. As the site spans the Camden and Islington borough boundaries, Policy BC6 supports its coordinated redevelopment, by encouraging proposals to be based on a masterplan covering all parts of the site. Given its size, a careful design approach is required to ensure that new buildings and spaces integrate seamlessly with the surrounding area. Streets within the site will be expected to be managed as pedestrian priority spaces, apart from routes associated with the existing sorting office function, which should be sensitively sited to avoid user conflicts and reduce local impacts.
- 9.0.3** Policy BC6 identifies the types of uses to be provided within proposals. It protects existing buildings which perform an important role, including the Finsbury Health Centre and Clerkenwell Fire Station. It promotes a range of residential uses, particularly units that meet local need for social rented family housing. The policy also supports the retention of the existing sorting office function, and the provision of other employment-generating uses such as retail, leisure, and small and affordable workspaces. Providing a range of economic uses is particularly important in terms of protecting local access to employment, creating a diverse local economy and supporting the central London economy. Additional community facilities may also be required (for example, the Infrastructure Delivery Plan identifies a lack of NHS dental surgeries within Clerkenwell ward).
- 9.0.4** The Rosebery Avenue Conservation Area covers most of the area and includes heritage assets such as the Clerkenwell Fire Station, the Church of the Holy Redeemer and various shopfronts on Exmouth Market, Rosebery Avenue and elsewhere. The area also includes the Finsbury Health Centre, one of the first purpose-built primary health facilities in the

9 North Clerkenwell and Mount Pleasant

country. The original course of the Fleet River runs along the southwestern edge of the area. Policy BC6 promotes development that conserves and respects these and other heritage assets.

- 9.0.5** The policy encourages buildings and spaces that offset or mitigate environmental and health impacts, including new tree planting, urban greening and other natural environments to help adapt to climate change. This is considered important given the localised effect of the urban heat island and the need to improve access to nature. The policy also supports the creation and expansion of Decentralised Energy networks in the area, including the provision of an energy centre on the sorting office site.

Links to objectives

Policy BC6 supports all five objectives, but in particular Objective 1 (Place shaping) and Objective 2 (Housing, regeneration and employment).

Key evidence

- Farringdon Urban Design Study (2010)
- Clerkenwell Village Renaissance Study (2009)
- Bunhill and Clerkenwell Issues and Options consultation report (2009)
- Islington Employment Study (2005 and 2008)
- EC1 NDC Local Economic Analysis (2009)
- Islington Open Space, Sport and Recreation Assessment (2009)
- Rosebery Avenue Conservation Area Design Guidelines (2007)
- Islington Local Economic Assessment (2010)

10 Historic Clerkenwell

10 Historic Clerkenwell

Policy BC 7

Historic Clerkenwell

The special character of this historic part of London will be protected and enhanced through heritage-led development that reinforces its uniqueness, integrity and socio-cultural value; and provides for limited expansion in floorspace, including:

- A range of employment uses, including business workspaces suitable for SMEs, affordable workspaces for specialist industries, and small-scale retail and leisure uses, with complementary residential uses provided where appropriate.
- An enhanced public realm that respects and enhances the historic environment and its setting.

The following should be provided by development proposals:

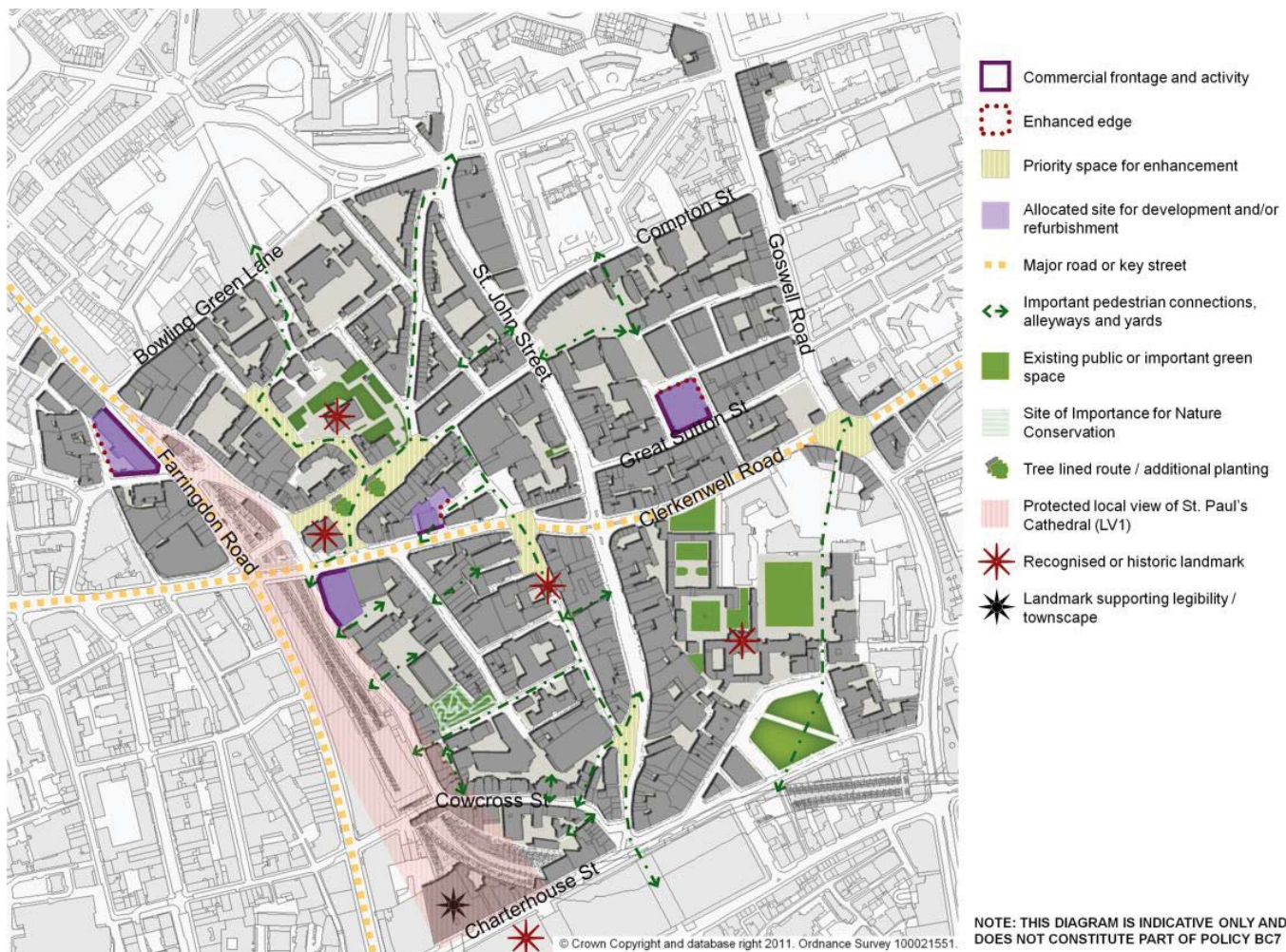
- A. The provision of a mix of employment uses, consistent with Policy BC8, and which:
 - i. Positively reinforce the character of the street or space,
 - ii. Provide active uses at ground level fronting major roads and key streets,
 - iii. Where appropriate, incorporate a proportion of residential uses where it can be demonstrated that a high standard of amenity can be achieved.
- B. New buildings of high architectural quality and local distinctiveness, of a height, scale and massing that respects and enhances the immediate and wider context, consistent with the predominant building height. New development should reflect long established building lines, street frontages and plot widths. Roof extensions, plant rooms and lift overruns should conform to prevailing building heights and should not harm the character and appearance of the existing building as seen from streets and public open spaces.
- C. The conservation and enhancement of heritage assets and townscape attributes, including Conservation Areas, Scheduled Ancient Monuments, listed buildings, buildings and features of local importance, historic shopfronts, strategic and local views to St. Paul's Cathedral, and street-level views of landmarks (refer to Appendix 3 for details of specific heritage assets). New development should respect historic building footprints, and should not result in the demolition or amalgamation of buildings with existing character value. Buildings that frame strategic and local views of landmarks should enhance the quality of the view, in particular components within the view that are of heritage value.
- D. Public space and street improvements that enhance the area's historic character, promote pedestrian and cyclist movement and safety, create outdoor amenity, entertainment and leisure space, and increase biodiversity and green coverage, alongside measures to improve public appreciation of historic sites (e.g. through plaques, markers and public

art). Public space enhancements should improve the quality of spaces and local views, by transferring underused road and car parking spaces to pedestrian use and removing unnecessary visual clutter (e.g. posts, walls and railings). The provision of permanent or temporary public toilet facilities will be supported where these are well integrated into the public realm, do not inhibit pedestrian movement and do not result in unacceptable visual impacts.

- E. The use of vernacular and other high quality, complementary materials within new or refurbished buildings, and the retention of existing yorkstone paving, granite and wooden setts and kerbstones, traditional cast-iron bollards, cast-iron coal hole covers, old street signs, parish boundary plaques, railings and drinking troughs.
- F. The protection of existing alleyways, pedestrian routes and yards, and, where appropriate, the creation of complementary new pedestrian routes to link key destinations, open spaces and public transport nodes, consistent with the existing character of the area.
- G. Design measures to mitigate local environmental and health impacts, and which protect and enhance biodiverse areas (particularly St. John's Gardens, which is a Site of Importance for Nature Conservation). Measures may include green roofs and walls where appropriate, sustainable drainage techniques, and connection to or creation of Decentralised Energy network(s), where viable.

10 Historic Clerkenwell

Figure 15 Historic Clerkenwell area framework



Site allocations associated with this policy	Estimated development quantum for this area (net increase)
<ul style="list-style-type: none"> Site BC35: 36-43 Great Sutton Street (Berry Street) Site BC40: The Turnmill, 63 Clerkenwell Road Site BC41: Former Petrol Station, 96-100 Clerkenwell Road Site BC42: Vine Street bridge Site BC43: Guardian Building, 119 Farringdon Road 	<ul style="list-style-type: none"> Business uses: A range of employment uses (approximately 7,500m²), including business floorspace suitable for smaller enterprises and creative industries (at least around 6,900m²) Retail uses: Approximately 1,800m².

Implementation

Public sector interventions in Historic Clerkenwell relate mainly to improvements to the area's public spaces. The council will take forward individual improvement schemes as and when funds are available, working closely with heritage groups, the voluntary sector, local residents and businesses. The emphasis will be on making the most of the area's excellent quality spaces, for recreation, enjoyment and special events. As such the council will work with local businesses and residents to implement events such as craft markets, festivals and performances.

Community infrastructure priorities

- Alleyways signage and legibility
- Improvements to historic interpretation
- Publicly accessible toilets

Public realm priorities (refer to Appendix 2)

- Goswell Road / Clerkenwell Road junction (Project 16)
- Fleet Valley open spaces (Project 26)
- Clerkenwell Green, Clerkenwell Close and St. James' Churchyard (Project 28)
- St. John's Square (Project 29)
- Lower St. John Street, Benjamin Street Gardens, etc (Project 30)

10.0.1 The Clerkenwell area has the longest history of any part of the borough. Its urban fabric derives from incremental development from Norman times to the present day, with surviving examples of buildings from nine different centuries, including monastic precincts. It exhibits a particularly strong relationship with neighbouring Smithfield, and has a special character and appearance which stems from its mix of uses, its architecture and its history. The area covered by Policy BC7 is consistent with the Clerkenwell Green, Charterhouse Square and Hat and Feathers Conservation Areas, and includes a number of listed buildings and two Scheduled Monuments (the Nunnery of St. Mary de Fonte and St. John's Gate; refer to Appendix 3). Its significant historic value (which is acknowledged to be of London-wide importance) is well recognised, but is undermined in some places by the poor quality of the public realm and dominance of vehicular traffic.

10.0.2 While the recent increase of new residential uses into Clerkenwell has been welcome in many respects, its variety of uses and activities (including small scale and niche employment uses, particularly in the fields of design and light manufacturing) are fundamental to its character, and there is a need to ensure that its diverse commercial role is supported and retained. Policy BC7 supports a range of business activities (particularly smaller workspaces for creative and specialist industries, which are under pressure from increased land values) as well as active ground floor uses to provide diversity and interest. The policy also encourages residential units where a high standard of amenity can be maintained (e.g. where noise or air pollution is not a significant issue) and where this would not be detrimental to the area's character. In so doing, recognition and protection is afforded to important, but unneighbourly, functions such as Smithfield market.

10 Historic Clerkenwell

- 10.0.3** The piecemeal development of Clerkenwell has resulted in the survival of a largely medieval street pattern, which includes narrow side streets, courtyards and pedestrian alleyways. The typically narrow frontages of its buildings have created a varied and small scale built form. But an essential part of the area's character lies in its set piece spaces; including Clerkenwell Green, the interface with Smithfield market on Charterhouse Street, the spaces associated with the original valley of the Fleet river, and St. John Square. These spaces each exhibit a special character, reflecting their social history, built character value, the way in which they frame key landmarks, and their importance as open spaces (forming a counterpoint to narrow streets and alleys), amongst other matters.
- 10.0.4** In order to protect the special character of the area, Policy BC7 encourages new buildings that are sensitive to their context and retain and enhance inherent townscape qualities, including frontages, roofscapes and views of important local landmarks and spaces. To facilitate heritage-led development, Appendix 3 identifies important historic built elements of the built environment that contribute to the character of the three Conservation Areas, which must be conserved and enhanced. Particular attention will need to be paid to roofscapes for sites that frame, or form part of, important local views. This is particularly the case for street blocks adjacent to the Smithfield area (for example, at the north-east corner of St. John Street and Charterhouse Street), where proposals must seek to enhance the magnificent street-level views of St. Paul's Cathedral, including through modest reductions in height if any suitable opportunity occurs.
- 10.0.5** There is very little public open space within the area, particularly green space. Some streets and spaces present opportunities for creating additional public space by transferring underused roads and parking areas into pedestrian use. Such improvements must aim to maximise the use and vitality of the space in a manner that reinforces the character and economy of the local area. This may incorporate spaces suitable for entertainment and events, markets, outdoor seating areas and publicly accessible toilets. In undertaking improvements there is also an opportunity to employ sustainable design to reduce the impacts of urban heating, reduce surface water run-off and increase biodiversity, and to improve access to and appreciation of the historic environment.
- 10.0.6** Given the proximity of the Citigen Decentralised Energy plant, new development should explore opportunities to connect to and support the extension of this (or alternatively, other existing or planned networks in the area).

Links to objectives

Policy BC7 supports all five objectives, but in particular and Objective 1 (Place shaping), Objective 4 (Streets, public spaces and transport) and Objective 5 (Heritage and culture).

Key evidence

- Farringdon Urban Design Study (2010)
- Bunhill and Clerkenwell public space evaluation and urban design study (2010)
- Clerkenwell Village Renaissance Study (2009)

10 Historic Clerkenwell

- Smithfield-Farringdon Study (English Heritage) (2007)
- Bunhill and Clerkenwell Issues and Options consultation report (2009)
- Islington Employment Study (2005 and 2008)
- EC1 NDC Local Economic Analysis (2009)
- Islington Open Space, Sport and Recreation Assessment (2009)
- Clerkenwell Green, Charterhouse Square and Hat and Feathers Conservation Area Design Guidelines (2007)
- English Heritage's Survey of London: *South and East Clerkenwell (Volume 46)* (2008) and *Northern Clerkenwell and Pentonville (Volume 47)* (2008)

11 Role within London's Central Activities Zone

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11.0.1 It is important that this plan meets the needs of local residents whilst supporting central London's role as the UK's most significant hub of economic activity. The policies contained within this chapter set out how the council intends to address London Plan policies relating to the Central Activities Zone, in particular:

- The need to support the City of London's financial and business services sectors, which extend across the Islington borough boundary
- The need to support the development of the complementary "City Fringe" economy, which is characterised by its diversity of uses and its large number of small enterprises
- The need to provide policy guidance relating to the development of tall buildings.

11.0.2 In addition the plan designates boundaries for the City Fringe Opportunity Area and Farringdon-Smithfield Intensification Area, both of which are identified by the London Plan. These areas are shown on Figure 16 and are designated on Islington's Policies Map.

11.0.3 The policies contained within this chapter apply to the entire plan area.

11.1 Achieving a balanced mix of uses

Policy BC 8

Achieving a balanced mix of uses

- A. Within the Employment Priority Areas (General and Offices) designated on the Policies Map and shown on Figure 16:
- i. No net loss in business floorspace will be permitted, either through change of use or redevelopment, unless exceptional circumstances can be demonstrated, including through the submission of clear and robust evidence which shows that there is no demand for the floorspace. This evidence must demonstrate that the floorspace has been vacant and continuously marketed for a period of at least two years. In exceptional cases related to site-specific circumstances, where the vacancy period has been less than two years, a robust market demand analysis which supplements any marketing and vacancy evidence may be considered acceptable. In addition, the loss of business floorspace will only be permitted where:

11 Role within London's Central Activities Zone

- a. The proposal would not have a detrimental individual or cumulative impact on the area's primary business role and would not compromise economic function/growth, or
 - b. It can be demonstrated to the council's satisfaction that the site is no longer suitable for the provision of similar uses.
- ii. Proposals should incorporate the maximum amount of business floorspace reasonably possible on the site.
- B. Within the Employment Priority Area (General) designated on the Policies Map and shown on Figure 16, the employment floorspace component of a development or change of use proposal should not be unfettered commercial office (B1(a)) uses, but, where appropriate, must also include retail or leisure uses at ground floor, alongside:
- i. A proportion of non-B1(a) business or business-related floorspace (e.g. light industrial workshops, galleries and exhibition space), and/or
 - ii. Office (B1(a)) or retail (A1) floorspace that may be suitable for accommodation by micro and small enterprises by virtue of its design, size or management, and/or
 - iii. Affordable workspace, to be managed for the benefit of occupants whose needs are not met by the market.

For proposals in excess of 10,000m² gross employment floorspace, the proportion of micro, small and/or affordable workspace or retail space to be provided should be equivalent to at least 5% of the total amount of proposed employment floorspace. Where on-site provision falls short of the council's expectation, financial contributions will be sought to secure equivalent provision off-site, based on a cost per square metre of equivalent provision, consistent with the Development Management Policy on size/affordability of workspace.

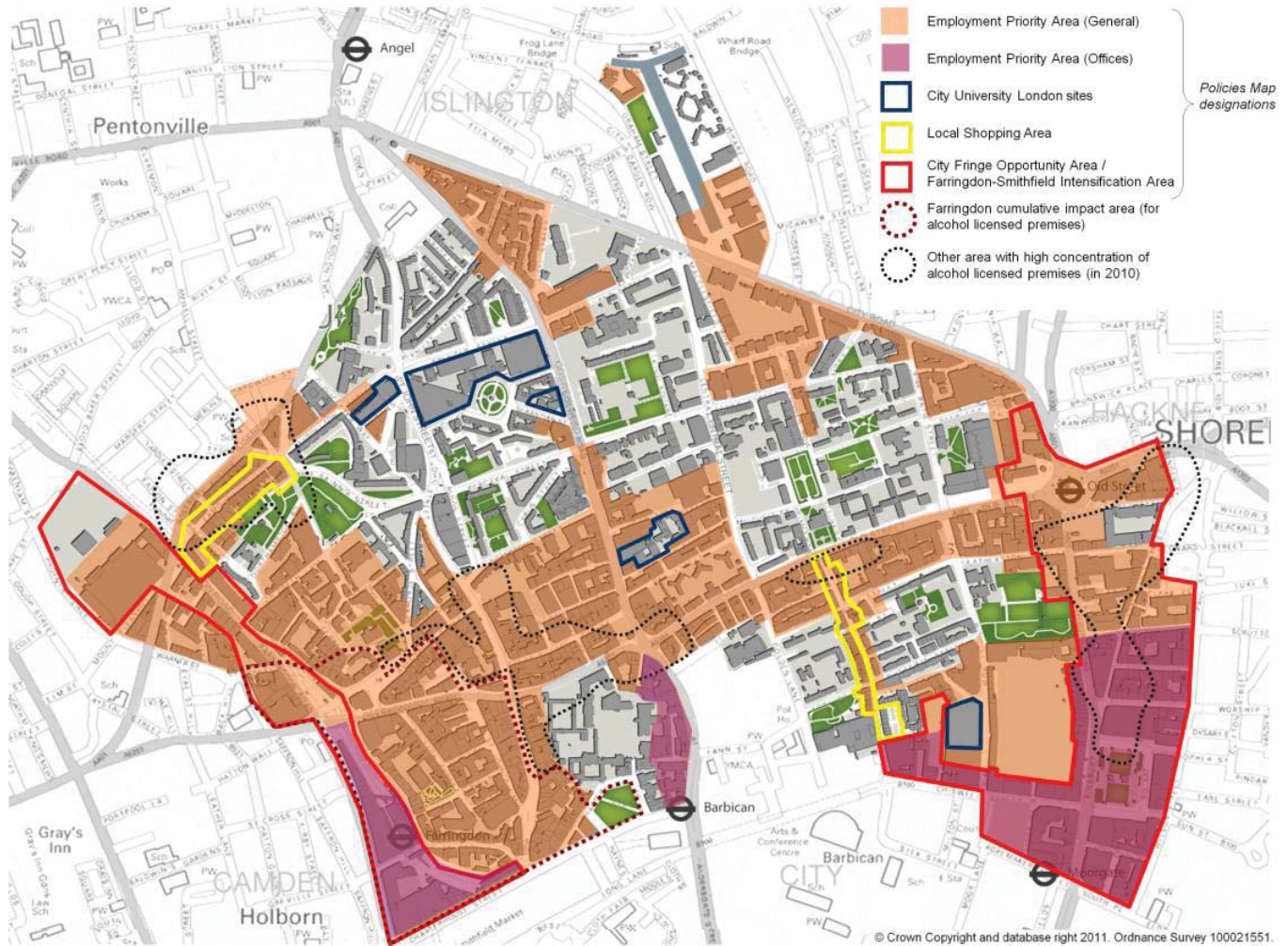
- C. Within the Employment Priority Area (Offices) designated on the Policies Map and shown on Figure 16:
- i. The proportion of office (B1(a)) floorspace provided within a development or through change of use should be optimised.
 - ii. Retail or leisure uses may be provided at ground level where an active frontage would enhance the street environment, or where these uses would complement or extend the offer of neighbouring clusters of retail or leisure uses.

11 Role within London's Central Activities Zone

- D. Throughout the area, major development proposals that would result in a net increase in office floorspace should also incorporate housing, consistent with London Plan Policy 4.3. Where housing comprises less than 20% of the total net increase in office floorspace, an equivalent contribution will be sought for the provision of housing off-site.
- E. Within the City University London sites designated on the Policies Map and shown on Figure 16, university uses will be prioritised. On the Bastwick Street site, this includes student accommodation. Student accommodation is not appropriate outside of this site.
- F. Within the two Local Shopping Areas designated on the Policies Map and shown on Figure 16, existing retail premises will be protected against change of use. Within each of these two designated areas, proposals will be refused where the resulting proportion of individual retail (A1) units (excluding market stalls) would fall below 35% of the total number of individual units within the Local Shopping Area.
- G. New entertainment uses will only be allowed within designated Employment Priority Areas. Development Management Policies will be used to assess applications for new entertainment uses, in order to avoid an unacceptable concentration of such uses.
- H. Visitor accommodation may be appropriate within the City Fringe Opportunity Area or in proximity to Farringdon station. Proposals for visitor accommodation must meet the criteria set out in the Development Management Policy on visitor accommodation, alongside other Development Plan policies.
- I. New business floorspace must be designed to allow for future flexibility for a range of uses, including future subdivision and/or amalgamation for a range of business accommodation; and should provide full separation of business and residential floorspace where forming part of a mixed use residential development.
- J. Outside designated Employment Priority Areas:
 - i. The provision and retention of uses that complement and support the creation of sustainable communities (including community facilities and open space) will be prioritised, alongside housing.
 - ii. Micro and small workspaces/retail spaces that do not impact on the amenity or character of adjacent residential areas will be encouraged.
 - iii. Ground floor frontages must reinforce the character of the street, with active frontages provided on major and key streets/routes. Where dwellings are provided at ground floor, the design of the building must provide a good standard of privacy and amenity for occupants.

11 Role within London's Central Activities Zone

Figure 16 Land use priorities and policy designations



11.1.1 The Core Strategy includes policies on retaining and enhancing the mix of uses within new development or for changes of use. Policy BC8 details how these policies apply to the area covered by this plan, in order to promote employment growth whilst retaining its economic diversity and residential amenity. Consistent with Islington's spatial strategy, this plan defines an "Employment Priority Area⁽¹⁴⁾", but additionally identifies sub-areas within this, where the provision of specific types of workspace is promoted. In particular, Policy BC8 supports the area's economic role within Central London by prioritising employment development in areas located on the fringes of the City, reflecting their existing character as well as their exceptional accessibility (which will be further enhanced following the implementation of Crossrail).

11.1.2 Policy BC8 covers a range of economic activities, which it defines as "employment" uses. This definition includes offices, industry, warehousing, studios, workshops, showrooms, retail, entertainment and private educational, health and leisure uses. To balance local

14 Where a development site bisects a designation, the design of the development should reflect the intent of the policy (e.g. by orientating employment uses towards major thoroughfares, and providing residential uses to the rear of the building).

11 Role within London's Central Activities Zone

and regional objectives and consistent with paragraphs 21 and 22 of the National Planning Policy Framework, the policy specifies areas within which certain employment uses will be sought or discouraged. In general terms it encourages office development (i.e. B1(a) uses) throughout the designated area, and particularly in the vicinity of Moorgate, Old Street, Barbican and Farringdon stations. In other parts of the designated area, the provision of a range of smaller floorplate, flexible and adaptable workspaces is encouraged, alongside complementary uses. In addition the policy aims to sustain the existing level of business floorspace on sites within the designated Employment Priority Area, to support existing clusters of economic activity.

- 11.1.3** For proposals which affect existing business floorspace, evidence is required to be submitted demonstrating that the quantity of business floorspace to be provided on site has been maximised, in the form of a market demand assessment. Where a reduction in business floorspace is proposed, evidence of vacancy and marketing is required for a period of at least 2 years. In exceptional cases, where market demand may be affected by site-specific circumstances and the floorspace has been vacant for less than two years, a market demand analysis (either standalone or forming part of a viability assessment) may be considered suitable as evidence of lack of demand. This must be submitted alongside, or where justified, in place of marketing and vacancy evidence. The applicant may be required to fund an independent assessment of the market demand analysis. Marketing and market demand evidence should meet the specification provided in Appendix 11 of the Development Management Policies. Recently demolished business floorspace will be expected to be reprovided unless exceptional circumstances can be demonstrated, or where reprovision would conflict with other policies relating to design and heritage. In considering proposals that would result in a net loss of business floorspace, the council will also have regard to proposed new uses and improvements to the quality of facilities, and the potential benefits that these may bring to the area's economic vitality and viability.
- 11.1.4** This approach is consistent with the London Plan, which forecasts that 54% of London's new office-based employment will be located within the CAZ (equivalent to 175,000 jobs) over the next 20 years. It is also consistent with evidence which suggests that 50% of premises in Islington should be suitable for occupation by SMEs. ⁽¹⁵⁾
- 11.1.5** "Micro and small" workspaces are considered to be workspaces in business use (B use classes) with a gross internal floor area of around 90m² (gross) or less⁽¹⁶⁾ and which will be offered to occupants on favourable and flexible terms. Small retail units are considered to be individual shop (A1) units of 80m² or less (gross), as well as stalls and kiosks. "Affordable" workspaces/retail spaces are units provided for rent below the market rate, either to provide for the needs of specific sectors or to promote regeneration. Affordable, micro and small workspaces and retail spaces are encouraged throughout the area to promote and retain economic diversity. More information on attributes and features of small, micro and affordable workspace is set out in the Development Management Policies.

15 To implement this policy the council may use Article 4 directions to control the change of use of existing business premises.

16 Either physically separated or as components of an open plan floorplate.

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- 11.1.6** London Plan Policy 4.3 states that, within the CAZ, strategically important office developments should provide for a mix of uses, including housing. Policy BC8 quantifies this requirement by stating that proposals which would result in a net increase of office floorspace should provide at least 20% of the total net increase in floorspace as housing. This is to ensure that the development is genuinely mixed use, in accordance with London Plan Policy 4.3, and that the provision of housing on-site does not amount to a 'token gesture' towards achieving the policy. Where it is not appropriate for housing to be provided on site, an equivalent financial contribution will be sought for the development of affordable housing off-site by the council. This will be determined based on the number of additional housing units that would be required on-site to achieve a genuine mixed use development (using an average residential unit size and the cost of providing these units off-site, based on the council's Affordable Housing New Build Programme). Further guidance will be set out in a Supplementary Planning Document.
- 11.1.7** London Plan Policy 2.12 (Central Activities Zone – predominantly local activities) encourages boroughs to develop policies that balance economic functions whilst affording protection to predominantly residential areas in the CAZ. In order to support and retain the area's nighttime economy whilst safeguarding residential amenity, Policy BC8 restricts entertainment uses (i.e. A3, A4 and A5 uses, as well as nightclubs) to Employment Priority Areas. However, as a significant number of people live in these areas, applications for entertainment uses must meet the criteria set out in the relevant Development Management Policies. In its Licensing Policy (2011 to 2014), the council has identified an area around Farringdon that is subject to significant concentration of late-licensed premises. Figure 16 identifies this area and other locations which have a high concentration of alcohol licensed premises⁽¹⁷⁾, and which are therefore particularly prone to adverse impacts from night-time uses (e.g. pubs, bars, clubs and off-licenses).
- 11.1.8** Whitecross Street and Exmouth Market are identified as Local Shopping Areas, consistent with the Development Management Policies. In addition to the requirements of the Development Management Policy on Local Shopping Areas, Policy BC8 specifies a need for at least 35% of individual units to be in retail (A1) use in each of these designated areas⁽¹⁸⁾. This will support the provision of a diverse range of shopping and recreation facilities that meets the needs of both residents and visitors. The creation of sustainable, mixed local economies is also a guiding objective for public realm investment in these areas⁽¹⁹⁾.
- 11.1.9** Consistent with the Core Strategy and London Plan Policy 4.5, Policy BC8 clarifies that appropriate locations for hotels and other visitor accommodation in this part of the Central Activities Zone are in proximity to Farringdon, Old Street and Moorgate stations. However, applications for visitor accommodation will be required to meet the criteria set out in the

17 As at July 2010.

18 Over 35% of units in both streets were in A1 retail use as at May 2010. Changes to the overall proportion will be monitored on an annual basis.

19 The council and EC1 NDC have recently invested heavily in Whitecross Street's public realm. Investment in Exmouth Market is identified as a priority in Chapter 12.

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relevant Development Management Policy, in order to mitigate potential adverse impacts, ensure that hotels are complementary to other uses in the vicinity and do not compete with business growth.

- 11.1.10** City University London sites are defined on Figure 16, within which university and university-related uses will be prioritised, consistent with the Core Strategy. Student accommodation is only permitted on the Bastwick Street site to support the provision of education-related floorspace on other university sites.
- 11.1.11** Proposals that provide both residential and business floorspace are required to demonstrate adequate separation of uses. Live-work units, due to the higher property value of residential units, are generally used for residential purposes in Islington, and do not generate significant employment. Where proposed, live-work units will be assessed as residential units, and will not be considered to contribute to the overall proportion of business floorspace within proposals. For proposals involving the loss of existing live-work units, their loss will be assessed on the basis of the Core Strategy (which protects existing employment units suitable for SMEs) and other relevant policies.
- 11.1.12** Proposals have been put forward in the past to redevelop space underneath Finsbury Square. Policy BC8 provides for the future redevelopment of this space; however, given the importance of the square to the surrounding Conservation Area, enhancing its setting is paramount, as are improvements to the surrounding public realm.

Links to objectives

Policy BC8 particularly supports and Objective 1 (Place shaping) and Objective 2 (Housing, regeneration and employment).

Key evidence

- Economic Evidence Base for the London Plan (2010) and Employment projections for London (2011)
- Islington Employment Study (2005 and 2008)
- Workspace Viability Study (2011)
- Beta Model data and EC1 NDC Local Economic Analysis (2009)
- Bunhill and Clerkenwell Issues and Options consultation report (2009)
- City Fringe Opportunity Area Planning Framework (draft, June 2009)
- Farringdon Urban Design Study (2010)
- Bunhill and Clerkenwell public space evaluation and urban design study (2010)
- The City of London's Supply Chain and its Relationship with the City Fringes (City of London, 2008)
- Analysis of the Creative Sector in the City Fringe (City Fringe Partnership, 2005)
- Understanding the Print & Publishing Sector in the City Fringe (City Fringe Partnership, 2004)
- Workspace Supply and Demand in the City Fringe (City Fringe Partnership, 2003)

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- Crossrail Regeneration Benefits: Strategic Prospectus (Draft) (LDA, 2010)
- European Commission Recommendation 2003/361/EC (2003)

11.2 Tall buildings

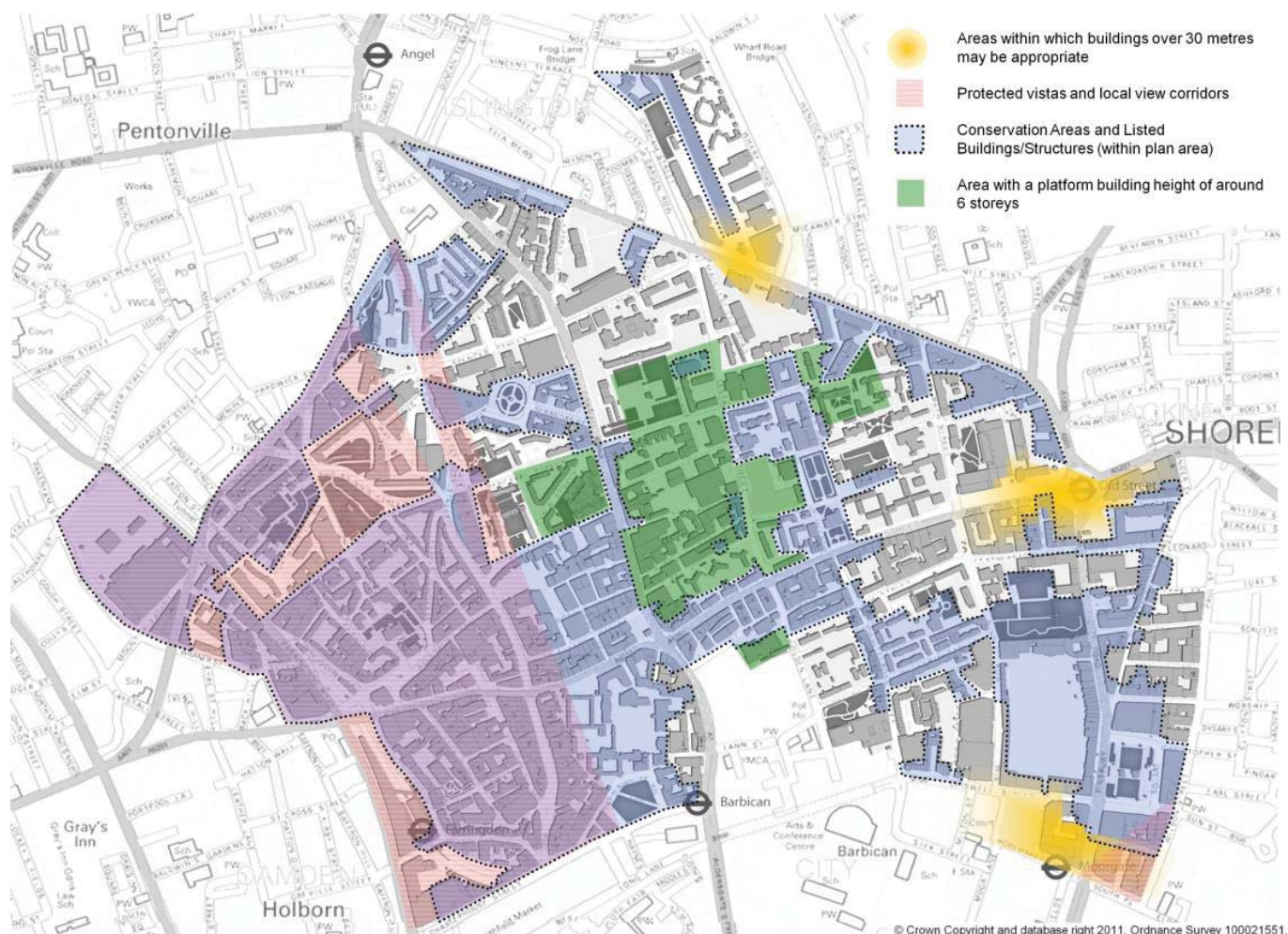
Policy BC 9

Tall buildings and contextual considerations for building heights

- A. Within the area covered by this plan, tall buildings are considered to be buildings or structures that are substantially taller than their neighbours and/or which significantly change the skyline.
- B. Buildings of 30 metres in height or more may be appropriate only within the areas indicated on Figure 17. These areas include sites identified in Policy BC2 (City Road Basin) and Policy BC3 (Old Street), as well as an area adjacent to the City of London boundary at Moorgate.
- C. Elsewhere, building heights must respond to the local context, particularly those contextual factors indicated on Figure 17.
- D. Proposals for tall buildings must satisfy all of the criteria set out in Part 4 of English Heritage and CABI's Guidance on Tall Buildings (2007), alongside other Development Plan policies. Specifically, proposals must:
 - i. Reinforce the legibility and identity of the wider area and enhance the quality of street-level and long distance views, including across borough boundaries
 - ii. Conserve and enhance designated and non-designated heritage assets and their setting,
 - iii. Not create unacceptable impacts on infrastructure, including transport capacity; and adequately mitigate any transport impacts,
 - iv. Exhibit an exceptional standard of architecture,
 - v. Create an active and interesting street frontage appropriate to the local context,
 - vi. Exhibit the highest standards of sustainable design and carbon minimisation, by incorporating green roofs and/or walls, involving services engineers from an early design stage to ensure that energy use associated with mechanical cooling and lighting is minimised, utilising sustainable materials, and controlling solar gain,
 - vii. Provide public space, including, where appropriate, mid-block pedestrian routes and the extension of (and integration with) neighbouring areas of public space,
 - viii. Provide private amenity and play space where residential uses are proposed as part of the development, and
 - ix. Not have adverse environmental effects at ground level, nor overshadow neighbouring habitable rooms or formal public spaces.

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Figure 17 Tall buildings and contextual considerations for building heights



11.2.1 Policy BC9 applies to the entire area covered by this plan. It is based on the findings of two recent urban design studies undertaken in the area: the Farringdon Urban Design Study (East Architects, 2010) and the Bunhill and Clerkenwell Public Space Evaluation and Urban Design Study (Urban Practitioners, 2010). These studies determined that large parts of the area have a clear platform building height of between three and six storeys, with small variations, and that this homogeneity is essential to the area's character. It was found that in many parts of the area, even modest increases in height may have a detrimental impact on character values (including some of the "open townscape" that is characteristic of post-war development).

11.2.2 The Bunhill and Clerkenwell urban design study (2010) identified four prevailing building heights in the local area. These are:

- Low rise development,
- Mid-rise buildings in the region of 12 to 18 metres,

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- Buildings set within a highly urban context, in the approximate range of 21 to 30 metres, and
- Buildings that are excessively taller than the surrounding built form, of around 30 metres or greater.

- 11.2.3** For the purposes of Policy BC9, all proposals for buildings and structures higher than low rise, and which meet the definition set out in Part A of the policy, will be considered to constitute "tall buildings".
- 11.2.4** Figure 17 identifies important contextual factors that will, in part, influence appropriate heights for new buildings (e.g. Conservation Areas and listed buildings). Other factors will also be important to consider, including topographical features. Building heights will also need to take account of, and improve the quality of, protected local views (Development Management Policies) and protected vistas (London View Management Framework). Figure 17 also identifies an area where the predominant building height rarely exceeds six storeys, and which is an important part of its "open townscape" character.
- 11.2.5** Figure 17 identifies three areas as being potentially suitable for buildings of over 30 metres in height⁽²⁰⁾. Two of these areas already contain buildings that are notably greater in scale than other parts of the area; the third (City Road Basin) is a proposed cluster of buildings over 30 metres in height. The Old Street roundabout and Moorgate areas were identified via urban design analysis that is consistent with English Heritage and CABI's Guidance on Tall Buildings. The City Road Basin area was initially excluded from the analysis on the basis of a low PTAL rating; however, the policy recognises the potential for this area to accommodate a limited cluster of buildings over 30 metres in height based on this area's nodal attributes and character (which will be enhanced by new and improved north-south routes), a recalculation of the PTAL rating for this area, and to reflect extant permissions.
- 11.2.6** A number of existing buildings over 30 metres in height lie outside the two identified areas. As stated in English Heritage and CABI's Guidance on Tall Buildings, "The existence of a tall building in a particular location will not of itself justify its replacement with a new tall building on the same site or in the same area". The council will therefore expect proposals for all new buildings to conform to Policy BC9, unless an exceptional case can be proven, through robust analysis and justification.
- 11.2.7** The 30 metre limit identified within Policy BC9 should be taken to mean the distance between the average ground level of the site and the highest point of the building or structure. The actual and perceived height of a building relates to a range of factors: for example, variation in floor-to-ceiling heights (typically between 3 and 4 metres, depending on the building's uses), architectural treatments and features (particularly at ground floor and roof level), and the site's prominence (either in built or topographical terms). Given this, in addition to the historic nature of the area and the need to maximise residential amenity, the quality of the design of any new tall building is critical. Policy BC9 sets out nine criteria for ensuring that new tall buildings are well designed and do not negatively

20 It should be noted that the Moorgate area is adjacent to a background assessment area for the protected vista from Westminster Pier to St. Paul's Cathedral (View 8A.1).

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impact on the local environment, including sustainable design and infrastructure considerations. These draw on the criteria listed in English Heritage and CABE's Guidance on Tall Buildings (2007), as follows:

- i. Relationship to context
- ii. Effect on the historic context **and** effect on world heritage sites
- iii. Relationship to transport infrastructure
- iv. Architectural quality of the building **and** credibility of the design
- v. Relationship to context
- vi. Sustainable design and construction
- vii. Contribution to public space and facilities **and** contribution made to permeability
- viii. Contribution to public space and facilities
- ix. Effect on the local environment **and** provision of a well-designed environment

Links to objectives

Policy BC9 supports all five objectives to some degree, but in particular Objective 1 (Place shaping) and Objective 5 (Heritage and culture).

Key evidence

- English Heritage and CABE's Guidance on Tall Buildings (2007)
- Bunhill and Clerkenwell Public Space Evaluation and Urban Design Study (2010)
- Farringdon Urban Design Study (2010)
- Bunhill and Clerkenwell Issues and Options consultation report (2009)

12 Delivery and monitoring

12.0.1 This chapter summarises the key activities and projects likely to take place over the next 15 years, including when they are likely to happen and how they will be delivered. The chapter also identifies how progress will be measured.

12.1 Implementation

Policy BC 10

Implementation

- A. When considering development proposals within the Finsbury Local Plan area, 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 in the 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.
- D. Proposals will contribute to the delivery of priority projects identified in Table 2 of this plan, alongside other programmes and projects where appropriate. The type and nature of contributions sought will be consistent with the council's policies and guidance on planning obligations.
- E. The council will take a proactive approach to ensuring that development in the area is comprehensive, integrated, and based on sound community engagement, particularly within those areas covered by Policies BC1 to BC7. Partnership working will be promoted, premature applications will be resisted, and where necessary the council will use its statutory powers to ensure that sustainable outcomes are achieved.

12 Delivery and monitoring

- 12.1.1** When considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The purpose of the planning system is to contribute to the achievement of sustainable development - social, 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 Finsbury.
- 12.1.2** The priority projects set out in Table 2 are considered vital to achieving the five objectives of this plan in the context of future residential and employment growth. Identifying priority projects to be part-funded through developer contributions provides transparency of decision-making to both residents and landowners. However, to ensure compliance with government tests relating to obligations, to provide flexibility and consistency with other Development Plan policies, and to ensure that funds are directed according to need, the type and nature of contributions is not defined within the policy but will be determined on a case-by-case basis⁽²¹⁾.
- 12.1.3** The policy also encourages development to support relevant programmes, where appropriate. Revenue-based programmes such as employment and training schemes are integral to the creation of sustainable communities, and as such, the manner in which development should contribute to broader regeneration objectives will be explored at an early stage in the planning process.

Links to objectives

Policy BC10 supports all five objectives, but in particular Objective 1 (Place shaping), Objective 2 (Housing, regeneration and employment) and Objective 4 (Streets, public spaces and transport).

Key evidence

- Bunhill and Clerkenwell public space evaluation and urban design study (2010)
- Farringdon Urban Design Study (2010)
- Islington Infrastructure Delivery Plan (2009)
- Central London Forward Infrastructure Needs Assessment (2009)
- Clerkenwell Village Renaissance Study (2009)
- EC1 Public Space Strategy (2005) and related frameworks

21 The nature and extent of contributions will be determined via the council's adopted Community Infrastructure Levy (CIL) Charging Schedule and Supplementary Planning Documents relating to Section 106 contributions, as well as the Mayor of London's CIL Charging Schedule and Crossrail SPG.

12 Delivery and monitoring

- Bunhill and Clerkenwell Issues and Options consultation report (2009)
- Islington Employment Study (2005 and 2008)
- EC1 NDC Local Economic Analysis (2009)
- Islington Open Space Study (2009)
- Implementation in the Bunhill and Clerkenwell Area Action Plan: A report for EC1 New Deal for Communities (2010)

12.2 Development targets and phasing

12.2.1 This plan covers a period of 15 years. For phasing purposes this has been split into three five-year periods, which are referred to throughout this chapter:

- Phase 1: 2012 to 2016
- Phase 2: 2017 to 2021
- Phase 3: 2022 to 2027.

12.2.2 The table below estimates the phasing of new development and open space. It also identifies potential capacity from unallocated sites⁽²²⁾.

Table 1 Indicative phasing of new development / open space

Type of use	Phase 1 sites		Phase 2 sites		Phase 3 sites		Total
	Allocations	Other*	Allocations	Other*	Allocations	Other*	
Residential (no. homes)	947	869	844	86	585	86	3,417**
Small-scale business uses (m ²) ⁽²³⁾	12,937	16,049	7,110	2,777	7,414	2,777	49,064
Offices (m ²)	24,563	4,821	39,250	5,484	9,810	5,484	89,412
Retail (m ²)	7,012	2,807	9,391	973	4,610	972	25,765
Community uses (m ²)	6,971	0	1,589	0	0	0	8,560

22 Figures for unallocated sites are based on site capacities identified within the Bunhill and Clerkenwell Urban Design Study (2010) and Farringdon Urban Design Study (2010). Residential values for unallocated sites are based on figures for unallocated large sites and projected small sites from the housing trajectory (see Section 12.5). Figures do not take account of windfalls. Phasing for site allocations is based on assumed delivery timescales.

23 i.e. Workspace suitable for occupation by SMEs.

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Type of use	Phase 1 sites		Phase 2 sites		Phase 3 sites		Total
	Allocations	Other*	Allocations	Other*	Allocations	Other*	
Education uses (m ²)	8,950	0	5,450	0	1,760	0	15,400
Open space (m ²)	4,480	3,500	9,000	3,500	4,800	3,500	28,780

**Includes large sites in the pipeline.*

***The Core Strategy identified an overall target of 3,200 homes for this Key Area for the period 2010 to 2025. Note that the time horizon for these projections is 2012 to 2027. Housing trajectory targets are exceeded for each phase.*

Indicative site capacities and phasing

- 12.2.3** To estimate potential capacity from site allocations, each was appraised according to the broad mix of allocated uses and development constraints. This provided a net additional floorspace, which was then translated into numbers of homes and employment floorspace. Where a site has permission, the quanta of development in the permission has been used except where the permission clearly departs from proposed policy.
- 12.2.4** The number of residential units is based on the average unit size set out in the housing standards in Development Management Policies. Site-based figures identified through the London Strategic Housing Land Availability Assessment and Housing Capacity Study (2009) have informed estimates for net increase in homes. This methodology has the advantage of taking account of sites delivering both homes and employment floorspace, as well as site specific constraints. For consistency, the number of units was also cross checked against the London Plan Density Matrix (an established methodology for estimating residential site capacities based on the size of the site, the urban context and its relative accessibility).
- 12.2.5** It is important to note that the figures identified in Table 1 and under Policies BC1 to BC7 are broad estimates and are not a definitive assessment of developable floorspace.
- 12.2.6** For each site, an assumption has been made as to when development is likely to take place. This has been based on three 5 year phases. Assumptions have been informed by:
- Engagement with landowners/developers
 - Whether the scheme currently has planning permission
 - The size and complexity of the scheme (large schemes in fragmented ownership and with complex site constraints are assumed to take longer to come forward).

12.3 Community infrastructure priorities, funding and phasing

12.3.1 The term community infrastructure refers to the services and facilities that an area needs to function, such as public transport, leisure centres, utilities, streets, parks and community facilities. An assessment of future need for community infrastructure has been undertaken based on growth projections and the borough-wide Infrastructure Study (2010). This found that there is an estimated need for at least:

- 2 additional GP practices
- 2 additional dentists
- 400 additional early years places
- 1 hectare of play space⁽²⁴⁾.

12.3.2 An analysis of primary and secondary school places has identified that there is existing adequate capacity within existing schools to cater for increased population growth during the plan period. Many of the area's schools have benefited from recent investment and are well placed to accommodate increased demand.

12.3.3 Taking into account future needs, a number of projects have been identified that are considered critical to delivering sustainable development and regeneration in the area. This includes new affordable housing and workspaces, alongside improvements to community facilities (e.g. the redevelopment of Moreland School and Finsbury Leisure Centre).

12.3.4 A specific local need for improved and expanded healthcare facilities has been identified. Until 2010, NHS Islington was pursuing plans to develop a polyclinic within the area, but plans are currently on hold. To address identified need the council will need to work in partnership with the NHS and GP practices to ensure that good quality facilities are provided to meet local healthcare demands. This may involve providing healthcare facilities as part of the future redevelopment of sites.

12.3.5 In addition to built facilities, improvements to the area's public spaces will need to be undertaken, to accommodate increased movement across the area, and to extend the quality and quantity of open space for local residents. Over thirty priorities for improving the public realm have been identified⁽²⁵⁾. More detail on each of these schemes is provided in Appendix 2.

12.3.6 Figure 18 provides an overview of the location of community infrastructure and public space projects identified within this plan.

24 For more information see the Bunhill and Clerkenwell Urban Design Study (2010).

25 Based on the findings of the Farringdon Urban Design Study and the Bunhill and Clerkenwell Urban Design Study and Public Space Strategy Evaluation.

12 Delivery and monitoring

Figure 18 Community infrastructure and public realm priorities



12.3.7 Priority community infrastructure and public realm projects are mainly located within key areas of change. Chapters 4 to 10 identify the approach to implementing projects within these key areas. Table 2 provides a summary of all projects, including their indicative phasing and funding.

12.3.8 To ensure that identified projects are deliverable within the plan period, the cost of most schemes has been estimated. A range of future revenue constraints have been taken into account, including monies collected by the Mayor to fund Crossrail (through Section 106 agreements, the Community Infrastructure Levy and Business Rate Supplement). In order to respond to future changes and constraints on public sector funding, the plan adopts a flexible approach to the implementation of projects. To deliver schemes, the council will consider a range of mechanisms, including:

- Capital grants (e.g. from the Government and Mayoral agencies)
- Planning obligations / Community Infrastructure Levy

- Development agreements
- Funds raised through other means (e.g. Mayoral initiatives; cooperatives, mutuals, Community Land Trusts and other third sector providers; English Heritage grants; Tax Increment Financing; Business Improvement District levies; funding from corporate sponsorship; Private Finance Initiative and joint ventures; Compulsory Purchase Orders; and local volunteering and fundraising).

12.3.9 Mayoral Crossrail S106 obligations from April 2013 are as follows: £137 per sqm for offices in central London, £30 per sqm elsewhere; £88 per sqm for retail in central London, £16 per sqm elsewhere; and £60 per sqm for hotels (central London only). The Mayoral CIL charge is £50 per sqm of net additional floorspace.

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Table 2 Priority projects, funding and phasing

Key area	Priority project	Details	Major sources of funding	Phase		
				1	2	3
All	Social rented and sheltered housing	Development of affordable and sheltered housing (by council and RPs)	Affordable housing grants; Supporting People grant; planning obligations; cross-subsidy			
	Affordable workspace	Provision of affordable, managed workspaces	Planning obligations			
	Decentralised Energy Network	Incremental development of network, including DE centre(s)	Grant/loan; income receipts; planning obligations			
	Green infrastructure / public space priority projects	Various improvements to public spaces and routes (refer to Figure 18)	Planning obligations; Revenue funding; TfL; LIP; BID			
	Health facilities	Investment in primary care and dental facilities	Department of Health; Cross-subsidy			
	Community, youth and play facilities	Investment in community, youth and play facilities	Cross-subsidy from land redevelopment; planning obligations; CLT			
	St. Luke's Centre	Refurbishment of centre	EC1 NDC and other grants; cross-subsidy from land redevelopment			
	Seward Street Park	Creation of new pocket park	Planning obligations			
	Finsbury Leisure Centre	Redevelopment of existing leisure centre	Cross-subsidy from land redevelopment; planning obligations			
	Primary school refurbishment	Redevelopment of Moreland school	Department for Education; cross-subsidy from land redevelopment			
Healthcare facility	Provision of additional healthcare facility	Department of Health; planning obligations				

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Key area	Priority project	Details	Major sources of funding	Phase		
				1	2	3
	Public space improvements	Public space / sustainable drainage improvements linked to redevelopment of key sites	Affordable housing grants; LIP; planning obligations; cross-subsidy			
	Toffee Park Adventure Playground	Secured revenue funding / improvements to exterior	Council funding support; planning obligations; CLT			
City Road Basin area	City Road Basin and City Forum public open spaces	New and improved public spaces, pedestrian and cycle paths	Planning obligations; cross-subsidy; LIP			
	Canal basin improvements	Recreation, navigation and biodiversity improvements	Planning obligations; cross-subsidy; revenue expenditure			
	Betty Brunker Community Hall	Reprovision of facility	Cross-subsidy			
	Islington Boat Club	Refurbishment of facility	Planning obligations; cross-subsidy; CLT			
Old Street area	Old Street roundabout/station	Station access and road improvements; new public open space	Planning obligations; LIP; TfL capital expenditure			
	Vibast Community Centre	Reprovision of facility	Cross-subsidy			
	Bunhill Burial Ground improvements	Pedestrian, biodiversity and heritage restoration	Planning obligations; LIP; English Heritage grant			
Northampton Square area	Public realm improvements	New and improved public spaces, pedestrian and cycle paths	Planning obligations; LIP			
	City University improvements	Improved and expanded teaching facilities	Capital expenditure; grant			

12 Delivery and monitoring

Key area	Priority project	Details	Major sources of funding	Phase		
				1	2	3
Farringdon station area	Farringdon station and surrounding area	Crossrail station	Government capital programme; TfL; Business rates levy; planning obligations			
		Crossrail-related improvements to streets and spaces	TfL/Crossrail; planning obligations; LIP			
North Clerkenwell and Mount Pleasant areas	Public realm improvements	Improvements to public realm in and around sorting office, linked to site redevelopment	Planning obligations; LIP			
	Community and play facilities	New community and play facilities, linked to site redevelopment	Planning obligations; CLT			
	Greenwood House Community Centre	Refurbished facility for community use	Planning obligations			
	Clerkenwell Fire Station	Refurbishment of fire station	Cross-subsidy from land redevelopment; Government grant			
	Finsbury Health Centre	Refurbishment of health centre	Cross-subsidy from land redevelopment; Government grant			

12.4 Involving residents and other stakeholders

12.4.1 Finsbury is characterised by strong communities that care about the future of the area. This plan aims to ensure that local residents and stakeholders are actively involved in the development process, which in turn will help to implement sustainable development within the area.

12.4.2 It is anticipated that the Finsbury Ward Partnership (which has been set up to oversee public sector coordination in Bunhill and Clerkenwell wards) will take a lead role in championing community involvement by:

- Liaising with developers on major development proposals, ensuring that the views of residents and tenants are represented
- Encouraging the use of Enquiry by Design (or similar methods) to directly involve community and stakeholder groups in the development of major proposals and planning briefs
- Participating in the development of neighbourhood plans (and similar), masterplans, Health Impact Assessments, estate plans, Conservation Area Management Plans or public art strategies, to give greater detail to plan policies, and advocating for the involvement of residents and tenants through steering groups or similar
- Monitoring the implementation of the plan on an annual basis.

12.4.3 This plan aims to facilitate engagement with other stakeholders (such as landowners, organisations and businesses) in planning for the redevelopment of important areas. For each of the key areas of change identified in Policies BC1 to BC6, it is expected that the council will formalise its working arrangements with key landowners and organisations (e.g. City University London; Transport for London) through Memoranda of Understanding or similar. Chapters 4 to 10 provide more information about delivery mechanisms in key areas of change.

12.5 Monitoring

12.5.1 Regular monitoring is an important element of the planning process, and will enable the plan to be amended to respond to changing priorities in the area. Monitoring also helps to identify any barriers to implementing plan objectives and policies.

12.5.2 The council's Annual Monitoring Report (AMR) will be used to monitor and assess this plan's performance. The AMR will identify weaknesses in the plan's implementation, and recommend amendments to policies and objectives to respond to these issues.

12.5.3 Progress will be measured against a range of indicators and targets related to the implementation of plan policies, as identified in Table 3. Progress on the delivery of priority community infrastructure projects will also be monitored, as per Table 2.

12 Delivery and monitoring

Table 3 Monitoring framework

Indicator	Implementing	How measured
Area-wide development indicators / targets⁽²⁶⁾		
Area-wide increase in dwellings, office floorspace, small-scale business floorspace ⁽²⁷⁾ , retail floorspace, community floorspace, education floorspace and public open space	Policies BC1 to BC10	Monitored against indicative capacities for allocated sites identified in Table 1
Delivery of community infrastructure projects identified as a priority	Policies BC1 to BC10	Progress on priority projects monitored against target timescales identified in Table 2
Development indicators/targets for key areas of change / conservation		
Increase in dwellings, office floorspace, small-scale business floorspace, retail floorspace, community floorspace, education floorspace and public open space for key areas of change or conservation	Policies BC1 to BC7	Monitored against estimated development quantum for each key area identified under Policies BC1 to BC7
Contextual indicators		
Recorded crime	Objective 1; Policies BC1 to BC8	Total Notifiable Offences for Bunhill and Clerkenwell wards, Metropolitan Police (annual)
Job Seekers Allowance Claimants	Objective 2; Policy BC10	LSOA level JSA statistics (monthly)
Number and proportion of major developments in the area that incorporate Sustainable Drainage Systems (SUDS) <u>and</u> overheating mitigation measures	Objective 3	Number of schemes incorporating SUDS and measures to mitigate against overheating (planning permissions)
Decentralised Energy network load	Objective 3; Policies BC1 to BC7	Net additional connections (planning permissions)

26 These indicators/targets add further detail to those identified in the Core Strategy for the Bunhill and Clerkenwell key area.

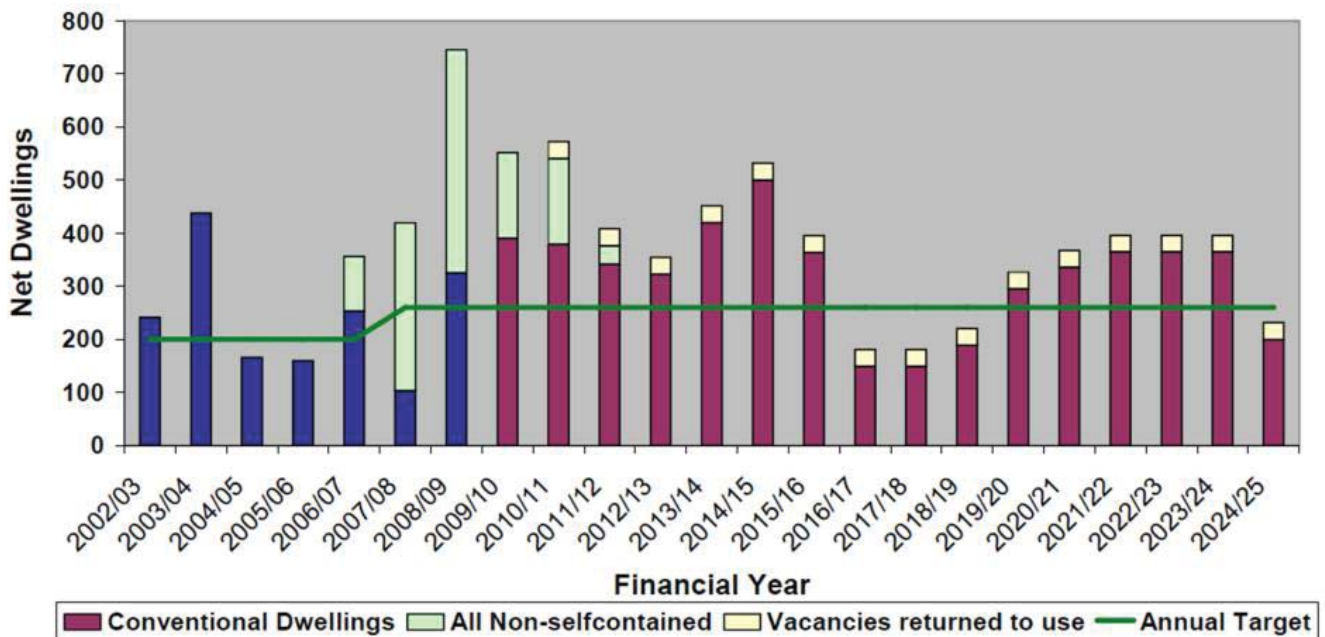
27 For monitoring purposes this is B uses provided within buildings with a floorplate of 1,000m² or less.

12 Delivery and monitoring

Indicator	Implementing	How measured
Usage of Farringdon/Old Street stations; installed bike hire stations	Objective 4; Policies BC1 to BC7	Monitored via Transport for London data (annual)
Net change in listed buildings, structures, parks or gardens	Objective 5; Policies BC1 to BC7; Policy BC9	English Heritage data / planning permissions (annual)
Vacancy rates (by rateable floorspace) within Employment Priority Areas	Policy BC8	Count of rateable business units (within the B use class) recorded as vacant within the monitoring year
Permissions for buildings over 30m in height	Policy BC9	Number of permissions for buildings over 30m in height within/outside identified areas

12.5.4 The housing trajectory shown below is based on the borough-wide Core Strategy trajectory. The annual target for new homes in the area covered by this plan is estimated to be 220 units per annum. This is consistent with historic data and with capacity assumptions (Table 1). The trajectory demonstrates that the number of homes projected to be delivered in the area exceeds the target figure during the 15 year plan period.

Chart 2: Housing trajectory for the plan area to 2024/25 (all dwellings)



13 Site allocations

- 13.0.1** A site allocation is a policy which allocates an important site for a particular use or development. Sites are selected on the basis of:
- Their size (only major development sites⁽²⁸⁾ are allocated)
 - Their ability to provide uses that will meet local needs or help to implement national, regional or local planning objectives.
- 13.0.2** As well as identifying appropriate uses, site allocations also set out specific design guidance for new buildings, and identify when development is likely to take place. The aim is not to list every site which will be developed, but instead to identify those that are considered important in delivering this plan and the Core Strategy.
- 13.0.3** Site allocations for the rest of the borough are set out in the Site Allocations DPD. Site allocations for the Bunhill and Clerkenwell Key Area are included in this plan to provide consistency between site-based and area-based policies, and to allow smaller sites to be allocated than would have otherwise been possible.
- 13.0.4** Sites have been identified from a variety of sources, including planning applications, discussions with landowners, consultation responses, the Farringdon Urban Design Study and the Bunhill and Clerkenwell Urban Design Study.

Links to objectives

The site allocations included in the plan collectively support all five objectives.

Key evidence

- Bunhill and Clerkenwell Public Space Evaluation and Urban Design Study (2010)
- Farringdon Urban Design Study (2010)
- Bunhill and Clerkenwell Issues and Options consultation report (2009)
- EC1 Housing Needs Survey (2008)
- Islington Housing Needs Study (2008)
- London Housing Capacity Study/Strategic Housing Land Availability Assessment (2009)
- Islington Open Space, Sport and Recreation Assessment (2009)
- Central London Forward Infrastructure Needs Assessment (2009)
- Islington Infrastructure Delivery Plan (2009)
- Islington Employment Study (2005 and 2008)
- Islington Retail Study (2005 and 2008)
- Strategic Flood Risk Assessment (2008)

28 Major developments are those of over 10 residential units, 1,000m² of floorspace, or with sites over 0.5 hectares in size. It should be noted that during the plan period, a large number of smaller, unallocated sites are also likely to come forward for development.

13 Site allocations

- Preliminary Flood Risk Assessment (2010)
- Borough Ecology Survey (2010)
- Habitats Directive Assessment (2009)
- London Plan (2011) and related evidence
- London Office Policy Review (2009)
- Islington's Core Strategy (2011)

13.1 Schedule of sites

13.1.1 Sites allocated in this plan are summarised in the below table and map.

Table 4 Site allocations schedule

Site reference	Site name	Page
BC1	City University London, 10 Northampton Square, EC1V 0HB	114
BC2	City University London, Sebastian Street EC1V 0HB	116
BC3	Brunswick Estate lock-up garages, Tompion Street, EC1V 0ER†	118
BC4	Moreland Primary School and King Square Estate, EC1V 8BB	120
BC5	City Barbican Thistle Hotel, Central Street, EC1V 8DS	123
BC6	City Forum, 250 City Road, EC1V 2PU	125
BC7	261 City Road (City Road Basin), EC1V 1LE	128
BC8	Islington Boat Club, 16-34 Graham Street	130
BC9	Graham Street Park and Linear Park Extension, City Road Basin, N1 8GH	132
BC10	37-47 Wharf Road (City Road Basin), N1 7RJ	134
BC11	Gambier House multi-storey car park and Betty Bruncker Hall	136
BC12	Finsbury Leisure Centre, EC1V 3PU	138
BC13	St. Luke's Centre, 90 Central Street, EC1V 8AJ	140
BC14	Storage facility, Europa Place, EC1V 8AJ	142
BC15	Seward Street playground, EC1V 3RF	144
BC16	1 Pear Tree Street, EC1V 3SB	146

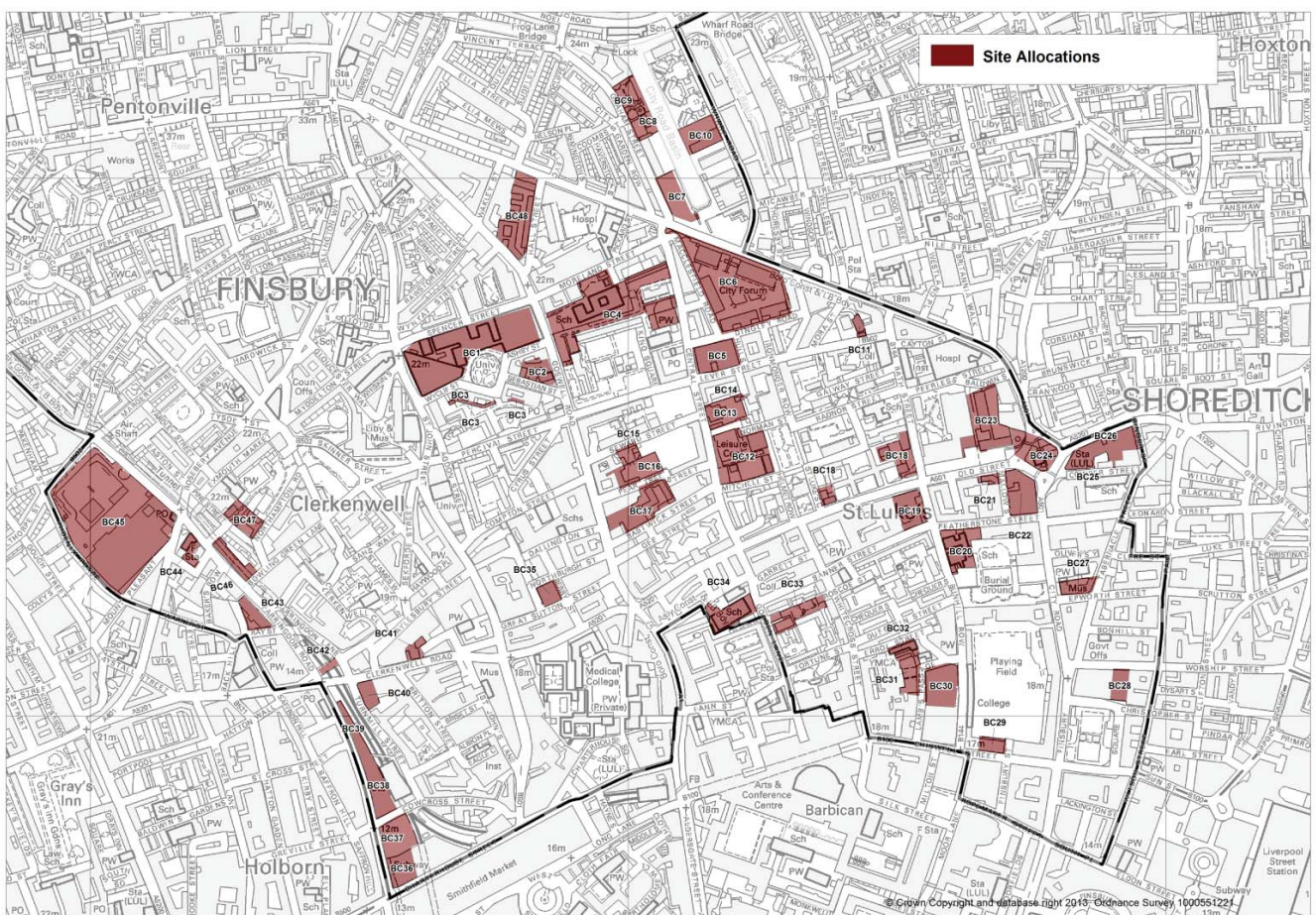
13 Site allocations

Site reference	Site name	Page
BC17	Heyworth Halls, 15 Bastwick Street, EC1V 3PE	148
BC18	Redbrick Estate: Vibast Centre, garages and car park, Old Street, EC1V 9NH	150
BC19	148 Old Street (Royal Mail Building), EC1V 9HQ	153
BC20	Former Moorfields school, 40 Bunhill Row, EC1Y 8RX	155
BC21	198-208 Old Street (petrol station), EC1V 9FR	157
BC22	Transworld, 70-100 City Road, EC1Y 2BP	159
BC23	207-211 Old Street (northwest corner of roundabout), EC1V 9NR	161
BC24	Old Street roundabout area, EC1V 9NR	163
BC25	Inmarsat, 99 City Road (east of roundabout), EC1Y 1BJ	165
BC26	262-254 Old Street (east of roundabout), EC1Y 1BJ	167
BC27	Maple House, 37-45 City Road, EC1Y 1AT	169
BC28	Royal London House, 22-25 Finsbury Square, W1G 0JB	171
BC29	Longbow House, 14-20 Chiswell Street, EC1Y 4TW	173
BC30	Cass Business School, 106 Bunhill Row, EC1Y 8TZ	175
BC31	Car park at 11 Shire House, Whitbread Centre, Lamb's Passage, EC1Y 8TE	177
BC32	City YMCA, 8 Errol Street, EC2Y 8BR	179
BC33	Peabody Whitecross Estate, Roscoe Street, EC1Y 8SX	181
BC34	Richard Cloudesley School, Golden Lane, EC1Y 0TJ	183
BC35	36-43 Great Sutton Street (Berry Street), EC1V 0AB	185
BC36	Caxton House, 2 Farringdon Road, EC1M 3HN	187
BC37	Cardinal Tower / Crossrail over-site development, EC1M 3HS	189
BC38	Farringdon Place, 20 Farringdon Road, EC1M 3NH	191
BC39	Lincoln Place, 50 Farringdon Road, EC1M 3NH	193
BC40	The Turnmill, 63 Clerkenwell Road, EC1M 5NP	195

13 Site allocations

Site reference	Site name	Page
BC41	Former Petrol Station, 96-100 Clerkenwell Road, EC1M 5RJ	197
BC42	Vine Street Bridge, EC1R 3AU	199
BC43	Guardian Building, 119 Farringdon Road, EC1R 3ER	201
BC44	Clerkenwell Fire Station, 42-44 Rosebery Avenue, EC1R 4RN	203
BC45	Mount Pleasant Post Office, 45 Rosebery Avenue, EC1R 4TN	205
BC46	68-86 Farringdon Road (NCP carpark), EC1R 0BD	207
BC47	Finsbury Health Centre and Pine Street Day Centre, EC1	209
BC48	Angel Gate, Goswell Road, EC1V 2PT	211

Figure 19 Site allocations



The remainder of this chapter identifies details for each site, including:

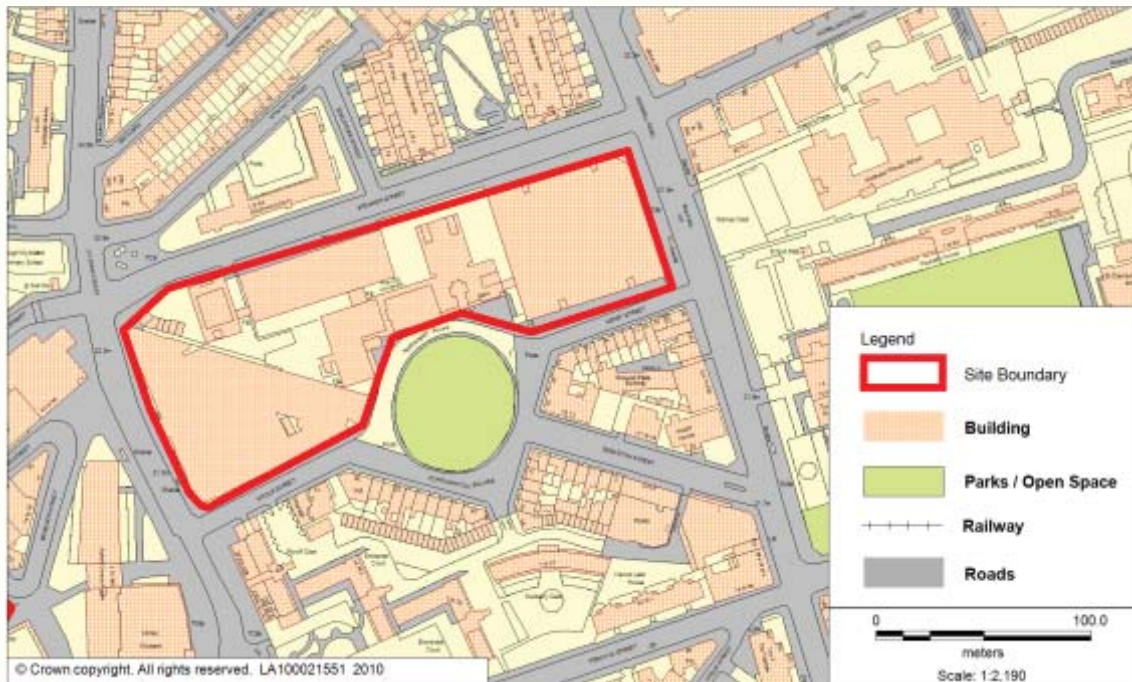
- the site location and address, along with an outline of the site boundary
- how the site has been identified and any relevant planning history
- the size of the site
- the landowner (NB wherever possible the landowner's agreement has been sought to include within this document)
- suggested uses for the site
- design considerations and planning constraints which affect the future use and development of the site
- a justification for the suggested proposal
- likely timescales for the future development of the site.

13 Site allocations

13.2 Site allocations

Site BC 1

City University London, Northampton Square



Address, location, postcode	City University London, 10 Northampton Square, EC1V 0HB
Ownership	City University London
Approximate size of site	12,160m ²
Current/previous use	University teaching facilities and ancillary uses
How the site was identified and relevant planning history	Campus buildings were subject of a Planning Brief, prepared jointly by City University London and Islington Council in 2009. Site identified in the Bunhill and Clerkenwell Urban Design Study (site 03).
Allocation and justification	<p>Refurbishment and redevelopment of buildings to provide improved education, teaching facilities and uses ancillary to teaching.</p> <p>An increased amount of teaching facilities is required to accommodate projected growth in students. Existing buildings have poor internal circulation and do not provide facilities to the required standard.</p>

13 Site allocations

<p>Design considerations and constraints</p>	<p>A high standard of design is required to reinforce the presence of the university in the area and to integrate the proposals with the high quality architecture of the surrounding context. Through-site pedestrian connections need to be improved, as do frontages to surrounding streets at ground level, particularly on Goswell Road and Spencer Street.</p> <p>New buildings are required to conserve and enhance the adjacent Northampton Square Conservation Area, Grade II listed buildings on Ashby Street and the Grade II listed College Building through sensitive design, heights and massing. The design of buildings fronting the square should exhibit a vertical rhythm that reflects the townscape south of Northampton Square/Ashby Street. Open spaces within the envelope of Northampton Square must be retained and improved. The existing building line on Ashby Street must be retained, and the pedestrian route enhanced.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework and the Development Management Policies.</p> <p>Northampton Square is protected under the London Squares Preservation Act 1931.</p> <p>As the site falls within a groundwater Source Protection Zone (Category 1), 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>The site lies within 40 metres of a planned or potential Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Policy BC4 (Spencer Street and Goswell Road); Public space priority 6</p>
<p>Estimated timescale</p>	<p>2012 onwards</p>

13 Site allocations

Site BC 2

City University London, Sebastian Street



Address, location, postcode	City University London, 14-20 Sebastian Street and 159-173 Goswell Road, EC1V 0HB
Ownership	City University London
Approximate size of site	2,230m ²
Current/previous use	Education-related uses and ancillary activities (including health centre); residential uses
How the site was identified and relevant planning history	Campus buildings were subject of a Planning Brief, prepared jointly by City University London and Islington Council in 2009. Site identified in the Bunhill and Clerkenwell Urban Design Study (site 03).
Allocation and justification	<p>Refurbishment and sensitive infill development to provide improved education teaching facilities and uses ancillary to teaching.</p> <p>An increased amount of teaching facilities is required to accommodate projected growth in students. Parts of the site are currently underdeveloped or vacant.</p>

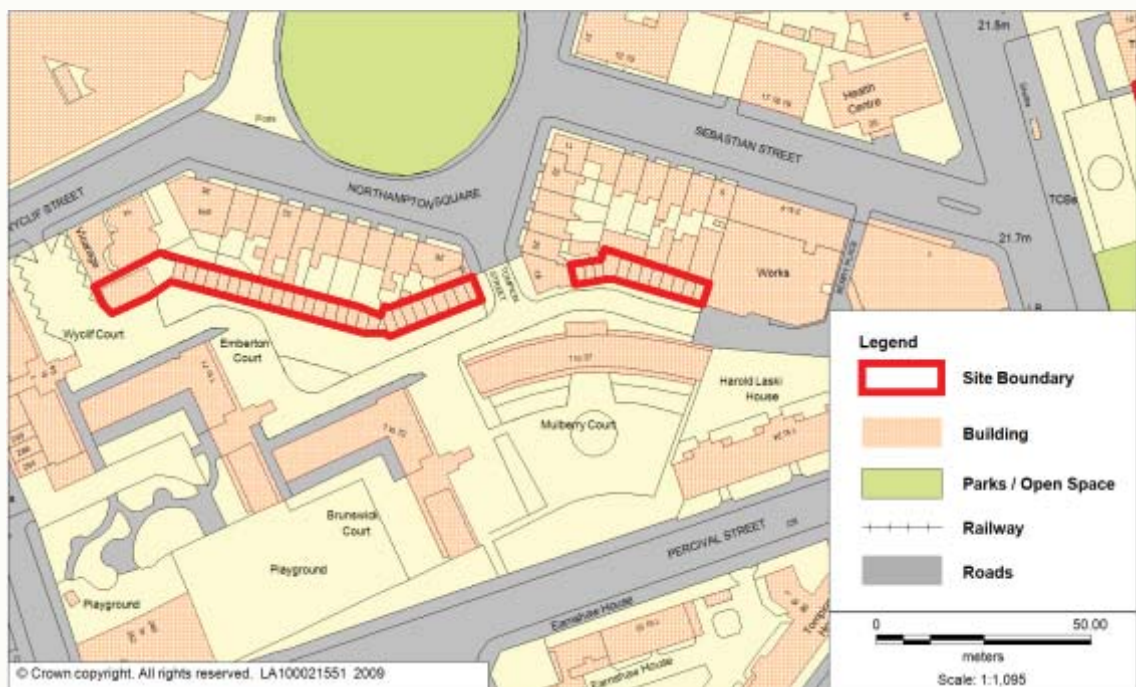
13 Site allocations

<p>Design considerations and constraints</p>	<p>The site falls within the Northampton Square Conservation Area and in proximity to a number of grade II listed Georgian townhouses. The council expects existing buildings of heritage value to be retained, and the setting of these and neighbouring buildings to be enhanced by high quality infill development that exhibits sensitive massing and design and reflects a scale and form appropriate to the immediate context.</p> <p>Northampton Square is protected under the London Squares Preservation Act 1931.</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 1), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p> <p>The site lies within 60 metres of a planned or potential Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Policy BC4 (Spencer Street and Goswell Road); Public space priority 8</p>
<p>Estimated timescale</p>	<p>2012 onwards</p>

13 Site allocations

Site BC 3

Brunswick Estate lock-up garages



Address, location, postcode	Brunswick Estate lock-up garages, Sebastian Street, EC1V 0ER.
Ownership	London Borough of Islington
Approximate size of site	600m ²
Current/previous use	Lock-up garages
How the site was identified and relevant planning history	Site identified in the Bunhill and Clerkenwell Urban Design Study (sites 23 and 29).
Allocation and justification	<p>Redevelopment of the existing lock-up garages for workshops, improved open space and potentially an element of housing.</p> <p>There may be an opportunity to incorporate a limited amount of housing, where this would not impact on the existing amenity/privacy of neighbouring residential dwellings, and would provide a high standard of amenity to occupants, including private outdoor space.</p>

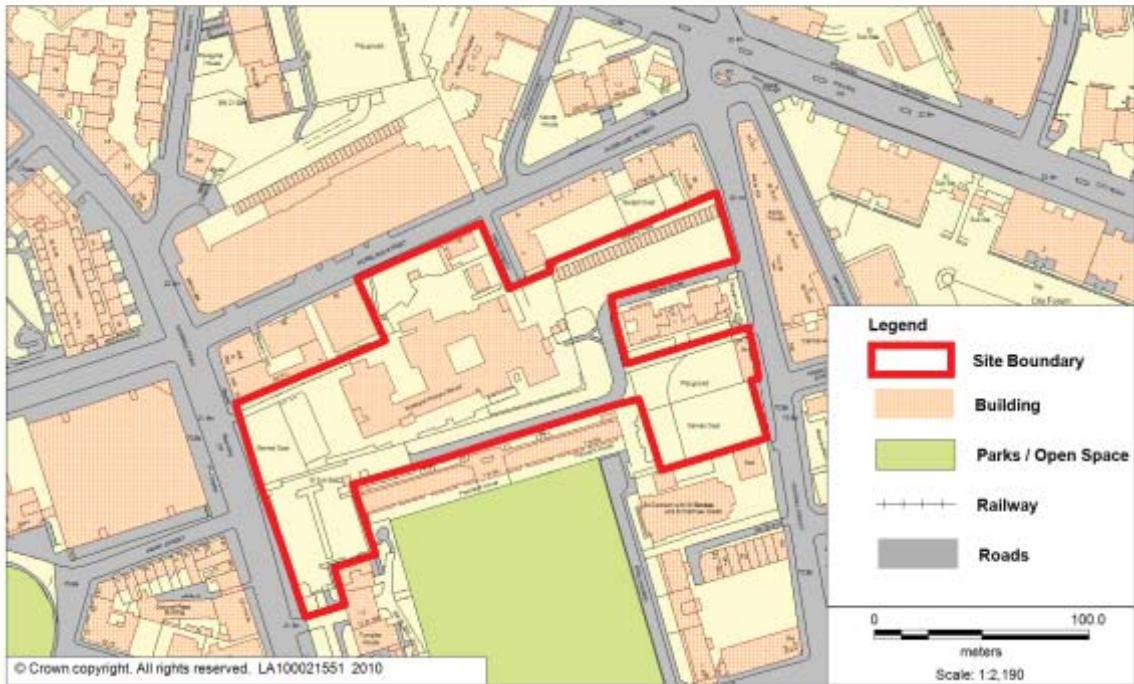
13 Site allocations

	<p>Redevelopment of the garages provides an opportunity to better utilise this underused space, enhance the environment and provide affordable workspace, open space and possibly housing, for which there is identified need.</p>
Design considerations and constraints	<p>The garages fall partially within the Northampton Square Conservation Area, and are directly adjacent to Grade II listed Georgian townhouses on Northampton Square. Any development will need to conserve and enhance this heritage setting.</p> <p>Detailed proposals must be subject to further consultation with local residents prior to submission.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework.</p> <p>As the sites fall within a groundwater Source Protection Zone (Category 1), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p> <p>The site lies within 250 metres of a planned or potential Decentralised Energy network.</p>
Cross-references	Policy BC4 (Spencer Street and Goswell Road)
Estimated timescale	2012 to 2016

13 Site allocations

Site BC 4

Moreland Primary School, King Square Estate sites and 169 Central Street



Address, location, postcode	<p>Moreland Primary School and playground, Moreland Street, EC1V 8BB</p> <p>King Square Estate car park, adjacent to Turnpike House, Goswell Road, EC1V 7PD</p> <p>King Square Estate Garages, Central Street, EC1V 8DQ</p> <p>Multi-Use Games Area, Central Street, EC1V 8AP</p> <p>169 Central Street, EC1V 8AP</p>
Ownership	London Borough of Islington / Private
Approximate size of site	22,415m ²
Current/previous use	School, playground, car parking, nursery, games area, public house
How the site was identified and relevant planning history	Redevelopment of the school has been the subject of consultation in recent years, and is identified as a priority scheme by the council's Education department. The sites were identified in the Bunhill and

13 Site allocations

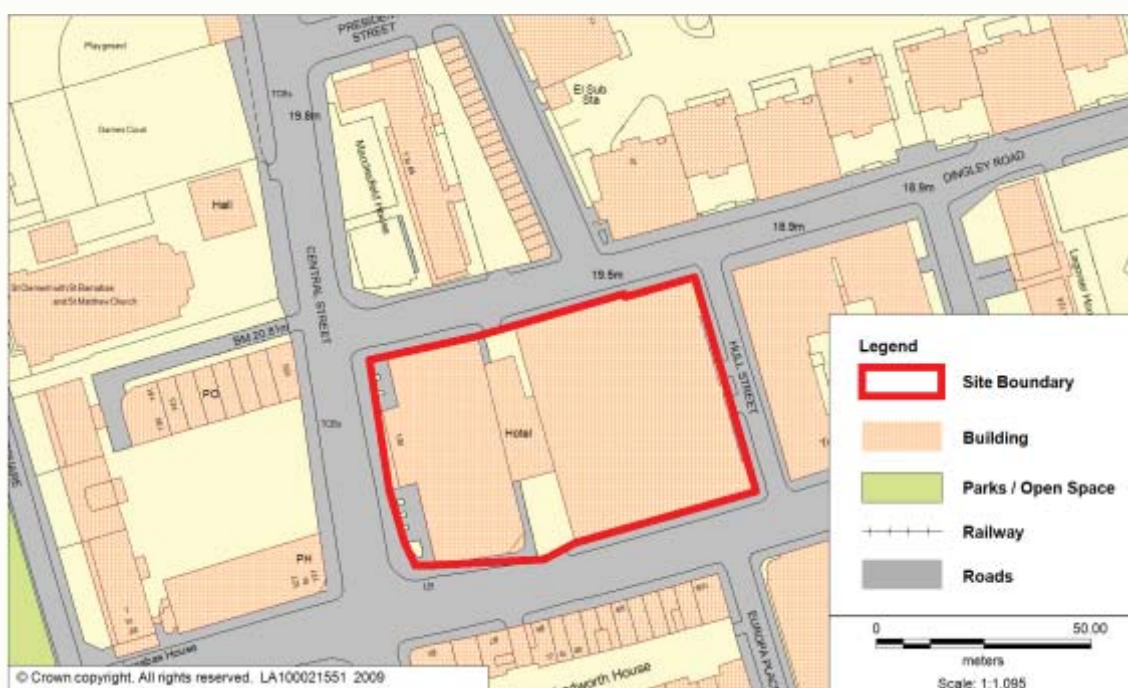
	<p>Clerkenwell Urban Design Study (sites 42, 43 and 44). 169 Central has planning permission (P110082, May 2011) for demolition of the public house and replacement with residential accommodation.</p>
Allocation and justification	<p>Redevelopment to provide a new primary school and children's centre, with associated outdoor play space; alongside housing, community facilities, retail units, open space and improved play space.</p> <p>Redevelopment of the school is required to provide quality education and community facilities, and as part of this there is an opportunity to comprehensively reconfigure the layout of the northern side of King Square Estate to provide new housing, improved public space, community and retail uses, secure storage lock-up facilities and car parking.</p>
Design considerations and constraints	<p>New buildings should provide an active frontage to Moreland Street, Goswell Road and Central Street. New buildings should also positively address the east-west pedestrian path to the south of the school. Existing pedestrian routes through the site should be rationalised, and where retained, routes must have passive surveillance from surrounding buildings and be well lit.</p> <p>Proposed buildings must be sensitively designed to minimise impacts and overshadowing on neighbouring residential buildings, particularly north-facing habitable rooms in Turnpike, Rahere and President Houses. Buildings should also respect and enhance the setting of the buildings within the Northampton Square Conservation Area and the Grade II Listed Church of St Clement with St Barnabas and St Matthew.</p> <p>The loss of the Central Street Multi-Use Games Area will only be permitted if there is equivalent provision within the school, which is publicly accessible to estate residents for casual, free use outside of school hours.</p> <p>Proposals should ensure the provision of good quality public open space on the estate. The integration of an estate-wide SUDS scheme should be explored as part of the proposals. The existing school courtyard contains a local Site of Importance for Nature Conservation. Proposals must either protect or achieve equivalent replacement provision on the estate.</p>

13 Site allocations

	<p>Residents must be involved in early consultation. This must identify any potential impacts on car parking and storage facilities, with replacement provision linked to estate residents. Vehicle movements through the site should be rationalised, which may involve resiting the existing electricity substation.</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 1), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p> <p>The site lies on the route of a planned or potential Decentralised Energy network.</p>
Cross-references	Policy BC1 (King Square and St. Luke's); Public space priority 7
Estimated timescale	2012 to 2021

Site BC 5

City Barbican Thistle Hotel, Central Street



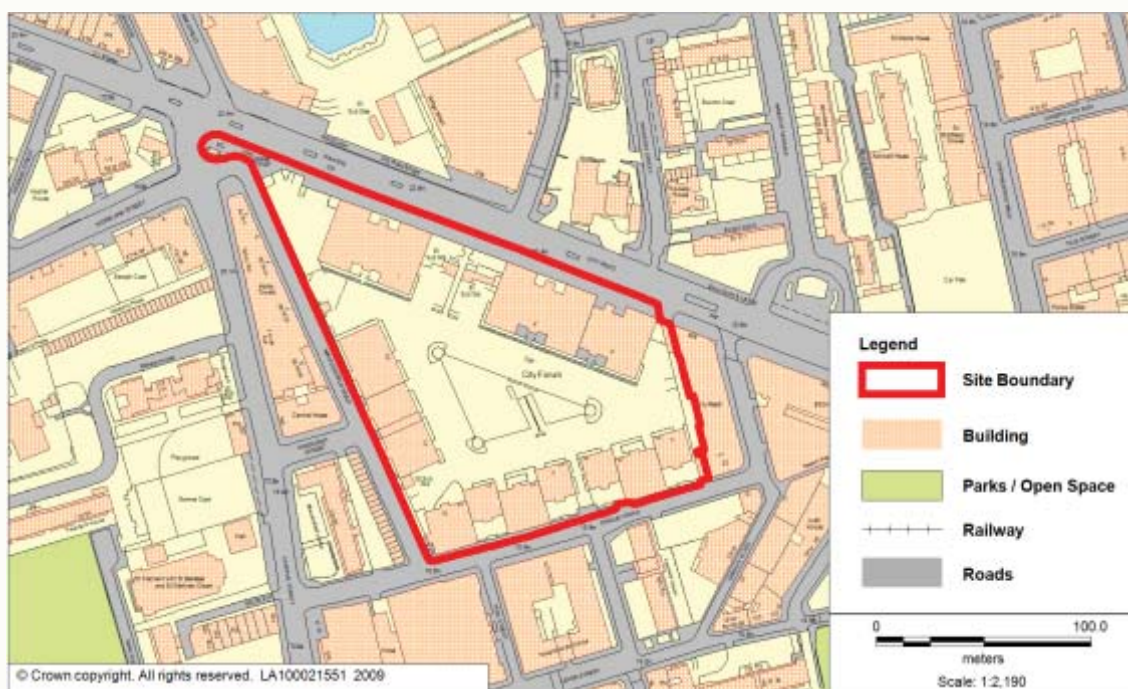
Address, location, postcode	City Barbican Thistle Hotel, Central Street, EC1V 8DS
Ownership	Thistle Hotels Group
Approximate size of site	4,560m ²
Current/previous use	Hotel
How the site was identified and relevant planning history	Site identified as a potential development or refurbishment opportunity in the Bunhill and Clerkenwell Urban Design Study (site 15).
Allocation and justification	<p>Refurbishment or redevelopment of the existing buildings to provide a hotel, with possibly an element of residential development.</p> <p>The current building provides a poor frontage to Central Street. Its location within the CAZ provides an opportunity for improved hotel facilities, alongside new housing.</p>

13 Site allocations

Design considerations and constraints	<p>A new, high quality building is considered appropriate in this location. A substantially improved streetscape should be created by providing active uses at ground level, particularly fronting Central Street, which complements and reinforces the neighbouring Central Square shopping area.</p> <p>The site lies within 40 metres of a planned or potential Decentralised Energy network.</p>
Cross-references	Policy BC2 (City Road Basin); Public space priority 15
Estimated timescale	2022 onwards

Site BC 6

City Forum, 250 City Road



Address, location, postcode	City Forum, 250 City Road, EC1V 2PU
Ownership	Berkeley Group Ltd
Approximate size of site	19,740m ²
Current/previous use	Low density light industrial units; car parking
How the site was identified and relevant planning history	Planning permission granted (P082607) in 2010 for a mixed use development of over 100,000m ² , incorporating a 27 storey tower, 720 homes and a range of other uses, including retail and hotel. Site identified in the Bunhill and Clerkenwell Urban Design Study (site 75).
Allocation and justification	<p>Redevelopment of site to provide a mixed use development incorporating a range of employment uses (including re-provision of the existing business floorspace), new housing, community facilities and a substantial amount of new public open space. The retention of the existing data centre may also be acceptable.</p> <p>This is a major site fronting City Road with opportunity for substantial increase in floorspace given its location within the CAZ.</p>

13 Site allocations

<p>Design considerations and constraints</p>	<p>New high quality buildings should relate well to the wider context and reflect the original form of the canal basin. Through-site pedestrian links need to be improved, particularly north-south. Massing should not over dominate the neighbouring residential area to the south nor any existing or proposed streets and spaces within and surrounding the site.</p> <p>A building of over 30 metres in height may be acceptable in this location, subject to meeting the criteria set out under Policy BC2 and BC9. In addition, any proposed tall buildings on this site must:</p> <ul style="list-style-type: none">• Be orientated towards the City Road frontage, but not overdominate the street,• Relate positively to other existing or proposed tall buildings within the City Road Basin area (for example, in terms of form, bulk, scale, materials and the effect on the skyline),• Ensure that any taller element is clearly distinguishable and/or separated from neighbouring built form of more modest scale (either existing or proposed), whilst achieving a human scale that makes a positive contribution to the legibility of adjacent streets and spaces, and• Significantly enhance permeability through the wider site by providing ample public space at the base of the building. <p>Delivery and service vehicle access should be accommodated in a manner that minimises the impact of traffic movements on the wider area, provides a high standard of amenity for existing and future residents and avoids creating inactive frontages on important pedestrian routes and spaces.</p> <p>A high quality and clearly defined public realm should be provided throughout and surrounding the site, which blends seamlessly with the wider public realm, and which incorporates a substantial amount of new, fully accessible public space, semi-private green and amenity space, biodiversity-rich space, sustainable drainage, and cycle parking.</p> <p>The site is adjacent to the Moorfields Conservation Area. New development should conserve and enhance this heritage setting.</p> <p>The site lies within 170 metres of the developing Bunhill Decentralised Energy network and within 40 metres of the safeguarded future network. Provision of a decentralised energy hub and/or connection to a neighbouring network should be explored.</p>
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13 Site allocations

	<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>As the site falls within a groundwater Source Protection Zone (Category 1), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p>
Cross-references	Policy BC2 (City Road Basin); Policy BC9 (Tall buildings and contextual considerations for building heights); Public space priorities 11 and 12
Estimated timescale	2012 to 2021

13 Site allocations

Site BC 7

261 City Road



Address, location, postcode	261 City Road (City Road Basin), EC1V 1LE
Ownership	City Road Ltd. c/o Fidelity
Approximate size of site	2,800m ²
Current/previous use	Vacant
How the site was identified and relevant planning history	The site was originally identified in the City Road Basin Masterplan (2004), and gained consent for a 36 storey building and two eight storey buildings providing 308 dwellings and up to 845m ² of commercial floorspace in 2006 (P041872). The site is identified in the Bunhill and Clerkenwell Urban Design Study (site 79).
Allocation and justification	Redevelopment of site to provide a mixed use development incorporating employment uses (e.g. commercial offices, retail units and leisure uses), residential units, and new public open space.
Design considerations and constraints	Active ground floor uses should be provided fronting onto public spaces.

13 Site allocations

	<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>As the site falls within a groundwater Source Protection Zone (Category 1), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p> <p>Proposals should conserve and enhance the Duncan Terrace/Colebrooke Row and Regent's Canal Conservation Areas, which are in close proximity to the site.</p> <p>The site lies within 160 metres of a planned or potential Decentralised Energy network.</p>
Policy cross-reference	Policy BC2 (City Road Basin); Public space priorities 11 and 12
Estimated timescale	2012 to 2021

13 Site allocations

Site BC 8

Islington Boat Club, 16-34 Graham Street



Address, location, postcode	Islington Boat Club, 16-34 Graham Street
Ownership	London Borough of Islington / British Waterways (freehold)
Approximate size of site	800m ²
Current/previous use	Boat club
How the site was identified and relevant planning history	The site was originally identified in the City Road Basin Masterplan (2004).
Allocation and justification	Refurbishment of existing boat club facility.
Design considerations and constraints	Improvements to the existing building should integrate with and complement improvements to Graham Street Park, Linear Park extension and neighbouring play space. Public access between Graham Street and the canal basin should be improved.

13 Site allocations

	<p>Refurbishment should include reconfiguration of storage areas to create pedestrian access and unbroken sightlines along the canal towpath/linear park, and an improved interface with public areas.</p> <p>Proposals should conserve and enhance the Duncan Terrace/Colebrooke Row and Regent's Canal Conservation Areas, which are in close proximity to the site.</p>
Cross-references	Policy BC2 (City Road Basin); Public space priority 12
Estimated timescale	2012 to 2016

13 Site allocations

Site BC 9

Graham Street Park and Linear Park extension



Address, location, postcode	Graham Street Park and Linear Park extension, City Road Basin
Ownership	London Borough of Islington / British Waterways (freehold)
Approximate size of site	4,000m ²
Current/previous use	Open space, play area and vacant canalside land.
How the site was identified and relevant planning history	The site is identified in the City Road Basin Masterplan (2004).
Allocation and justification	<p>Improvements to the existing park linked to a new public open space adjacent to the canal.</p> <p>Providing new and improved public open space will help to improve access to open space in an area of deficiency, and will substantially improve access to, and the character of, the canal basin.</p>

13 Site allocations

<p>Design considerations and constraints</p>	<p>New and improved public open spaces should incorporate green areas and substantial tree planting, in addition to hard landscape adjacent to the canal edge, and integrate with a refurbished facility for the Islington Boat Club. Moorings may be incorporated in appropriate locations.</p> <p>Proposals should conserve and enhance the Duncan Terrace/Colebrooke Row and Regent's Canal Conservation Areas, which are in close proximity to the site.</p> <p>As the site falls within a groundwater Source Protection Zone (Category 1), proposals must incorporate measures to protect groundwater quality, and demonstrate that groundwater quality will not be detrimentally affected during construction.</p>
<p>Cross-references</p>	<p>Policy BC2 (City Road Basin); Public space priority 12</p>
<p>Estimated timescale</p>	<p>2012 to 2021</p>

13 Site allocations

Site BC 10

37- 47 Wharf Road (City Road Basin)



Address, location, postcode	37- 47 Wharf Road (City Road Basin), N1 7RJ
Ownership	London Borough of Islington
Approximate size of site	2,250m ²
Current/previous use	Vacant and warehousing
How was the site identified and relevant planning history	The site is identified in the City Road Basin Masterplan (2004) for residential-led redevelopment, and in the Bunhill and Clerkenwell Urban Design Study (site 67).
Allocation and justification	<p>Redevelopment of the site for residential uses, with some active uses provided at ground floor.</p> <p>The site is adjacent to National Grid's City Road substation, an essential part of the transmission network. Any development which may affect the operation of the substation should involve close consultation with National Grid.</p>

13 Site allocations

	<p>This major site fronting City Road Basin provides an opportunity for a substantial increase in floorspace and improve the quality of the local environment.</p>
Design considerations and constraints	<p>Pedestrian links between the canal and Wharf Road should be improved, with public access/space provided along the canal edge, with active frontage.</p> <p>Proposals should conserve and enhance the Duncan Terrace/Colebrooke Row and Regent's Canal Conservation Areas (including in Hackney), which are in close proximity to the site.</p> <p>As the site falls within a groundwater Source Protection Zone (Category 1), 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 adjacent to the City Road substation, part of the National Grid's 400kV network (see Policy BC2).</p>
Cross-references	Policy BC2; Public space projects 13 and 14
Estimated timescale	2012 to 2016

13 Site allocations

Site BC 11

Gambier House multi-storey car park and Betty Brunker Hall



Address, location, postcode	Gambier House multi-storey car park and Betty Brunker Hall, Lever Street, EC1V
Ownership	London Borough of Islington
Approximate size of site	750m ²
Current/previous use	Community centre and multi-storey car park
How was the site identified and relevant planning history	Site identified in Bunhill and Clerkenwell Urban Design Study
Allocation and justification	<p>Redevelopment and/or refurbishment of existing community hall and multi-storey car park for housing, community facilities and open space.</p> <p>There is an opportunity to rationalise the existing on-site car park. The community hall could potentially accommodate a new building comprising housing above ground level, alongside community facilities at ground floor. This would assist in improving the amenity of the neighbouring area of open space.</p>

13 Site allocations

	A significant proportion of affordable and family housing will be expected to meet identified local need.
Design considerations and constraints	<p>New buildings should be of high quality and contribute positively to street frontages and open spaces, and should be accompanied by improvements to the environment on the estate, in particular open and amenity space for residents. Parts of the existing car park may have potential for conversion to open space. Detailed plans must be drawn up in consultation with estate residents.</p> <p>The site is constrained by adjacent residential units. It is important that proposals retain existing amenity and privacy.</p> <p>The Moorfields Conservation Area covers part of the site. Proposals should conserve and enhance this important setting by exhibiting sensitive design, scale and massing that draws on the existing context.</p> <p>The site lies within 160 metres of the developing Bunhill Decentralised Energy network.</p>
Cross-references	Policy BC2
Estimated timescale	2022 to 2027

13 Site allocations

Site BC 12

Finsbury Leisure Centre



Address, location, postcode	Finsbury Leisure Centre, EC1V 3PU
Ownership	London Borough of Islington
Approximate size of site	9,180m ²
Current/previous use	Leisure facilities and open space
How was the site identified and relevant planning history	Redevelopment of the leisure centre has been the subject of consultation in recent years. Site identified in the Bunhill and Clerkenwell Urban Design Study (site 02).
Allocation and justification	<p>Redevelopment of existing site to provide new leisure facilities alongside ancillary uses, a decentralised energy hub, public open space and housing.</p> <p>Investment in the leisure centre is required to provide high quality facilities and meet increased demand. Redevelopment also presents an opportunity to substantially improve the quality of the local environment.</p>

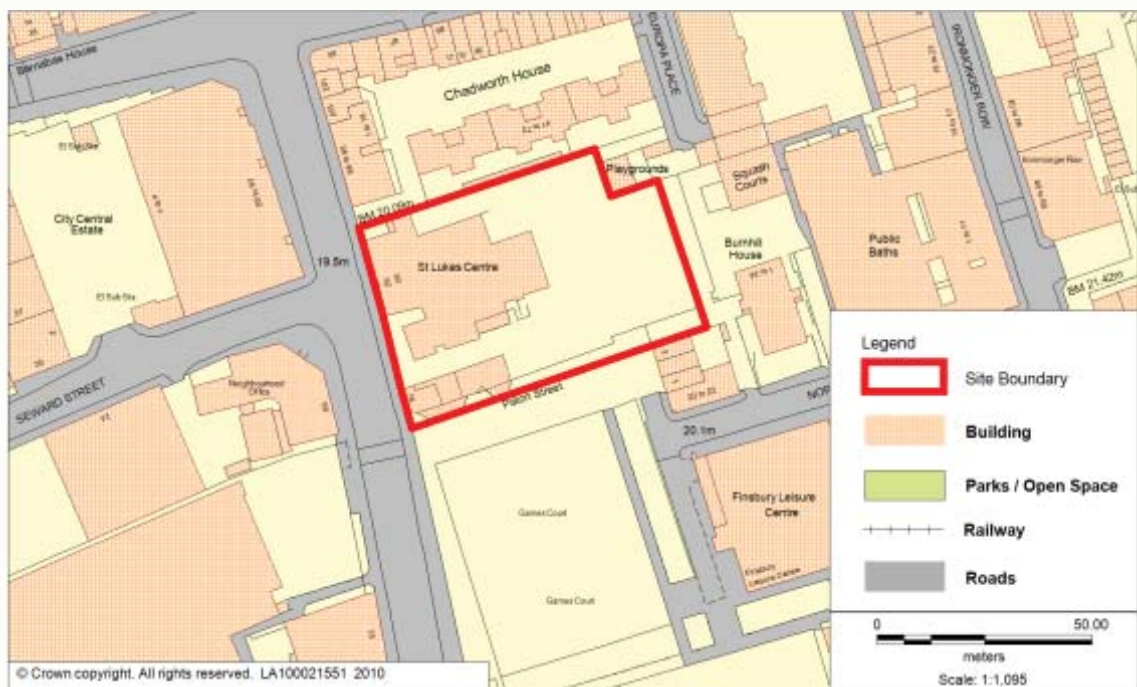
13 Site allocations

<p>Design considerations and constraints</p>	<p>A new, high quality leisure centre building should provide a positive frontage to Central Street. High quality frontages should also be provided onto Paton Street and St. Luke's Gardens. Family housing should be provided in appropriate locations.</p> <p>Proposals must incorporate public open space and retain mature trees wherever possible. Pedestrian permeability should be improved through the site, and legibility improved by realigning Paton Street with Norman Street.</p> <p>The existing decentralised energy hub must be incorporated within the curtilage of the redeveloped leisure centre. Flues/thermal stores should be incorporated within the overall design of the building to minimise their visual impact.</p> <p>The site lies adjacent to the St. Luke's Conservation Area and the Grade I listed St. Luke's Church and Gardens. Proposals should respond to, conserve and enhance these important heritage assets. There are also several mature trees on site.</p>
<p>Cross-references</p>	<p>Policy BC1; Public space project 15</p>
<p>Estimated timescale</p>	<p>2017 to 2021</p>

13 Site allocations

Site BC 13

St. Luke's Centre



Address, location, postcode	St. Luke's Centre, 90 Central Street, EC1V 8AJ
Ownership	St. Luke's Trust
Approximate size of site	2,950m ²
Current/previous use	Community centre, offices and car park
How was the site identified and relevant planning history	Redevelopment of parts of the site has been the subject of consultation in recent years, and is currently the subject of pre-application discussions. Refurbishment of the existing centre (including some demolition and rebuild) undertaken in 2010/2011. Site identified in the Bunhill and Clerkenwell Urban Design Study (site 12).
Allocation and justification	<p>The existing St. Luke's Centre will be safeguarded for community use. Redevelopment of the remainder of the site for housing and ancillary uses.</p> <p>Investment in the community centre is required to provide high quality facilities and meet increased demand. Development of housing will help to meet local need and generate income for the Trust.</p>

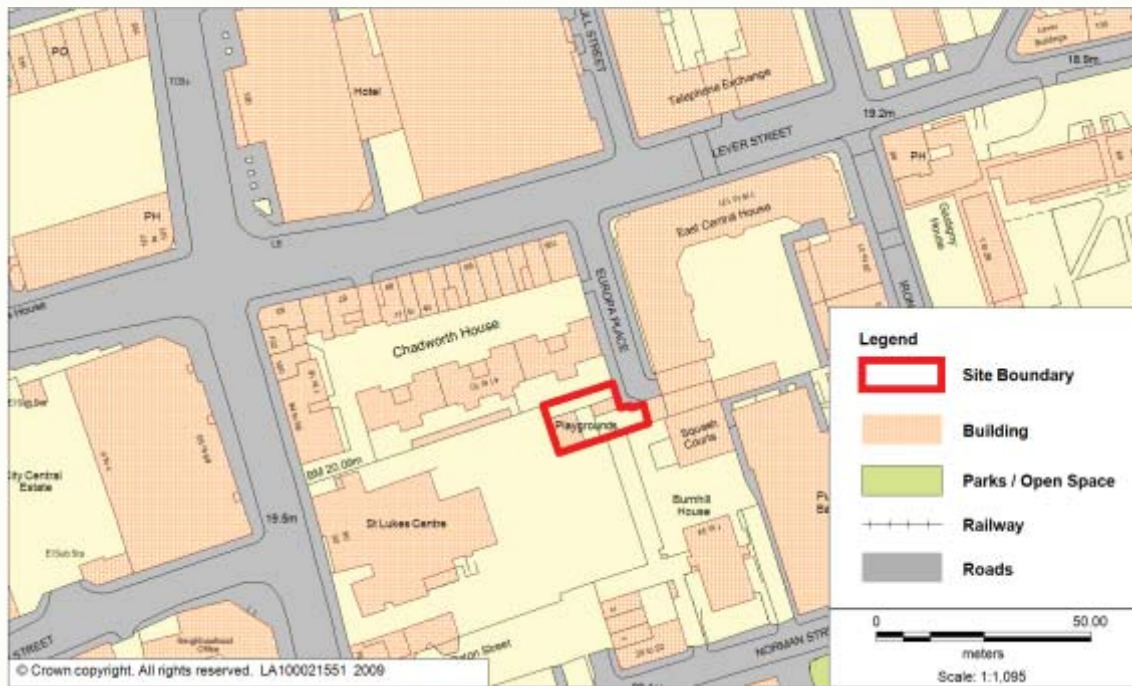
13 Site allocations

Design considerations and constraints	<p>The existing school building should be retained. New buildings provided on the rest of the site should respect the local context, exhibit sensitive massing and retain views to the roofline of the school building. Active ground floor frontages should be provided onto Central Street and Paton Street (taking into account potential realignment; see Site Allocation BC13). A new pedestrian route should be considered linking Norman Street and Europa Place (Site BC14).</p> <p>The site lies within the St. Luke's Conservation Area. The existing school building is considered to contribute positively to the character of the Conservation Area.</p> <p>The site lies within 90 metres of the developing Bunhill Decentralised Energy network.</p>
Cross-references	Policy BC1; Public space project 15
Estimated timescale	2012 onwards

13 Site allocations

Site BC 14

Storage facility, Europa Place



Address, location, postcode	Storage facility, Europa Place EC1V
Ownership	London Borough of Islington
Approximate size of site	230m ²
Current/previous use	Council storage facility
How was the site identified and relevant planning history	Site identified within the Bunhill and Clerkenwell Urban Design Study.
Allocation and justification	Safeguarded for public open space. Returning this site to public space would provide an important through-route to Lever Street, improving access to Finsbury Leisure Centre. Replacement storage facilities may be required.
Design considerations and constraints	Design of the public realm should take account of proposals for the adjacent St. Luke's Centre (Site 13) and provide a north-south pedestrian route between Lever Street and Paton Street.
Cross-references	Policy BC1

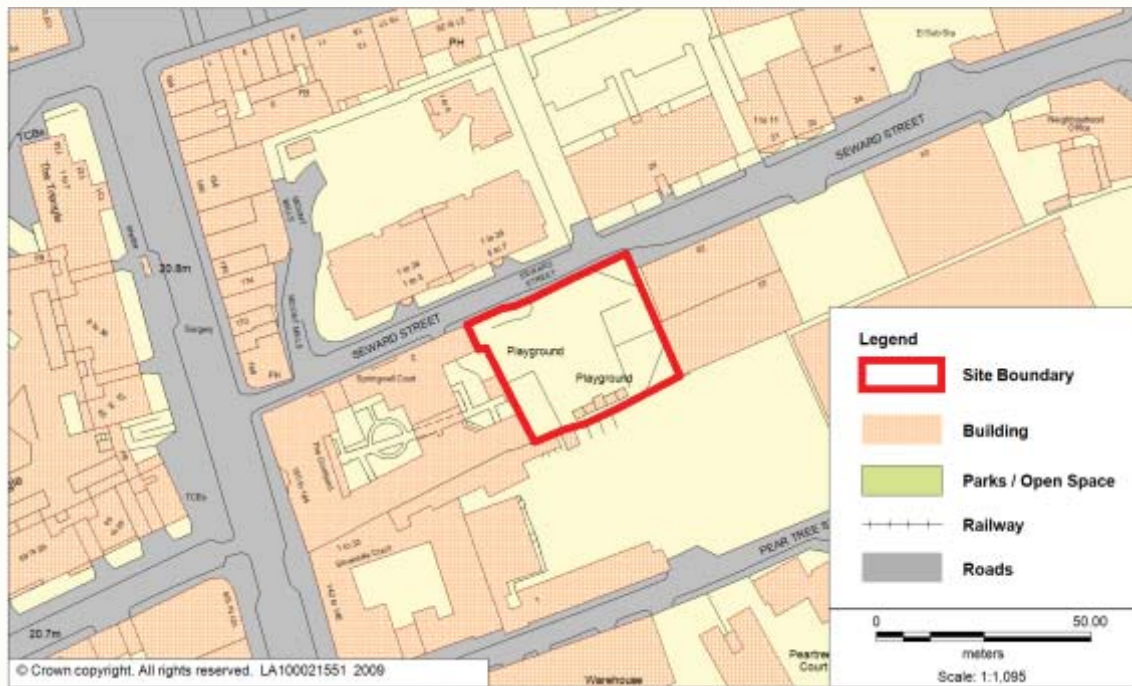
13 Site allocations

Estimated timescale	2012 onwards
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13 Site allocations

Site BC 15

Seward Street playground



Address, location, postcode	Seward Street, EC1V 3RF
Ownership	London Borough of Islington / St. Bartholomew's and the London Foundation Trust
Approximate size of site	1,200m ²
Current/previous use	Limited access open space / ancient burial ground
How was the site identified and relevant planning history	Site was identified within the Bunhill and Clerkenwell Urban Design Study as being potentially suitable for public space.
Allocation and justification	Public open space. The space should be greened to provide amenity and informal play space. The site currently has poor public access but has potential to be improved for a greater range of users.
Design considerations and constraints	The open space should incorporate playable features and have a positive relationship with Seward Street. The design of the space should incorporate security features to enable closure outside daylight hours.

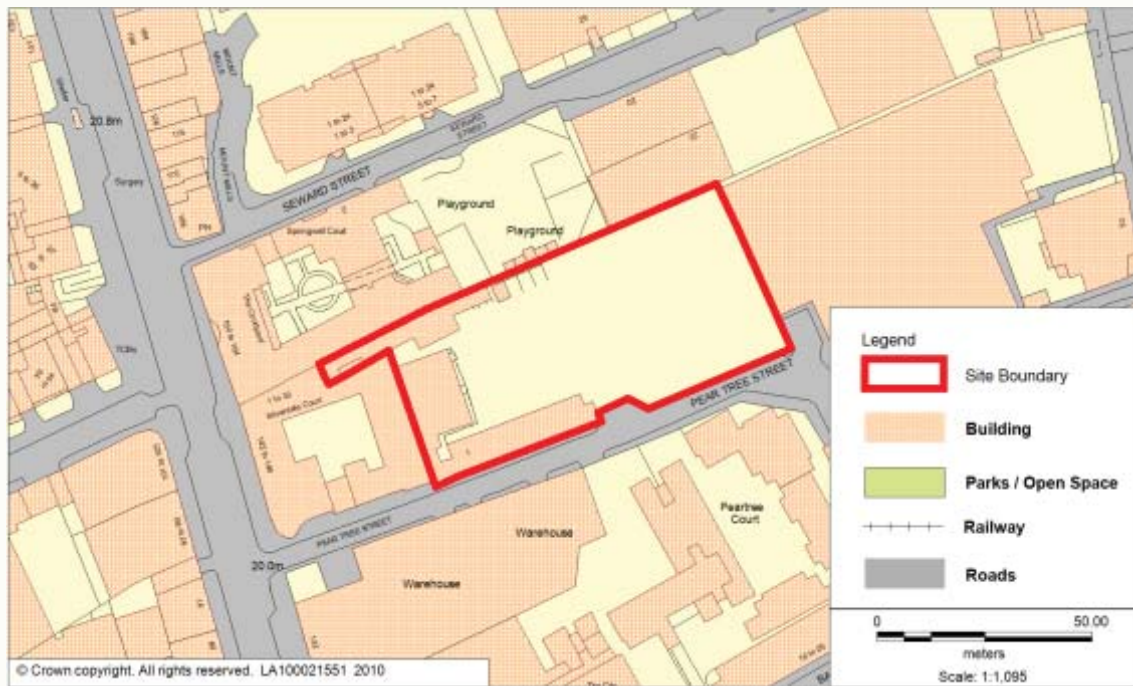
13 Site allocations

	The site incorporates an ancient burial ground. As such archaeological evaluation may be required, dependent on the nature of improvements.
Cross-references	Policy BC1; Public space project 24
Estimated timescale	2017 to 2021

13 Site allocations

Site BC 16

NCP Car Park, 1 Pear Tree Street



Address, location, postcode	1 Pear Tree Street and neighbouring NCP Car Park, EC1V 3SB
Ownership	National Car Parks Ltd and Central Street Developments LLP
Approximate size of site	1,660m ² (Phase 1); 1,550m ² (Phase 2);
Current/previous use	Surface car parking; offices
How was the site identified and relevant planning history	Phase 1 planning permission P110653 for redevelopment of the car park, comprising 45 residential units, 354m ² B1 floorspace and 600m ² public open space. Application documentation identifies adjacent site as Phase 2.
Allocation and justification	<p>Phase 1: Residential-led development incorporating an element of business floorspace, associated amenity space and public open space.</p> <p>Phase 2: Mixed use development incorporating a substantial element of business floorspace, alongside residential uses and associated amenity space.</p>

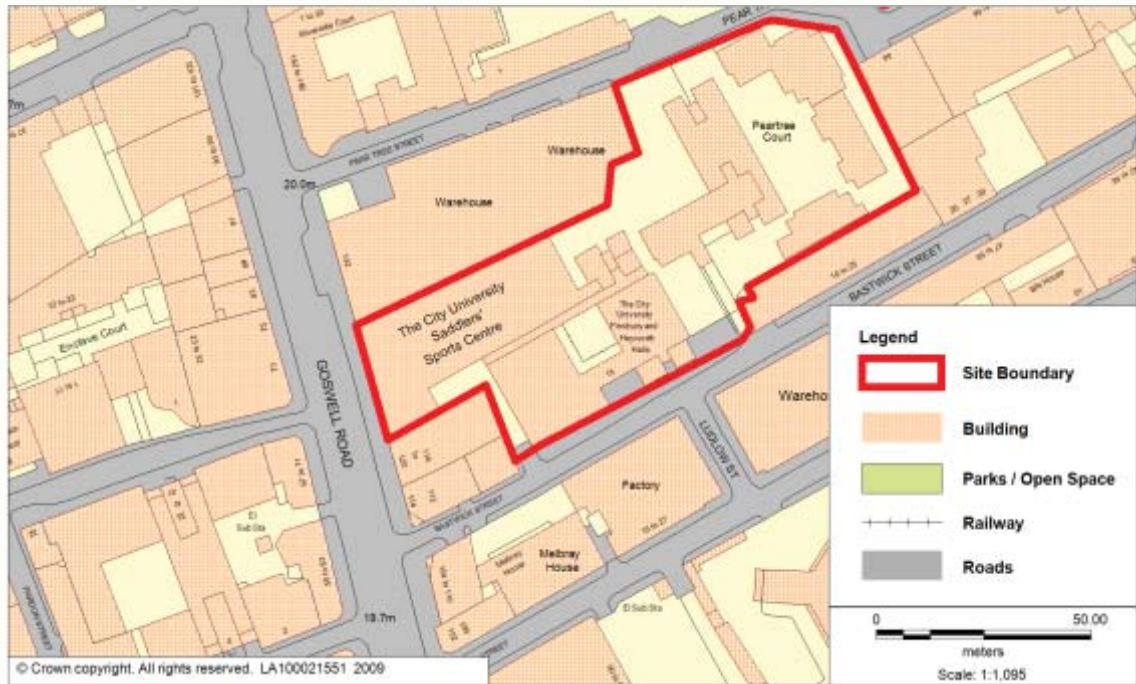
13 Site allocations

	The current use as a surface car park represents a poor use of the land resource in this accessible location.
Design considerations and constraints	New buildings on this site should respect the wider context and recognise the intimate character of Pear Tree Street. Phased development must be coherent and exhibit similar form and massing. Care will need to be taken with the relationship of new buildings with Tree Preservation Order trees and neighbouring buildings which adjoin the site. Public space should be provided within the site as part of Phase 1, alongside improved north-south access linking Pear Tree Street to Seward Street playground (Site BC15). Buildings should provide a positive frontage and overlooking onto Seward Street playground.
Cross-references	Policy BC1; Public space project 24
Estimated timescale	2012 to 2016 (Phase 1); 2017 to 2021 (Phase 2)

13 Site allocations

Site BC 17

Heyworth Halls, 15 Bastwick Street



Address, location, postcode	Heyworth Halls, 15 Bastwick Street, EC1V 3PE
Ownership	City University London
Approximate size of site	6,000m ²
Current/previous use	Student accommodation, leisure centre and facilities
How was the site identified and relevant planning history	Planning application submitted in August 2011 (P111829) to redevelop the site to provide student accommodation, a sports centre and university teaching space.
Allocation and justification	<p>Redevelopment of the existing buildings for student accommodation and university-related uses, including re-provision or extension of recreation facilities accessible to the public.</p> <p>Redevelopment of the existing halls provides an opportunity to improve the character of Bastwick Street and Goswell Road, provide additional student accommodation and improve the quality of leisure facilities for use by City University students and the public.</p>

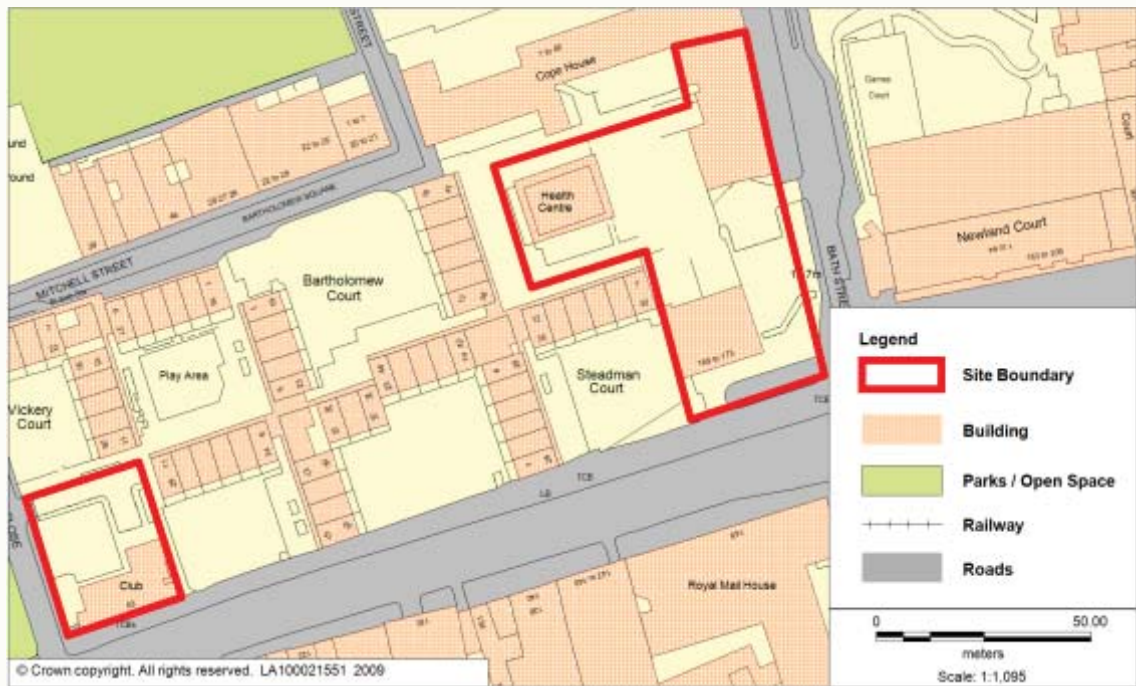
13 Site allocations

Design considerations and constraints	<p>Replacement buildings of a similar height to the existing building on Bastwick Street may be appropriate, providing that massing is sensitive and avoids over-dominance on the surrounding area. Activity and visual interest should be provided on ground floor frontages, particularly fronting Goswell Road. New buildings should conserve and enhance the character of the built form of Bastwick Street.</p> <p>The site is adjacent to Hat and Feathers Conservation Area and in proximity to St. Luke's Conservation Area. This heritage setting needs to be considered as part of the design of any future development proposal.</p> <p>The site lies within 160 metres of the developing Bunhill Decentralised Energy network.</p>
Estimated timescale	2012 to 2016

13 Site allocations

Site BC 18

Redbrick Estate: Vibast Centre, garages and car park



Address, location, postcode	Redbrick Estate: Vibast Centre, garages and car park, Old Street, EC1V 9NH
Ownership	London Borough of Islington
Approximate size of site	3,300m ²
Current/previous use	Community centre, retail units, health facility, amenity space, car parking and garages
How was the site identified and relevant planning history	Sites identified in the Bunhill and Clerkenwell Urban Design Study (sites 50 and 51)
and	Redevelopment for residential uses (including family housing), retail and community floorspace, open space, car parking, and improved pedestrian through-routes.

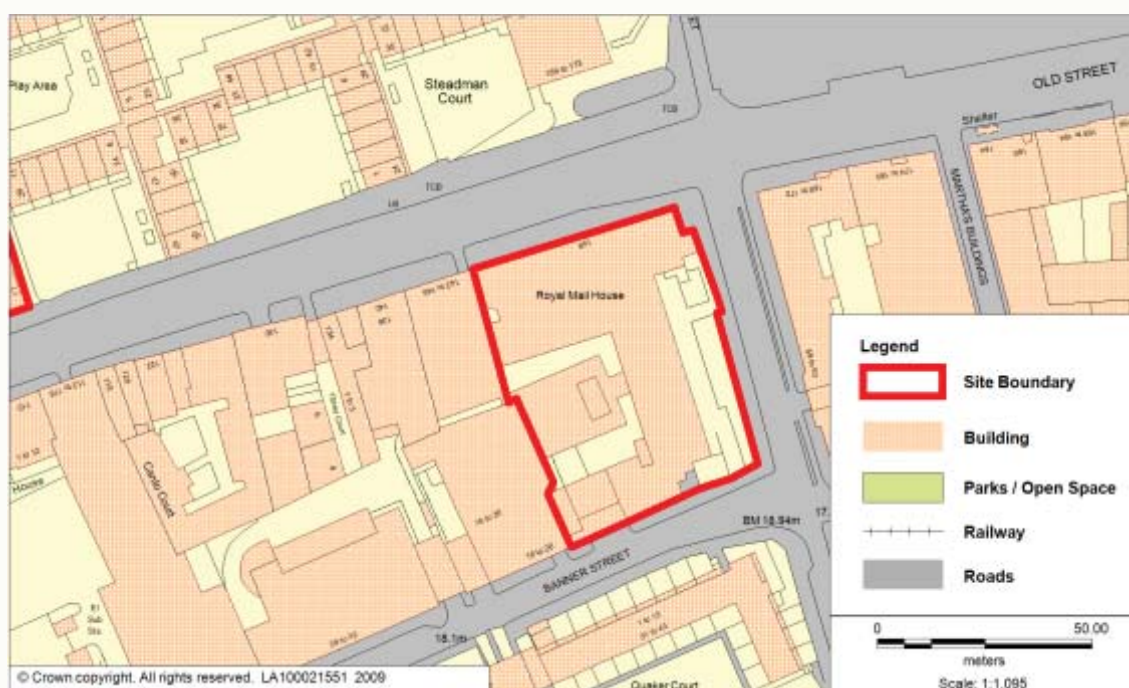
	<p>Existing buildings and spaces are poorly designed, resulting in poor legibility and safety. Redevelopment will improve the frontage to Old Street and Bath Street, allow for better quality community and retail spaces to be provided, create new homes suitable for families and improve the quality of the public realm within the estate.</p> <p>An assessment of existing and future need for community facilities should be undertaken to ensure appropriate provision of floorspace for community uses.</p> <p>Any development should respect and enhance the setting of the adjacent St. Luke's Conservation Area and Grade II listed St Luke's Church. Proposals will also need to be sensitive to the existing trees on site.</p>
<p>Design considerations and constraints</p>	<p>Buildings should be of high quality and sensitive design, to minimise impacts on neighbouring residential buildings. Active frontages should be provided onto Old Street, and potentially Bath Street. Open space on the site should be retained and enhanced, and the east/west pedestrian route from Bath Street to Lizard Street should be improved.</p> <p>Proposals will need to ensure that:</p> <ul style="list-style-type: none"> • residential amenity is protected, including through sensitive massing to retain light to adjacent properties; and maintaining privacy to neighbouring buildings (such as Steadman Court, Vickery Court, Bartholomew Court) • the design of buildings and spaces promote safety and security for residents • disabled parking is provided, with car parking provision linked to existing residents • access for emergency vehicles is retained • existing trees are protected wherever possible, with any loss adequately mitigated • the Cope House balcony is re-provided • the community centre/TMO office is protected <p>The loss of green space adjacent to Vibast Centre would only be appropriate where additional semi-private amenity/open space is created by proposals. In addition, improvements are expected to front garden</p>

13 Site allocations

	<p>areas within the wider site. The garage space below Cope House / residential unit has the potential to be changed into storage uses or similar as part of an improved layout. Redbrick TMO, estate residents and Cope House residents should be involved in the development of proposals, and during the construction phase of development.</p> <p>An ancient burial ground is present in this location. As such archaeological evaluation is likely to be required.</p> <p>The sites lie close to the developing Bunhill Decentralised Energy network, which provides heat to the rest of the estate.</p>
Cross-references	Policy BC3; Public space project 17
Estimated timescale	2012 to 2016

Site BC 19

148 Old Street (Royal Mail Building)



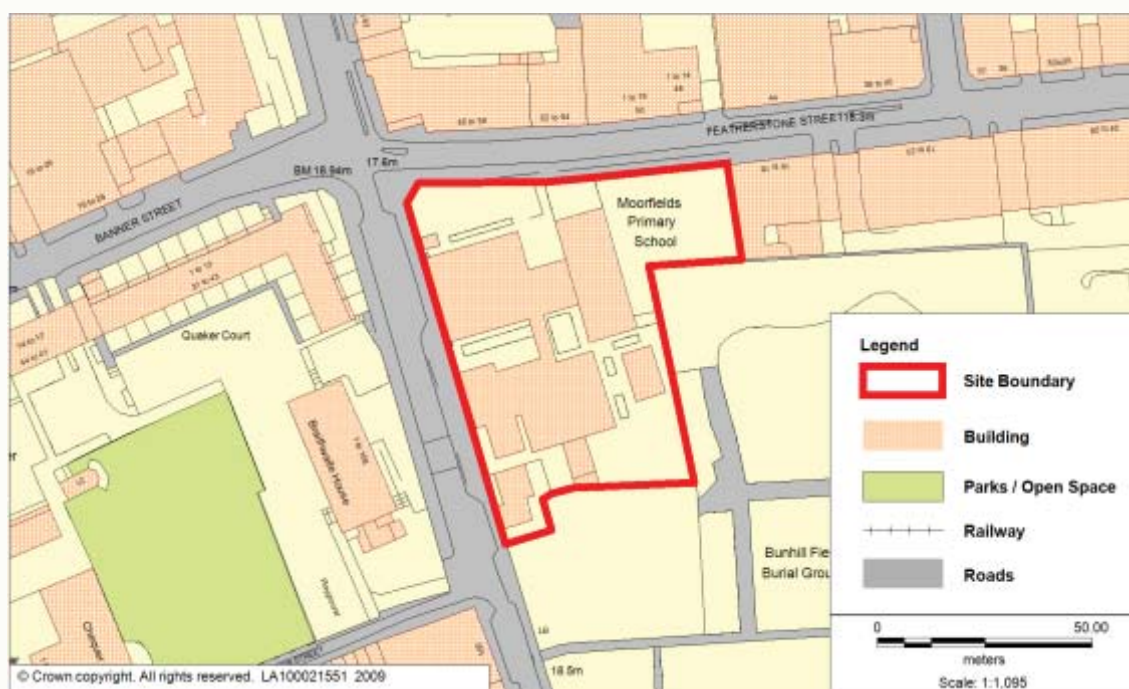
Address, location, postcode	148 Old Street (Royal Mail Building), EC1V 9HQ
Ownership	BP Investment Ltd
Approximate size of site	3,350m ²
Current/previous use	Offices
How was the site identified and relevant planning history	Site proposed by landowners, and identified in the Bunhill and Clerkenwell Urban Design Study (site 08).
and justification	<p>Demolition and replacement, or refurbishment of the existing building, to provide active uses fronting Old Street and commercial offices above, alongside an element of housing.</p> <p>The site lies within the CAZ, in close proximity to Old Street station, with excellent accessibility and with frontage onto Old Street. Refurbishment or redevelopment presents an opportunity to substantially improve the quality of the local environment and extend office provision.</p>

13 Site allocations

Design considerations and constraints	<p>A new, high quality building is considered appropriate in this location. The scale and massing should respect and enhance the local context. A substantially improved streetscape should be created by providing active uses at ground level. The building should be designed to provide commercial floorspace for a range of business sizes.</p> <p>The site lies within 160 metres of the developing Bunhill Decentralised Energy network and within 150 metres of the safeguarded future network.</p>
Cross-references	Policy BC3
Estimated timescale	2022 onwards

Site BC 20

Former Moorfields School, 40 Bunhill Row



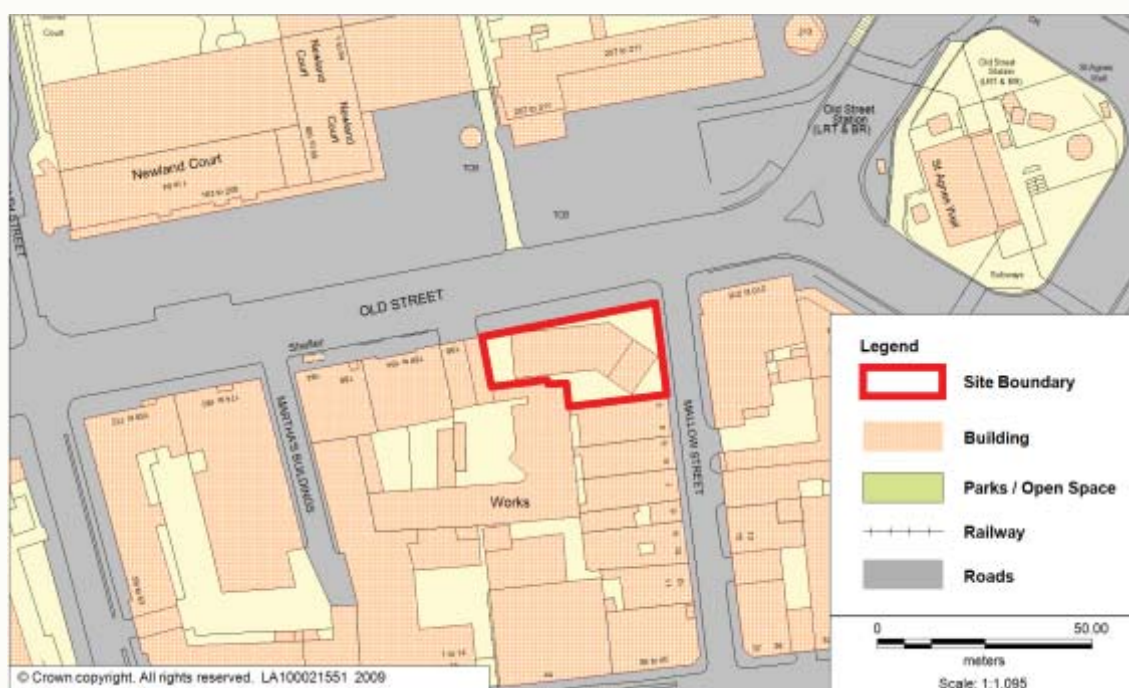
Address, location, postcode	Former Moorfields School, 40 Bunhill Row, EC1Y 8RX
Ownership	Southern Housing Group
Approximate size of site	4,280m ²
Current/previous use	Vacant land and buildings; formerly a primary school
How was the site identified and relevant planning history	Site identified in Strategic Housing Land Availability Assessment. An application (P102545) for 121 residential units and 4 flexible commercial/community units was dismissed on appeal in May 2012. Application P112564 approved subject to S106 in July 2012 for 65 residential units.
and	<p>Redevelopment of site for residential-led development, with community uses and small-scale retail at ground level.</p> <p>The site is currently vacant and occupies a prominent, accessible location close to Old Street.</p>

13 Site allocations

<p>Design considerations and constraints</p>	<p>Impacts on surrounding properties need to be considered and adequately addressed in terms of the scale, massing and design of new buildings.</p> <p>Bunhill Fields Burial Ground (a Grade I registered garden of significant historic importance, which contains multiple listed monuments) lies adjacent to the site and is an important feature of the Bunhill Fields and Finsbury Square Conservation Area. It is imperative that new development on this site conserves and enhances these important heritage assets.</p> <p>The adjacent Bunhill Fields Burial Ground is also a Site of Importance for Nature Conservation (SINC) of Borough Importance (Grade II). Development should aim to enhance local biodiversity and mitigate any impacts on the neighbouring protected habitat.</p> <p>The site lies within 250 metres of the developing Bunhill Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Policy BC3; Public space priority project 23</p>
<p>Estimated timescale</p>	<p>2012 to 2016</p>

Site BC 21

198-208 Old Street (petrol station)



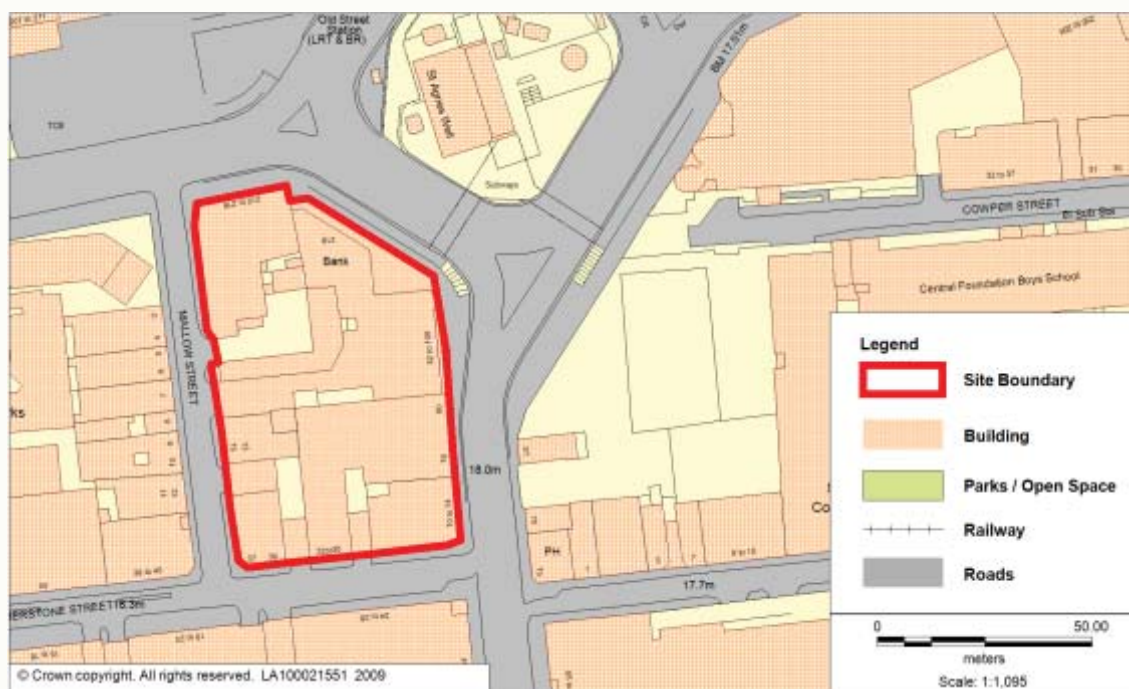
Address, location, postcode	198-208 Old Street (petrol station), EC1V 9FR
Ownership	Shell UK Ltd
Approximate size of site	700m ²
Current/previous use	Petrol station
How was the site identified and relevant planning history	Outline planning application (991593) for the petrol station's redevelopment for offices and retail was withdrawn in June 2003. Site identified in the Bunhill and Clerkenwell Urban Design Study
Allocation and justification	<p>Redevelopment of petrol station to provide a new building comprising retail at ground floor with business uses above.</p> <p>The site lies within the CAZ, in close proximity to Old Street station, with excellent accessibility and with frontage onto Old Street. Redevelopment of the petrol station is sought to promote more intensive use of this accessible site.</p>

13 Site allocations

<p>Design considerations and constraints</p>	<p>Proposal should aim to establish a strong building line on Old Street. Building heights should engage with the adjacent City Cloisters building and Mallow Street and avoid over-dominance on Old Street, particularly the residential units opposite.</p> <p>The adjacent building has a window on the flank wall (3rd floor). Proposals should ensure that any proposed development does not cause unacceptable detrimental effects to the amenity of adjoining occupiers.</p> <p>Remediation will be required prior to redevelopment.</p> <p>The site is adjacent to the Bunhill Fields and Finsbury Square Conservation Area. Proposals should conserve and enhance this heritage setting.</p> <p>The site lies within 270 metres of the developing Bunhill Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Policy BC3; Public space priority projects 19 and 20</p>
<p>Estimated timescale</p>	<p>2022 to 2026</p>

Site BC 22

Transworld, 70-100 City Road



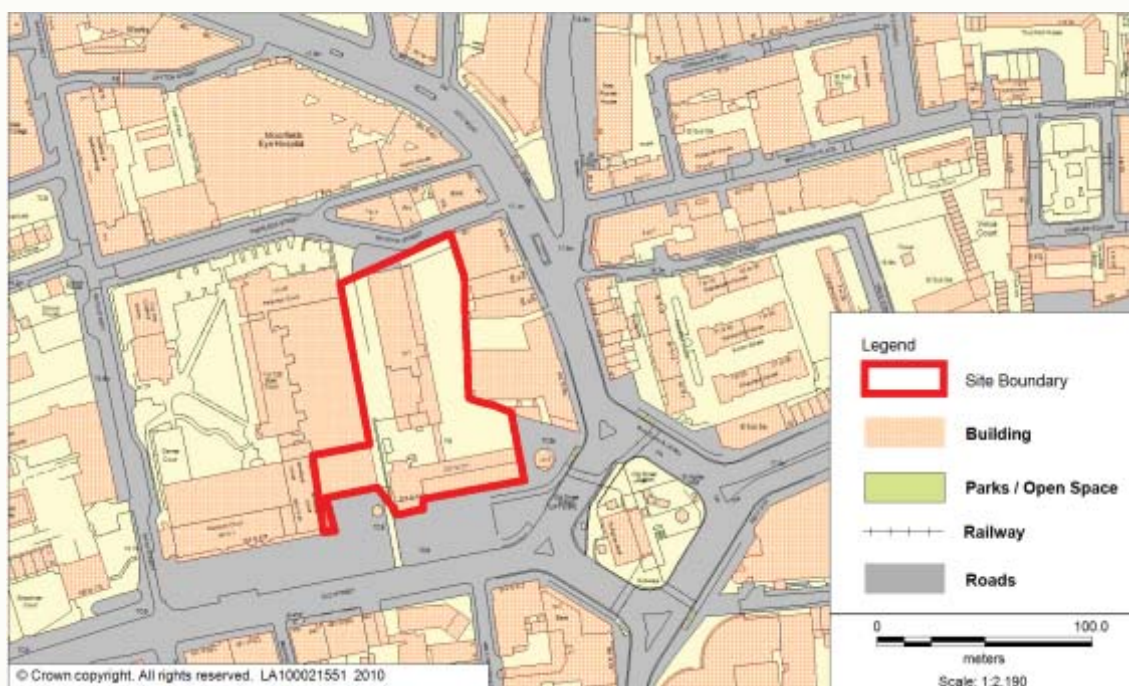
Address, location, postcode	Transworld, 70-100 City Road, EC1Y 2BP
Ownership	Derwent London
Approximate size of site	4,390m ²
Current/previous use	Commercial offices, retail units
How was the site identified and relevant planning history	Permission P061277 (granted at appeal) for a 39 storey residential-led development. A second permission (P101833) was granted in March 2012 for a commercial-led mixed use development to provide 32,625m ² B1 floorspace, 728m ² A1/A2/A3/A4 uses and 6 residential units.
and	Redevelopment and refurbishment for commercial-led development. The site is considered appropriate for intensification given its highly accessible location adjacent to Old Street. Business uses are proposed to take advantage of this excellent accessibility.

13 Site allocations

<p>Design considerations and constraints</p>	<p>A high quality building fronting Old Street/City Road should be provided that responds to the prominent location of the site, and provides large floorplate office accommodation, alongside commercial and retail floorspace for smaller businesses. Basement connections to the station should be considered.</p> <p>Proposals should provide activity and interest onto Old Street and City Road, and sensitive massing should ensure that the building integrates with the built form of Mallow Street, Featherstone Street and City Road. Existing buildings fronting Mallow Street and Featherstone Street which have character and heritage value must be retained and refurbished. Open space should be provided within the site, combined with improved through-site pedestrian links.</p> <p>The site falls partially within the Bunhill Fields and Finsbury Square Conservation Area. Proposals will need to conserve and enhance this heritage setting. Tall buildings (of 30 metres or higher) may be appropriate on some parts of the site, subject to meeting the criteria set out in Policy BC9.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate 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 lies within 310 metres of the developing Bunhill Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Policy BC3; Public space priority projects 19 and 20</p>
<p>Estimated timescale</p>	<p>2012 to 2016</p>

Site BC 23

207-211 Old Street



Address, location, postcode	207-211 Old Street (northwest corner of roundabout), EC1V 9NR
Ownership	Old Street Ltd
Approximate size of site	8,270m ²
Current/previous use	Offices
How was the site identified and relevant planning history	Redevelopment of the site has previously been the subject of pre-application interest and discussions. Site identified in the London SHLAA, and the Bunhill and Clerkenwell Urban Design Study (site 04)
and	<p>Redevelopment of site to provide a commercial-led mixed use development, including the retention of the Post Office, with retail uses at ground floor/basement and large floorplate office accommodation, alongside commercial and retail floorspace for smaller businesses. An element of residential uses may also be appropriate.</p> <p>Open space should be provided on site, including through-site pedestrian links to City Road and Baldwin Street, where appropriate.</p>

13 Site allocations

	<p>The site lies within the CAZ, in close proximity to Old Street station, with excellent accessibility and with frontage onto Old Street. Refurbishment or redevelopment presents an opportunity to substantially improve the quality of the local environment. Any public realm improvements should complement the Promenade of Light.</p>
Design considerations and constraints	<p>A new, high quality building will be sought in this location. Retail units should be provided at ground floor to provide an active frontage to Old Street. Basement connections to the station should be considered (see also Site BC24). Sensitive design and massing of the building is required, in order to protect the residential amenity of the adjacent St. Luke's Estate.</p> <p>Tall buildings (of 30 metres or higher) may be appropriate on some parts of the site, subject to meeting the criteria set out in Policy BC9.</p> <p>The site lies within 150 metres of the developing Bunhill Decentralised Energy network. Provision of a decentralised energy hub and/or connection to a neighbouring network should be explored.</p> <p>The site is adjacent to the Bunhill Fields/Finsbury Square and Moorfields Conservation Areas, and Grade II Listed Imperial Hall. Proposals should conserve and enhance this heritage setting.</p> <p>The site is within a Local Flood Risk Zone and is at risk of significant/extreme flooding. Proposals will therefore be required to further assess and mitigate this risk. Detailed guidance is set out in the Development Management Policies.</p>
Cross-references	Policy BC3; Public space priority projects 19 and 20
Estimated timescale	2016 to 2021

Site BC 24

Old Street roundabout area



Address, location, postcode	Old Street roundabout area, EC1V 9NR
Ownership	Transport for London; London Borough of Islington
Approximate size of site	3,850m ²
Current/previous use	Roadways, underground station and public space
How was the site identified and relevant planning history	Proposals for this site originally identified through the draft Old Street development strategy (May 2006). The site is identified in the Bunhill and Clerkenwell Urban Design Study (site 89).
and	<p>Reconfiguration of space above and below ground to provide improved access to underground station, enhanced retail provision, improved public toilets and public open space.</p> <p>Reconfiguration/development of the roundabout and station provides an opportunity to reduce traffic impacts, improve access to the station and provide an increased amount of public open space.</p>

13 Site allocations

<p>Design considerations and constraints</p>	<p>Proposals should improve pedestrian permeability, legibility, circulation and accessibility, including for passengers interchanging between transport modes. New public open space should incorporate green areas and tree planting. Step-free access is particularly encouraged.</p> <p>Proposals should aim to mark Old Street Station with a landmark station entrance and pursue integration of the public realm with St. Agnes' Well. Inventive solutions for integrating station facilities with retail units will be encouraged.</p> <p>Proposals should result in a reduction in air pollution, given the poor quality of air locally.</p> <p>The site is adjacent to a Local Flood Risk Zone and is at risk of significant/extreme flooding. Proposals will therefore be required to further assess and mitigate this risk. Detailed guidance is set out in the Development Management Policies.</p>
<p>Cross-references</p>	<p>Policy BC3; Public space priority projects 19 and 20</p>
<p>Estimated timescale</p>	<p>2017 to 2021</p>

Site BC 25

Inmarsat, 99 City Road (east of roundabout)



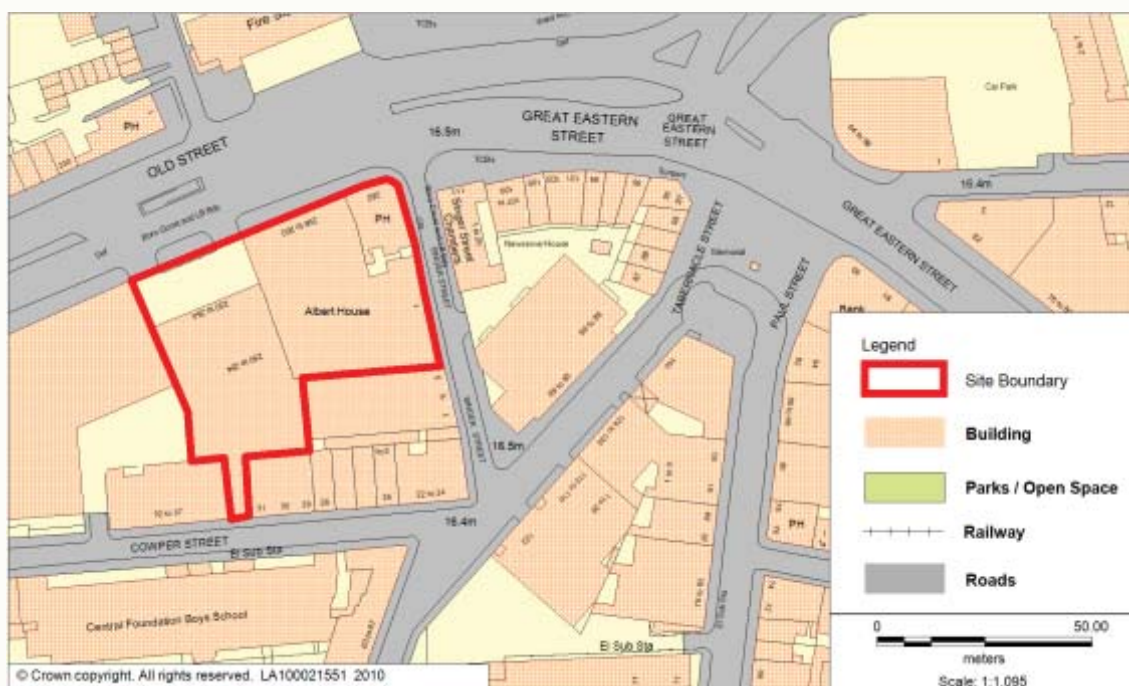
Address, location, postcode	Inmarsat, 99 City Road (east of roundabout), EC1Y 1BJ
Ownership	Matrix City Road Ltd
Approximate size of site	3,140m ²
Current/previous use	Offices
How was the site identified and relevant planning history	Refurbishment of the building has previously been the subject of pre-application discussions. Site identified in the Bunhill and Clerkenwell Urban Design Study (site 05).
and	<p>Refurbishment of the existing building for commercial offices, with an element of retail/leisure, or other appropriate uses which provide active frontages at ground floor. Redevelopment of the building may be acceptable if it can be demonstrated that the existing building is no longer fit for the purposes for which it was designed. Accommodation suitable for smaller businesses will be encouraged alongside large floorplate office uses.</p> <p>The site lies within the CAZ, in close proximity to Old Street station, with excellent accessibility and with frontage onto Old Street. The existing building is considered to be of an appropriate height and</p>

13 Site allocations

	<p>massing; however, refurbishment or redevelopment presents an opportunity to substantially improve the quality of the local environment.</p>
Design considerations and constraints	<p>A high standard of design is expected, which assists with creating a more cohesive place. Proposals should contribute to the enhancement and provision of open space.</p> <p>Tall buildings (of 30 metres or higher) may be appropriate on some parts of the site, subject to meeting the criteria set out in Policy BC9.</p> <p>The site is adjacent to the Grade II listed Central Foundation School, Bunhill Fields and Finsbury Square Conservation Area. Proposals should conserve and enhance this heritage setting.</p> <p>The site lies within 450 metres of the developing Bunhill Decentralised Energy network.</p>
Cross-references	Policy BC3; Public space priority projects 19 and 20
Estimated timescale	2022 onwards

Site BC 26

254-262 Old Street (east of roundabout)



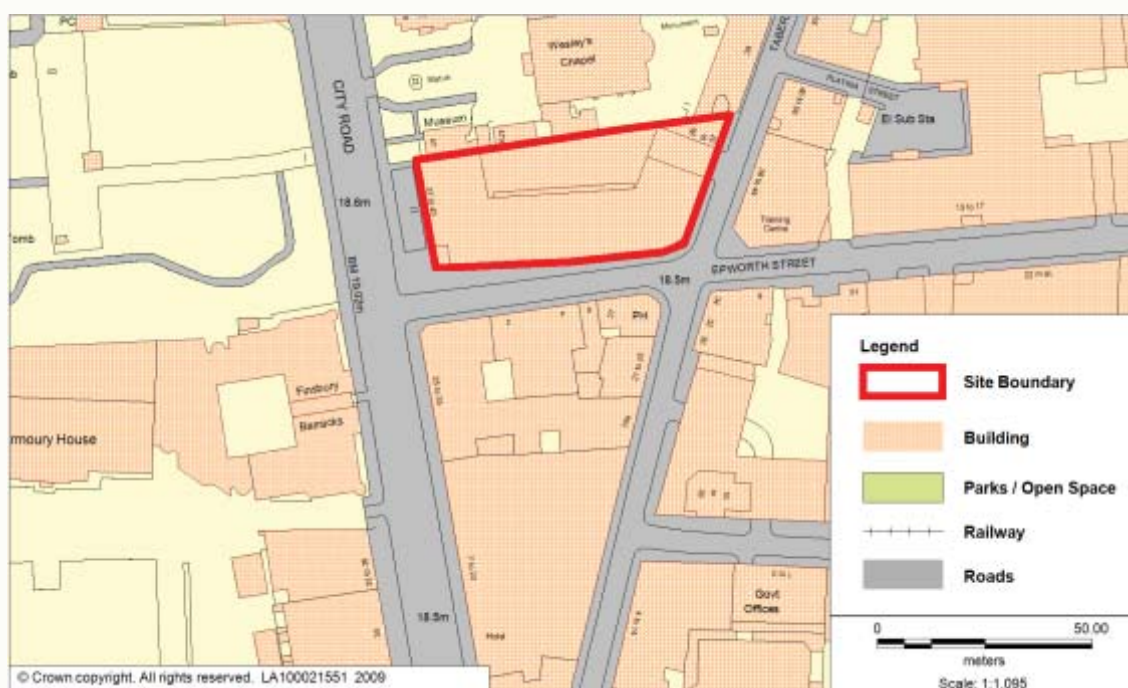
Address, location, postcode	254-262 Old Street (east of roundabout), EC1Y 1BJ
Ownership	Inmarsat Plc and West Register (Public Houses II) Ltd
Approximate size of site	2,860m ²
Current/previous use	Car parking, offices, public house and temporary uses
How was the site identified and relevant planning history	Redevelopment of parts of the site have previously been the subject of pre-application discussions. Site identified in the Bunhill and Clerkenwell Urban Design Study (site 06).
Allocation and justification	<p>Demolition and redevelopment to provide retail, leisure or other active uses at ground floor and large floorplate office accommodation above, alongside commercial and retail floorspace for smaller businesses.</p> <p>A new high quality commercial office building is considered appropriate in this location. The site lies within the CAZ, in close proximity to Old Street station, and has a frontage onto Old Street. Refurbishment or redevelopment presents an opportunity to substantially improve the quality of the local environment.</p>

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<p>Design considerations and constraints</p>	<p>A high standard of design is expected, which assists with creating a more cohesive place. A substantially improved streetscape should be created by providing active uses at ground level that improves pedestrian circulation along the Old Street frontage.</p> <p>The rear boundary of the site is adjacent to the Bunhill Fields and Finsbury Square Conservation Area and Grade II listed Central Foundation School, with the eastern boundary close to the South Shoreditch Conservation Area in Hackney. Proposals should conserve and enhance this heritage setting, including through sensitive massing. Tall buildings (of 30 metres or higher) may be appropriate on some parts of the site, subject to meeting the criteria set out in Policy BC9.</p> <p>Thames Water has indicated that there may be issues with 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 wastewater services.</p> <p>The site lies around 500 metres of the developing Bunhill Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Policy BC3; Public space priority projects 19 and 20</p>
<p>Estimated timescale</p>	<p>2022 onwards</p>

Site BC 27

Maple House, 37-45 City Road



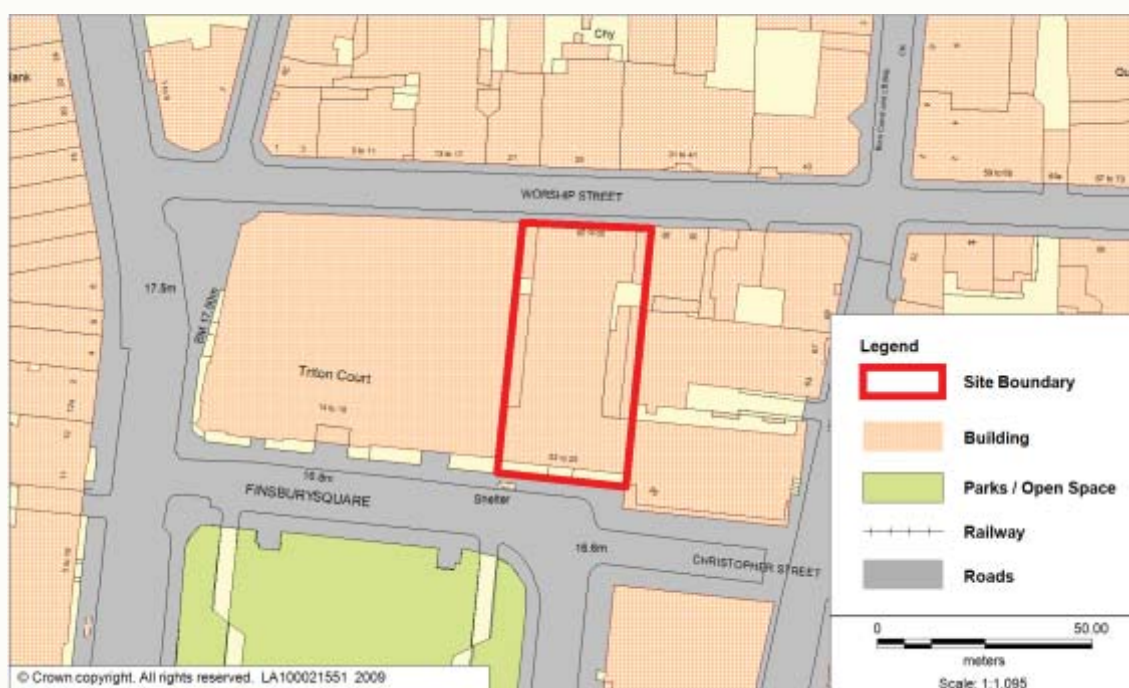
Address, location, postcode	Maple House, 37-45 City Road, EC1Y 1AT
Ownership	Town House Investments Ltd
Approximate size of site	1,820m ²
Current/previous use	Commercial offices
How was the site identified and relevant planning history	Site has permission for a new building providing 2,428m ² B1 office floorspace (P050600). A subsequent application (P101573) for an extension to the time limit has been made.
Allocation and justification	<p>Redevelopment for a new building accommodating office floorspace and retail uses fronting City Road.</p> <p>The site is in an accessible and prominent location. Redevelopment provides an opportunity to improve the character of the Conservation Area and provide new office floorspace.</p>
Design considerations and constraints	Sensitive scale, massing and design will be required which conserves and enhances the character of the Bunhill Fields and Finsbury Square Conservation Area, and particularly the

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	<p>setting of the adjacent Grade I and II listed John Wesley Chapel buildings and the Grade II listed Finsbury Barracks. The building should also provide street level activity and/or interest to City Road, Tabernacle Street and Epworth Street.</p> <p>The site lies around 500 metres from both the Citigen Decentralised Energy network and developing Bunhill network.</p>
Cross-references	Policy BC3
Estimated timescale	2012 to 2016

Site BC 28

Royal London House, 22-25 Finsbury Square



Address, location, postcode	Royal London House, 22-25 Finsbury Square, EC2A 1DX
Ownership	Obidos Properties Limited
Approximate size of site	1,898m ²
Current/previous use	Commercial offices
How was the site identified and relevant planning history	The site has permission (P081289, September 2008) for a temporary change of use from office (B1) to education use (D1) for five years.
Allocation and justification	<p>Redevelopment of the existing building to provide office (B1(a)) floorspace.</p> <p>The site is in a highly accessible area on the fringe of the City of London office market. Intensification of existing uses is considered appropriate.</p>
Design considerations and constraints	Replacement buildings should exhibit a similar massing, scale and rhythm to neighbouring buildings fronting Finsbury Square, and reinforce the primacy of Triton Court, which is a recognised landmark.

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	<p>The site is within the Bunhill Fields and Finsbury Square Conservation Area. Any proposals should conserve and enhance this heritage setting.</p> <p>The site lies within 420 metres of the Citigen Decentralised Energy network.</p>
Cross-references	Public space priority project 22
Estimated timescale	2012 to 2016

Site BC 29

Longbow House



Address, location, postcode	Longbow House, 14-20 Chiswell Street, EC1Y 4TW
Ownership	Freehold: Honourable Artillery Company; Leasehold: Metropolitan Properties Company Ltd
Approximate size of site	1,400m ²
Current/previous use	Offices and retail
How was the site identified and relevant planning history	Site put forward by the landowner through consultation. Pre-application discussions were originally held in 2006 regarding the site's redevelopment.
Allocation and justification	<p>Redevelopment of the site to provide a new, high quality building incorporating commercial office uses.</p> <p>This highly accessible site lies on the boundary of the City of London, and within the Core Strategy's proposed employment priority area. Intensification of office uses is considered appropriate where the character and setting of the adjacent training grounds is conserved and enhanced.</p>

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Design considerations and constraints	<p>Any new building should positively address both Chiswell Street and the Honourable Artillery Company's training grounds, exhibiting a scale and height that is consistent with neighbouring buildings and the immediate context.</p> <p>The adjacent Honourable Artillery Company's training grounds are a feature of the Bunhill Fields and Finsbury Square Conservation Area and part of the curtilage of a Grade II listed feature. Any development should conserve and enhance this heritage setting.</p> <p>The site lies within 70 metres of the Citigen Decentralised Energy network.</p>
Estimated timescale	2017 to 2021

Site BC 30

Cass Business School, 106 Bunhill Row, EC1Y 8TZ



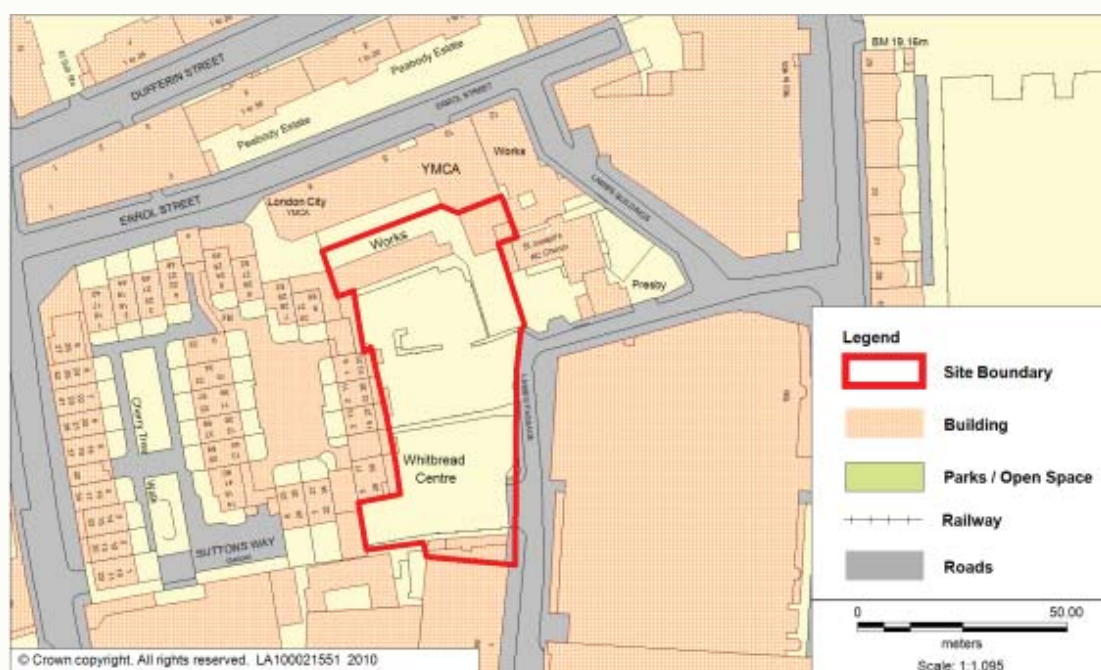
Address, location, postcode	Cass Business School, 106 Bunhill Row, EC1Y 8TZ
Ownership	City University London
Approximate size of site	4,470m ²
Current/previous use	University teaching facilities
How was the site identified and relevant planning history	Site identified by the landowner and included in the Bunhill and Clerkenwell Urban Design Study (site 01)
Allocation and justification	Limited intensification for education floorspace. An increased amount of teaching facilities is required on site to accommodate projected growth in students. There is continued excessive demand for space in the building which has resulted in the leasing of temporary accommodation.
Design considerations and constraints	Thames Water has indicated that there may be issues with wastewater services associated with this site. As such applicants must demonstrate that early engagement has been undertaken

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	<p>with Thames Water and that appropriate measures have been agreed to mitigate any potential problems associated with wastewater services.</p> <p>Any development proposal will need to conserve and enhance the nearby Grade II listed Honourable Artillery Company's training grounds, Grade II listed terraces on Bunhill Row, and the St. Luke's, Bunhill Fields/Finsbury Square and Chiswell Street Conservation Areas.</p> <p>The site lies within 20 metres of the Citigen Decentralised Energy network.</p>
Estimated timescale	2022 onwards

Site BC 31

Car park at 11 Shire House, Whitbread Centre, Lamb's Passage



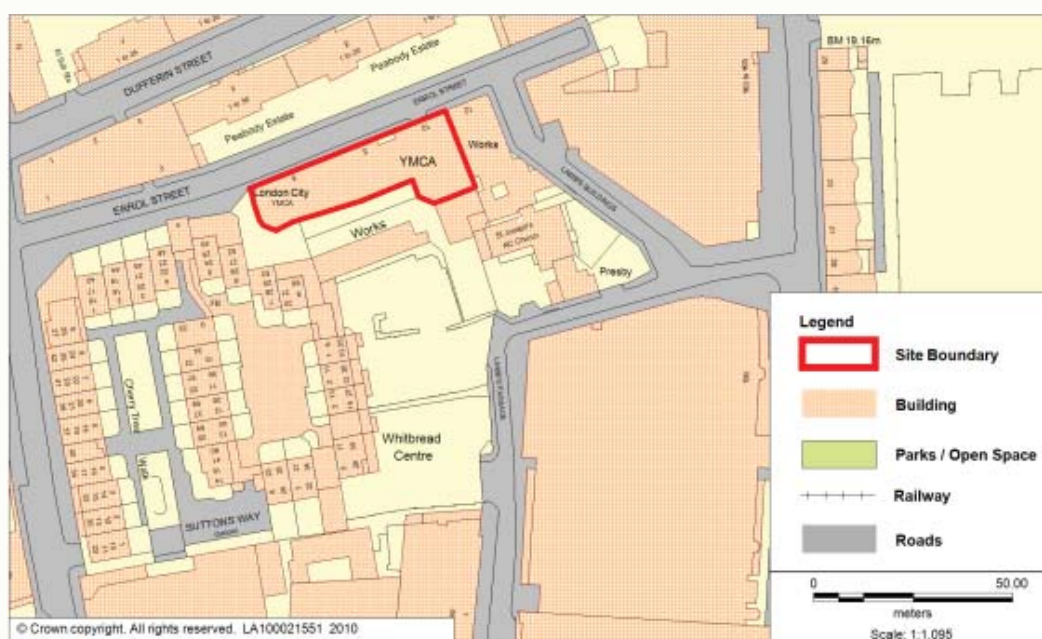
Address, location, postcode	Car park at 11 Shire House, Whitbread Centre, Lamb's Passage, EC1Y 8TE
Ownership	Lamb's Passage Real Estate Ltd (southern half of the site). Northern half is owned by freeholder, with LB Islington lease until 2126
Approximate size of site	2,850m ²
Current/previous use	Car park
How was the site identified and relevant planning history	Subject of planning application P060460; withdrawn by applicant in November 2006. A Development Brief for the site was prepared in 2006. Site identified in the Bunhill and Clerkenwell Urban Design Study (site 60)
Allocation and justification	<p>Redevelopment to provide a mixed use development including small scale business uses and residential uses, alongside open space.</p> <p>This is an accessible site close to the boundary of the City of London, with the opportunity to improve the frontage to Lamb's Passage, support the retail offer of the area and increased access to small-scale business floorspace in this important location within the CAZ.</p>

13 Site allocations

<p>Design considerations and constraints</p>	<p>Development will need to be compatible with and respect the surrounding residential area and should conserve and enhance the character of St. Luke's and Chiswell Street Conservation Areas.</p> <p>The site falls within an area of deficiency in access to nature.</p> <p>The site lies within the designated City Fringe Opportunity Area.</p> <p>There are vaults under the southern part of the site. Any development will require a complete and proper survey. Proposals should respect and, if possible, make use of the vaults.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate 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 lies within 90 metres of the Citigen Decentralised Energy network.</p>
<p>Estimated timescale</p>	<p>2012 to 2016</p>

Site BC 32

City YMCA, 8 Errol Street



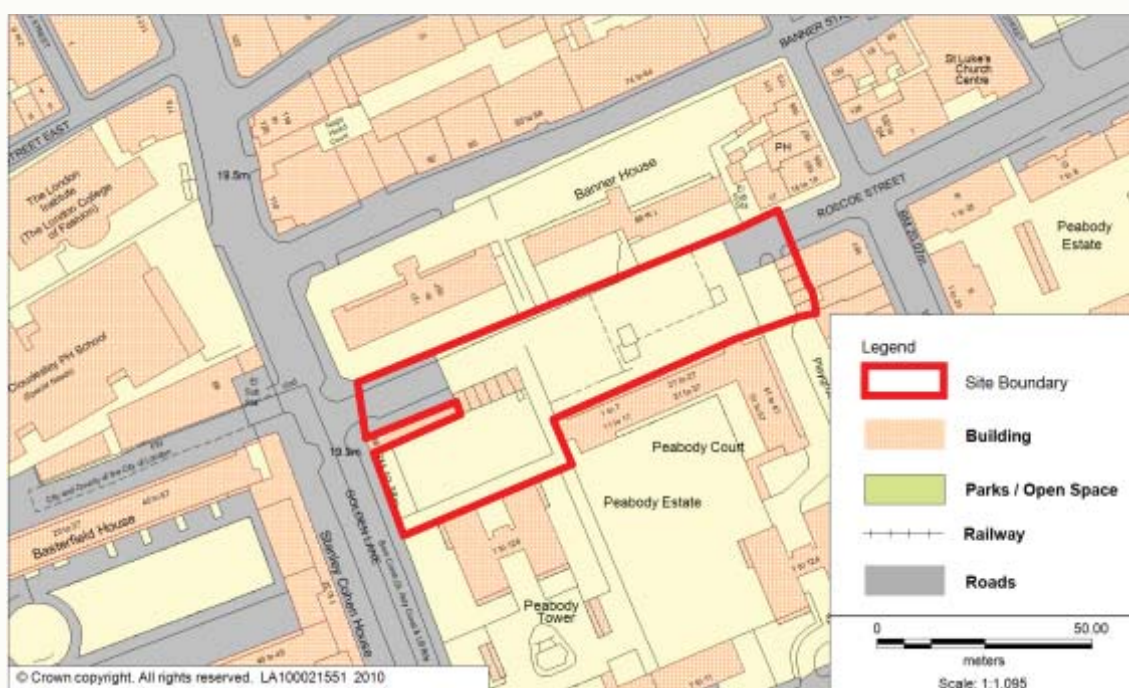
Address, location, postcode	City YMCA, 8 Errol Street, London, EC2Y 8BR
Ownership	Freehold: Errol Street Real Estate Ltd; Leasehold: City YMCA
Approximate size of site	780m ²
Current/previous use	Housing (temporary accommodation for young people aged 16 - 24), community hall, community rooms, young people's recreational facilities, dining area
How was the site identified and relevant planning history	The site has been identified for potential redevelopment by the leaseholders (YMCA) and was promoted through the plan review process. No major or recent planning consents exist at the site.
Allocation and justification	<p>Redevelopment of building to provide improved temporary accommodation for young people, alongside ancillary facilities.</p> <p>Investment in the building is required to provide a high quality environment for young people, to meet the demand for accommodation for this age group and to ensure access to opportunities for training and employment on the foothold of the City of London.</p>

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Design considerations and constraints	<p>The site falls within the St. Luke's Conservation Area and is adjacent to the Lamb's Buildings, which are locally listed. Development proposals must conserve and enhance these heritage assets. Impacts on properties to the north need to be considered and adequately addressed in terms of the scale, massing and design of new buildings. A strong building line is expected to be maintained on Errol Street of a scale and massing that complements the Peabody buildings opposite.</p> <p>The site lies within 150 metres of the Citigen Decentralised Energy network.</p>
Estimated timescale	2012 to 2021

Site BC 33

Peabody Whitecross Estate, Roscoe Street



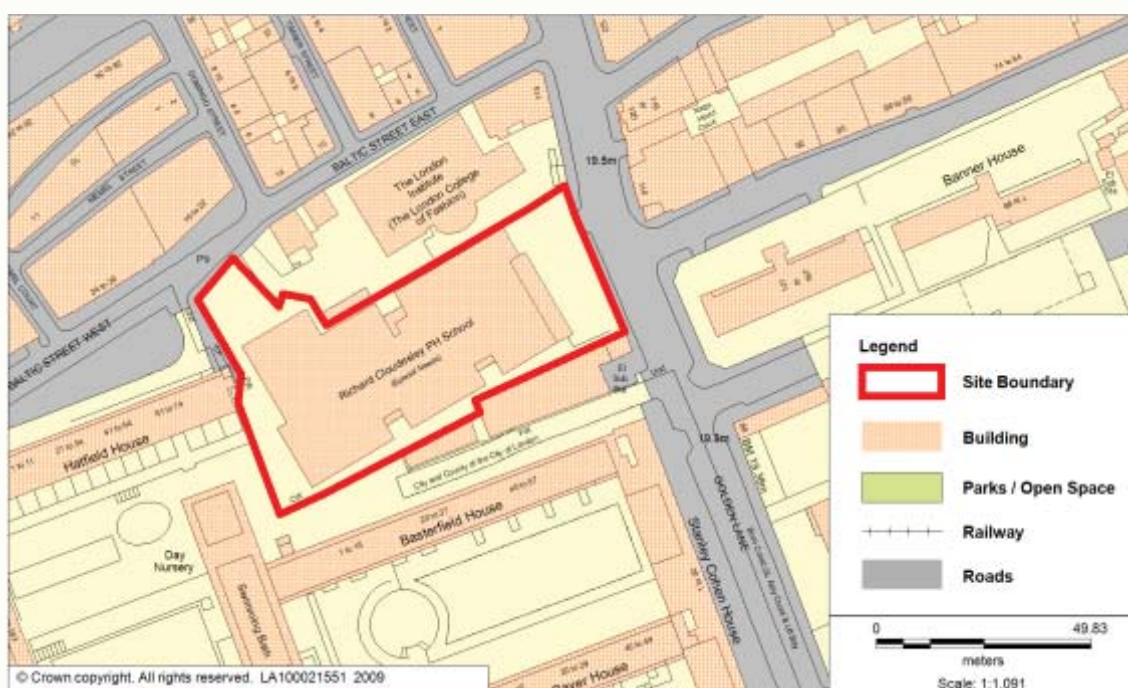
Address, location, postcode	Peabody Whitecross Estate, Roscoe Street, EC1Y 8SX
Ownership	Peabody Trust, London Borough of Islington
Approximate size of site	3,040m ²
Current/previous use	Public open space, semi-private space, storage, car parking, roadways
How was the site identified and relevant planning history	Site identified as a potential improved area of open space in the Bunhill and Clerkenwell Urban Design Study and through consultation with Peabody Trust.
Allocation and justification	<p>Improved public open space and design measures to improve the definition between public and private space; alongside some new housing.</p> <p>There is an opportunity to formalise Roscoe Street as a public space, improve the quality of the public realm and introduce additional homes to meet local need.</p>

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<p>Design considerations and constraints</p>	<p>The design should incorporate private space for ground floor residential units to better define the public realm, alongside improved amenity space for public use, enhanced east/west pedestrian access, and reduced visual clutter. A study undertaken in 2010⁽²⁹⁾ indicated the following local priorities:</p> <ul style="list-style-type: none"> • greening the estate • maintaining and protecting existing greenery and trees • rationalising storage provision and car parking • rationalising open space, improving definition between public/semi-private spaces and providing informal play space <p>The introduction of additional housing may be appropriate where this would protect the amenity of existing homes (including privacy), improve legibility and reduce opportunities for crime. The relationship to existing buildings needs careful consideration, particularly 88 Golden Lane, Peabody Court and the northernmost Peabody Tower.</p> <p>The site falls within a Local Flood Risk Zone. Proposals will therefore be required to further assess and mitigate this risk. Detailed guidance is set out in the Development Management Policies.</p> <p>The site lies within 20 metres of a planned or potential Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Public space priority project 18</p>
<p>Estimated timescale</p>	<p>2017 to 2021</p>

Site BC 34

Richard Cloudesley School



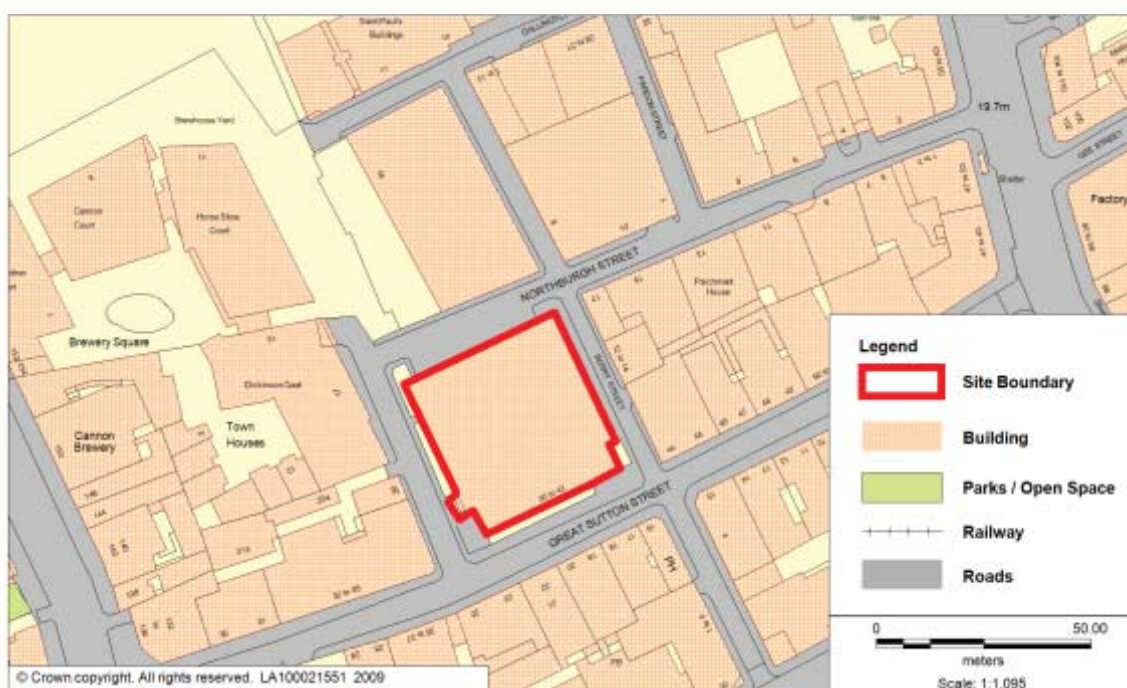
Address, location, postcode	Richard Cloudesley School, Golden Lane, EC1Y 0TJ
Ownership	London Borough of Islington
Approximate size of site	3,480m ²
Current/previous use	School and car parking
How was the site identified and relevant planning history	Identified in Bunhill and Clerkenwell Urban Design Study (site 21)
Allocation and justification	<p>Redevelopment of the existing school building for housing, open space and play facilities.</p> <p>Richard Cloudesley School will be fully incorporated within the Golden Lane Campus, allowing for the development of housing, open space and play facilities on the existing school site.</p>

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<p>Design considerations and constraints</p>	<p>Proposed buildings must be sensitively designed to minimise impacts on neighbouring residential buildings. Proposals should also conserve and enhance heritage assets, including the neighbouring locally listed building to the north, the Golden Lane Estate, and the St. Luke's Conservation Area.</p> <p>The site falls within an area of deficiency in access to nature. Public open space should be provided to offset the loss of playground space and to relieve pressure on Fortune Street Park.</p> <p>The site is adjacent to a Local Flood Risk Zone and is at risk of significant/extreme flooding. Proposals will therefore be required to further assess and mitigate this risk. Detailed guidance is set out in the Development Management Policies.</p> <p>The site lies within 20 metres of a planned or potential Decentralised Energy network.</p>
<p>Estimated timescale</p>	<p>2012 to 2016</p>

Site BC 35

36-43 Great Sutton Street (Berry Street)



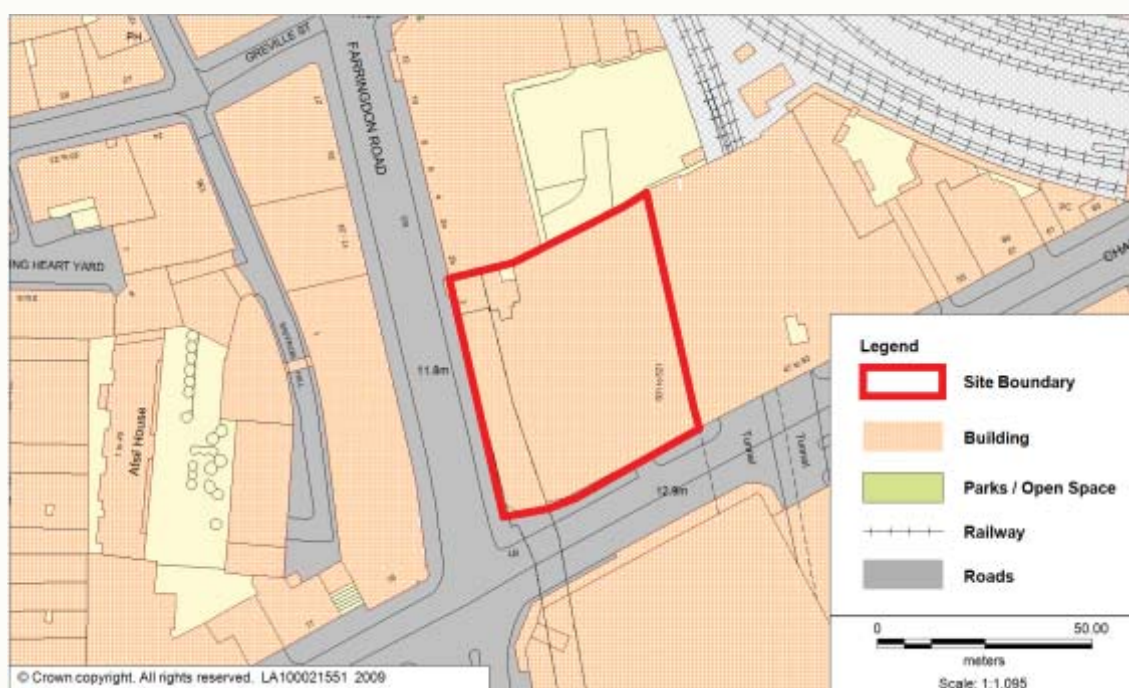
Address, location, postcode	36-43 Great Sutton Street (Berry Street), EC1V 0AB
Ownership	BT
Approximate size of site	1,543m ²
Current/previous use	Offices
How was the site identified and relevant planning history	Permission granted in 2002 to refurbish existing 1970s building and increase commercial floorspace. Now lapsed. Site identified in the Farringdon Urban Design Study
Allocation and justification	<p>Refurbishment/extension of existing building to provide commercial-led office development.</p> <p>Given the site's location within the CAZ and a Conservation Area, there is an opportunity for minor intensification of existing business uses. Refurbishment of the existing building also provides an opportunity to significantly improve the streetscape.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework.</p>

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Design considerations and constraints	<p>Proposals should respond to the prevailing building line on Great Sutton Street. The site lies within the Hat and Feathers Conservation Area. Proposals should conserve and enhance this heritage setting.</p> <p>The site lies within 220 metres of the developing Bunhill Decentralised Energy network.</p>
Cross-references	Policy BC7
Estimated timescale	2022 onwards

Site BC 36

Caxton House, 2 Farringdon Road



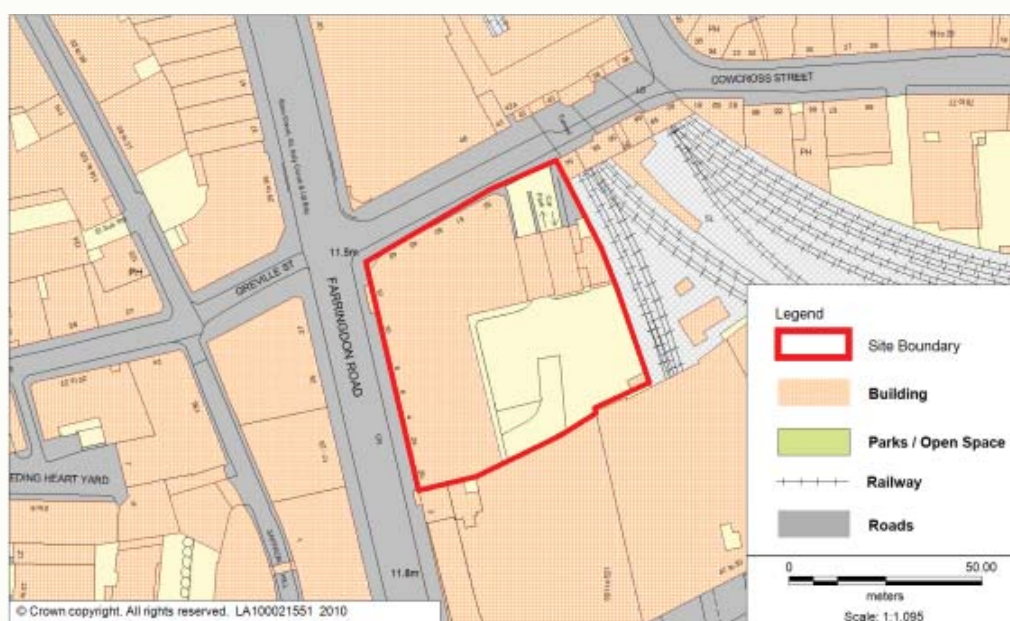
Address, location, postcode	Caxton House, 2 Farringdon Road, EC1M 3HN
Ownership	Henderson Investments
Approximate size of site	3,137m ²
Current/previous use	Commercial offices (now vacant) and retail units
How was the site identified and relevant planning history	Site has permission for redevelopment of the existing office building to provide 27,100m ² commercial / retail floorspace (P081100). This permission has commenced implementation, with the former Caxton House now demolished.
Allocation and justification	<p>Redevelopment to provide a new building accommodating business and retail floorspace.</p> <p>The site is in a highly accessible area on the fringe of the City of London office market. New development provides an opportunity to enhance the quality of this important location, subject to the building being designed in a manner that protects and enhances views of St. Paul's Cathedral, and the historic context, and integrates with Farringdon station.</p>

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<p>Design considerations and constraints</p>	<p>Scale and massing is critical, particularly in terms of impacts on street-level and strategic views, and relationship to neighbouring listed buildings and Conservation Areas (Charterhouse Square, Hatton Garden and Smithfield). Proposals will need to be sensitively designed to conserve and enhance this historic context. A comprehensive scheme is sought, consistent with proposals for the neighbouring site to the north (refer to Site BC37). Active frontages with level street access are encouraged along Farringdon Road.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework and Development Management Policies.</p> <p>The site is adjacent to a Local Flood Risk Zone and is at risk of significant/extreme flooding. Proposals will therefore be required to further assess and mitigate this risk. Detailed guidance is set out in the Development Management Policies.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate 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 lies within 30 metres of the Citigen Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Policy BC5; Public space priority projects 25, 26 and 27</p>
<p>Estimated timescale</p>	<p>2017 to 2021</p>

Site BC 37

Cardinal Tower / Crossrail over-site development



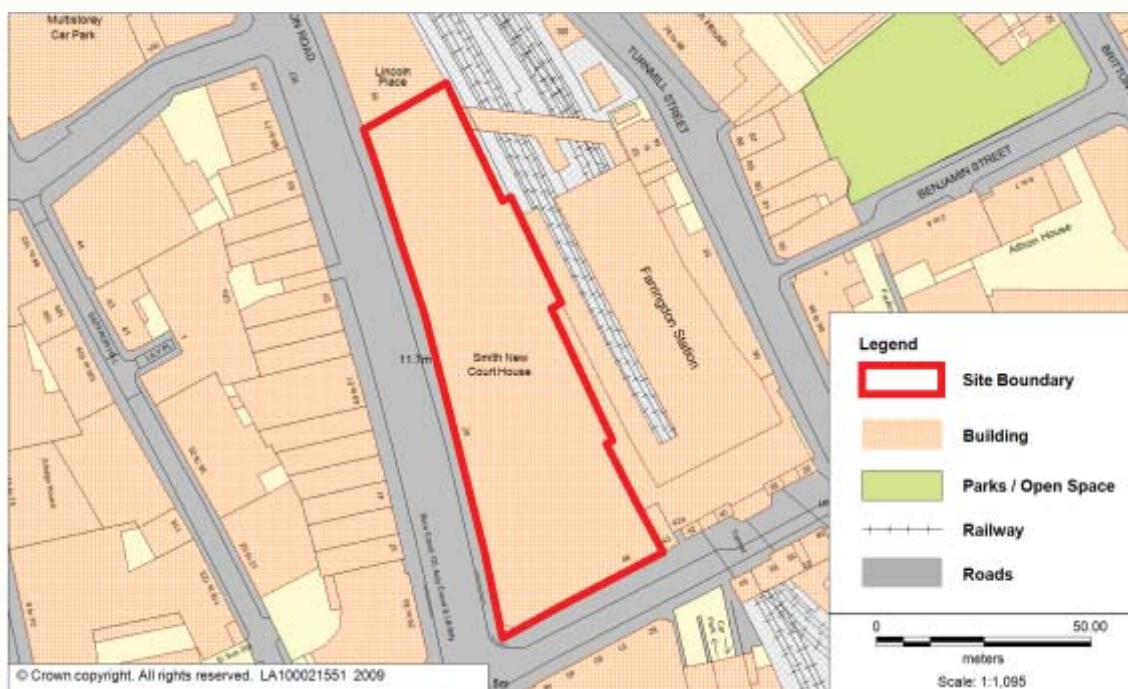
Address, location, postcode	Cardinal Tower / Crossrail over-site development and car park to rear, 53 Cowcross Street, EC1M 3HS
Ownership	Crossrail / Cardinal Lysander
Approximate size of site	3,730m ²
Current/previous use	Commercial offices, retail units, car park
How was the site identified and relevant planning history	Cardinal Tower has now been demolished to make way for Farringdon's new Crossrail station, to be constructed below ground, with access via a ticket hall shared with the new Thameslink station. The site will be redeveloped once Crossrail is built.
Allocation and justification	<p>Redevelopment to provide ticket hall for Crossrail and Thameslink plus retail and passenger facilities at ground level; and office or potentially hotel uses above.</p> <p>The site is in a highly accessible area on the fringe of the City of London office market. New development provides an opportunity to enhance the quality of this important location, subject to the building being designed in a manner that protects and enhances views of St. Paul's Cathedral and the historic context and integrates with Farringdon station.</p>

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<p>Design considerations and constraints</p>	<p>A comprehensive scheme is sought, consistent with proposals for the neighbouring site to the south (refer to Site BC36).</p> <p>Scale and massing is critical and will be expected to respect the surrounding context, including the built form of structures on the opposite side of Farringdon Road (in the Hatton Garden Conservation Area), and heritage assets in Islington (including the Farringdon station building and street-level views of St. Paul's Cathedral). Any proposals will need to conserve and enhance this heritage setting.</p> <p>Careful consideration needs to be given to the frontages of this building on both Cowcross Street and Farringdon Road. Active frontages should be provided, with visual mitigation of any vent shafts and emergency exits associated with the Crossrail station.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework and Development Management Policies.</p> <p>Thames Water has indicated that there may be issues with water supply capability associated with this site. As such applicants must demonstrate 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 lies within 150 metres of the Citigen Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Policy BC5; Public space priority projects 25, 26 and 27</p>
<p>Estimated timescale</p>	<p>2017 to 2021</p>

Site BC 38

Farringdon Place, 20 Farringdon Road



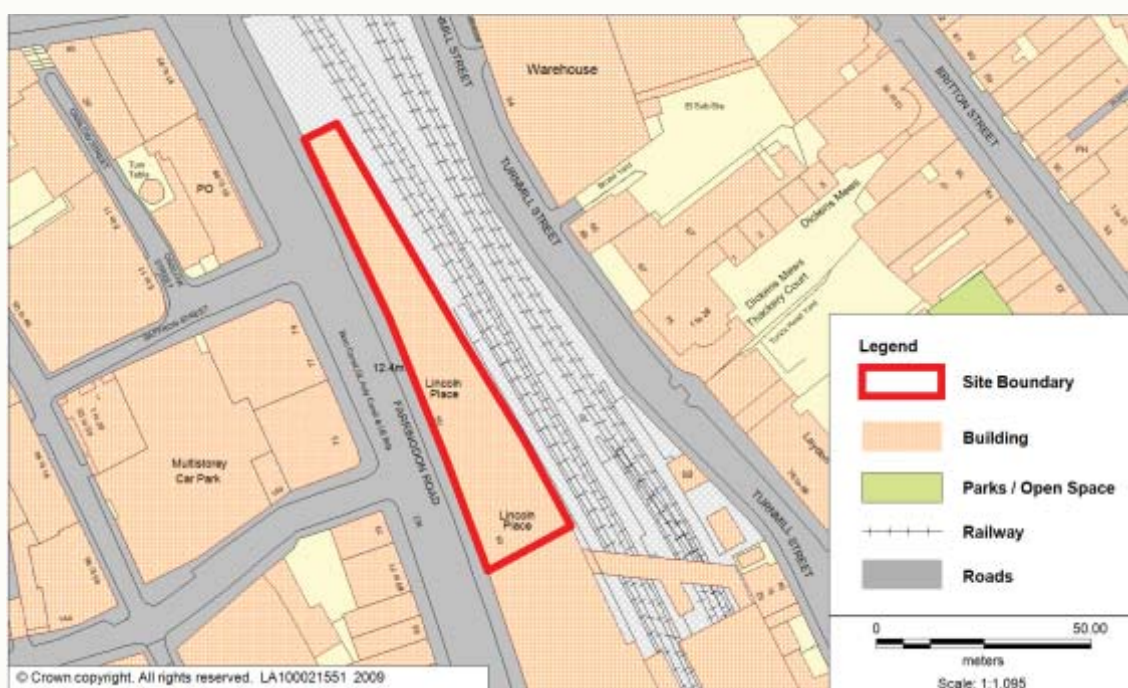
Address, location, postcode	Farringdon Place, 20 Farringdon Road, EC1M 3NH
Ownership	Merrill Lynch / Network Rail Ltd
Approximate size of site	3,700m ²
Current/previous use	Commercial offices
How was the site identified and relevant planning history	The site has planning permission (P101002, January 2011) for the change of use of the basement and ground floor from B1 to a gym. Site identified in the Farringdon Urban Design Study
Allocation and justification	<p>Redevelopment of the existing building to provide retail, leisure or other active uses at ground floor and basement levels, and office or potentially hotel uses above, with improved pedestrian connections to Turnmill Street and Farringdon station.</p> <p>This prominent site fronts Farringdon Road and benefits from excellent access to Farringdon station. The current building provides a very poor frontage to Farringdon Road. While the site is heavily constrained, there may be potential for reconfiguration and refurbishment of the existing building to improve its street frontage.</p>

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<p>Design considerations and constraints</p>	<p>Improvements to the existing building should aim to improve its visual relationship with the Fleet Valley buildings, whilst supporting Farringdon Road and Cowcross Street in terms of design and build quality, daylight, permeability and retail. Proposals should aim to mark the entrance to Farringdon station and pursue a ground floor that integrates with the adjacent public realm and integrated transport interchange, including improved pedestrian connections through the north of the site to allow for direct access to Farringdon Road from the station, and relate to the neighbouring development site to the north (Site BC39).</p> <p>The site is adjacent to Clerkenwell Green, Charterhouse Square and Hatton Garden Conservation Areas. Proposals will need to conserve and enhance this heritage setting, in particular by exhibiting a scale and massing that respects the built form on the opposite side of Farringdon Road. Protected strategic and local views / vistas (including views of St. Paul's) are a significant constraint to the site's development.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework and Development Management Policies.</p> <p>The site lies within 250 metres of the Citigen Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Policy BC5; Public space priority projects 25, 26 and 27</p>
<p>Estimated timescale</p>	<p>2022 to 2026</p>

Site BC 39

Lincoln Place, 50 Farringdon Road



Address, location, postcode	Lincoln Place, 50 Farringdon Road, EC1M 3NH
Ownership	Picton Capital Ltd / Network Rail Ltd
Approximate size of site	1,480m ²
Current/previous use	Offices
How was the site identified and relevant planning history	Site put forward by the landowner through consultation, and identified in the Farringdon Urban Design Study.
Allocation and justification	<p>Redevelopment to provide retail or other active frontage at ground floor and basement and office or potentially hotel uses above, with improved pedestrian connections to Turnmill Street and Farringdon station.</p> <p>This prominent site fronts Farringdon Road and benefits from excellent access to Farringdon station. The current building provides a very poor frontage to Farringdon Road. While the site is heavily constrained, there may be potential for reconfiguration and/or refurbishment.</p>

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<p>Design considerations and constraints</p>	<p>Improvements to the existing building should aim to improve its visual relationship with the Fleet Valley buildings, whilst supporting Farringdon Road in terms of design and built quality, daylight, permeability and retail. Proposals should pursue a ground floor that integrates with the adjacent public realm and integrated transport interchange, and relates to the neighbouring development site to the south (Site BC38).</p> <p>The site is adjacent to Clerkenwell Green, Charterhouse Square and Hatton Garden Conservation Areas. Proposals will need to conserve and enhance this heritage setting, in particular by exhibiting a scale and massing that respects the built form on the opposite side of Farringdon Road. Protected strategic and local views / vistas (including views of St. Paul's) are a significant constraint to the site's development.</p> <p>Part of the site falls within a Local Flood Risk Zone and is at risk of significant/extreme flooding. Proposals will therefore be required to further assess and mitigate this risk. Detailed guidance is set out in the Development Management Policies.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework and Development Management Policies.</p> <p>The site lies within 380 metres of the Citigen Decentralised Energy network.</p>
<p>Cross-references</p>	<p>Policy BC5; Public space priority projects 26 and 27</p>
<p>Estimated timescale</p>	<p>2022 onwards</p>

Site BC 40

The Turnmill, 63 Clerkenwell Road



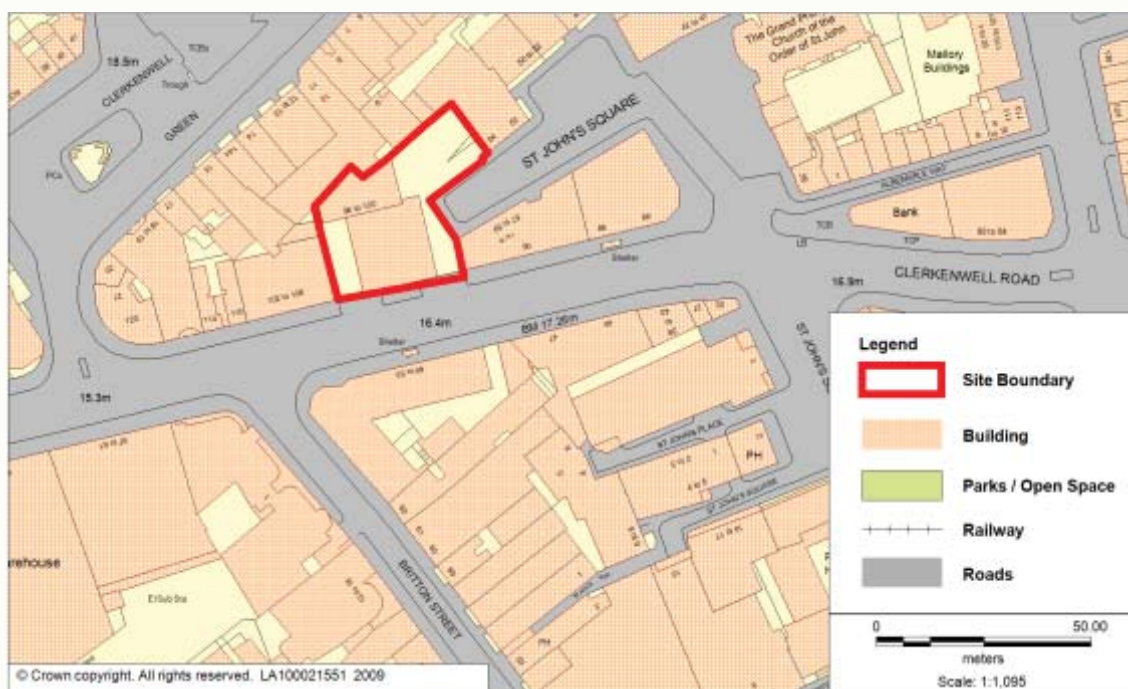
Address, location, postcode	The Turnmill, 63 Clerkenwell Road, EC1M 5NP
Ownership	Derwent London
Approximate size of site	1,450m ²
Current/previous use	Bar/restaurant, nightclub and commercial offices
How was the site identified and relevant planning history	The site has permission (P110392) for demolition and replacement of the building with 6,834m ² office floorspace and 2,869m ² flexible A1/A3/A4 floorspace.
Allocation and justification	<p>Refurbishment of the existing building, or demolition and replacement (subject to Conservation Area consent), for business use (B use classes), with retail / leisure uses at ground floor and basement levels.</p> <p>This is a prominent site close to Farringdon station with high levels of accessibility. As identified in the Farringdon Urban Design Study, the existing building is considered to positively contribute to the</p>

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	<p>Clerkenwell Green Conservation Area and the character of the Fleet Valley. As such, the principle of demolition and replacement is dependent on the design quality of any proposed new building.</p>
<p>Design considerations and constraints</p>	<p>The existing building occupies a sensitive site within the Clerkenwell Green Conservation Area, and contributes significantly to the character of the area. As such, the impacts of any replacement building (or alterations/extensions of the existing building) need to be minimised, and should conserve and enhance heritage assets, including street-level views to landmarks such as St. Paul's Cathedral, and the setting of the neighbouring Grade II* listed Old Sessions House.</p> <p>The site is adjacent to a Local Flood Risk Zone and is at risk of significant/extreme flooding. Proposals will therefore be required to further assess and mitigate this risk. Detailed guidance is set out in the Development Management Policies.</p> <p>The site falls within protected viewing corridors defined by the Development Management Policies.</p>
<p>Cross-references</p>	<p>Policy BC7; Public space priority projects 25 and 26</p>
<p>Estimated timescale</p>	<p>2012 to 2016</p>

Site BC 41

Former Petrol Station, 96-100 Clerkenwell Road



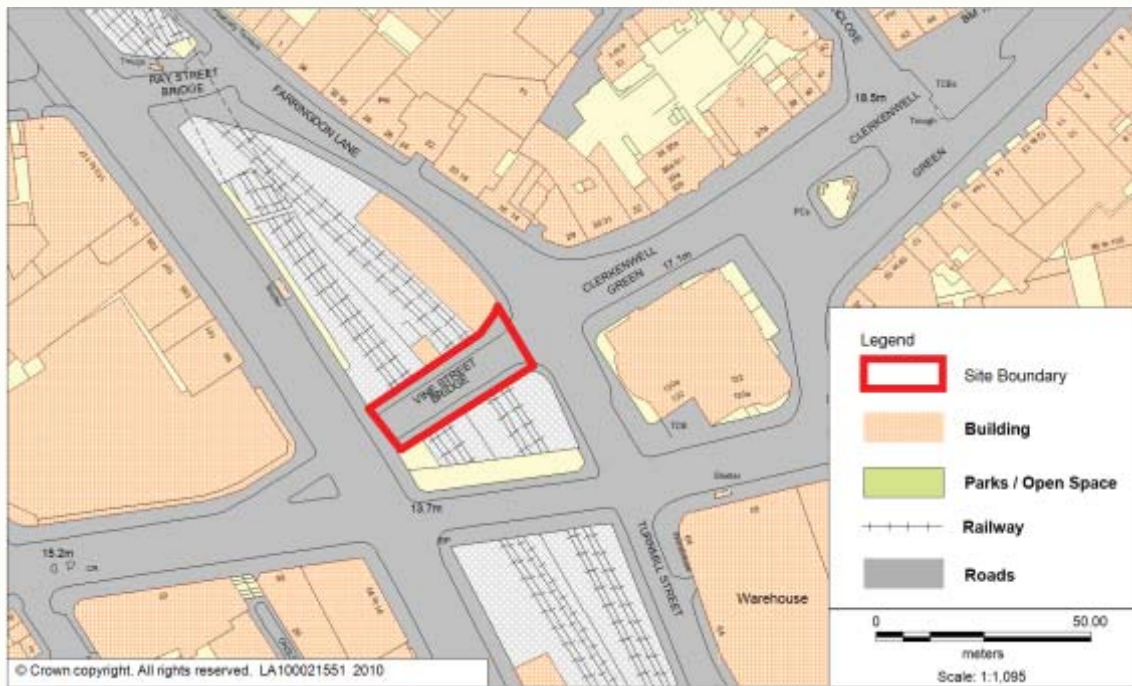
Address, location, postcode	Former Petrol Station, 96-100 Clerkenwell Road, EC1M 5RJ
Ownership	Broomco Ltd
Approximate size of site	1,360m ²
Current/previous use	Petrol station
How was the site identified and relevant planning history	Planning permission (P070783) for the redevelopment of the site for a seven storey building incorporating retail, office and residential uses, with the associated refurbishment of 10-11 Clerkenwell Green and provision of retail at ground floor. A further application was submitted for the extension of the time limit (P101292).
Allocation and justification	<p>Redevelopment of existing petrol station for employment-led mixed use development, including an element of residential alongside small-scale offices and/or workshops.</p> <p>This is an accessible and prominent site. Redevelopment provides an opportunity to improve the quality of the local area and provide new commercial accommodation.</p>

13 Site allocations

Design considerations and constraints	<p>The site is within Clerkenwell Green Conservation Area. Proposals should provide active ground floor uses and demonstrate design and massing that conserves and enhances the historic context.</p> <p>The site falls within protected viewing corridors defined by the Development Management Policies.</p> <p>Remediation is required prior to redevelopment.</p>
Cross-references	Policy BC7; Public space priority project 29
Estimated timescale	2012 to 2016

Site BC 42

Vine Street Bridge



Address, location, postcode	Vine Street Bridge, EC1R 3AU
Ownership	London Borough of Islington
Approximate size of site	800m ²
Current/previous use	Bridge over railway cutting
How was the site identified and relevant planning history	Site identified in Clerkenwell Village Renaissance Study. Bridge/cutting identified in the Farringdon Urban Design Study as having potential for improved public space
Allocation and justification	<p>Conversion of Vine Street Bridge to public open space.</p> <p>The wider railway cutting is a valuable open space within an area deficient in public space. The bridge affords views of St. Paul's Cathedral, which are protected, but cannot be appreciated due to lack of public access. The closure of the bridge currently constrains permeability in an area of increasing pedestrian activity.</p>

13 Site allocations

Design considerations and constraints	<p>Proposals should result in improved permeability and provide usable public space that takes advantage of protected views to St. Paul's Cathedral, whilst maximising the safety of pedestrians and rail users. Integration with improvements to Clerkenwell Green should be considered within the design.</p> <p>Safety is a key concern given operational rail lines below the site, including overhead power lines.</p>
Cross-references	Policy BC7; Public space priority projects 26, 27 and 28
Estimated timescale	2022 onwards

Site BC 43

119 Farringdon Road



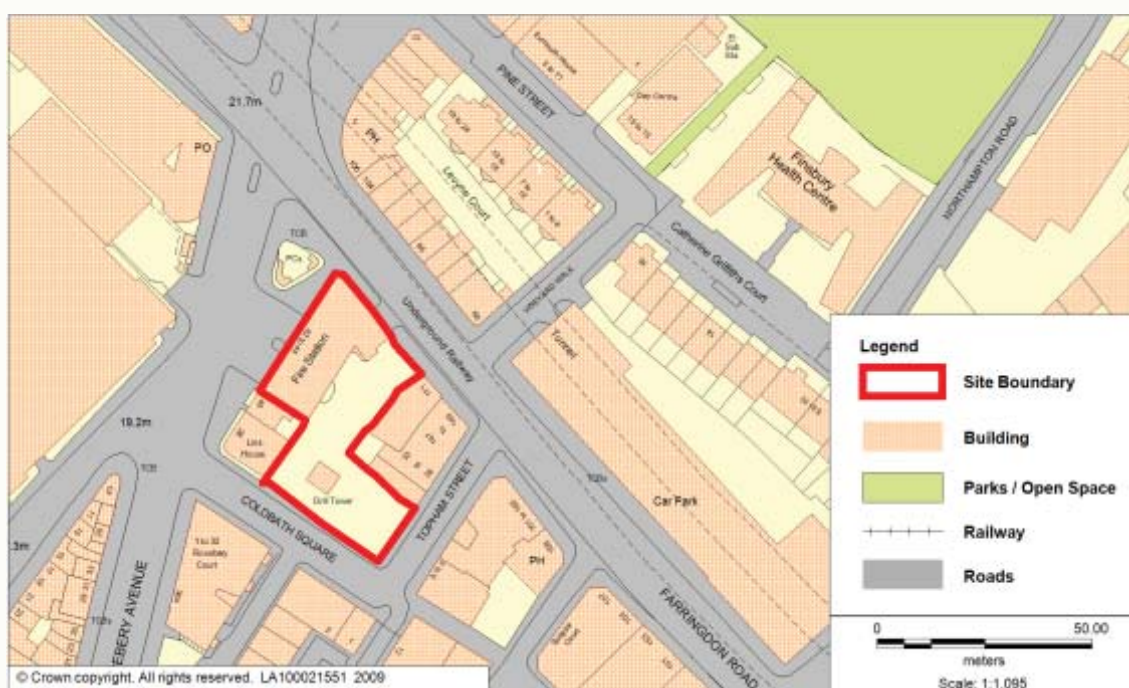
Address, location, postcode	Former Guardian building, 119 Farringdon Road, EC1R 3ER
Ownership	Farringdon Property S.A.R.L.
Approximate size of site	2,400m ²
Current/previous use	Offices
How was the site identified and relevant planning history	Application for the redevelopment of the site withdrawn by the applicant (P082075). Site identified in the Farringdon Urban Design Study.
Allocation and justification	<p>Redevelopment of the existing building to provide a mix of uses, including office use, housing and retail / leisure at ground level.</p> <p>This prominent site fronts Farringdon Road and benefits from excellent access to Farringdon station. The current building provides a poor frontage to Farringdon Road.</p>

13 Site allocations

<p>Design considerations and constraints</p>	<p>New buildings should contribute to the existing character of buildings facing the Fleet Valley in terms of massing, geometry and materials. Active ground floor uses should be provided onto Farringdon Road.</p> <p>The site falls within the Clerkenwell Green Conservation Area, and is also in the setting of a Grade II listed building (113-117 Farringdon Road). Any development should conserve and enhance this heritage setting. There are several mature trees along Farringdon Road with Tree Preservation Orders which should be retained.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework.</p> <p>The site is adjacent to a Local Flood Risk Zone and is at risk of significant/extreme flooding. Proposals will therefore be required to further assess and mitigate this risk. Detailed guidance is set out in the Development Management Policies.</p>
<p>Cross-references</p>	<p>Policy BC7</p>
<p>Estimated timescale</p>	<p>2022 onwards</p>

Site BC 44

Clerkenwell Fire Station



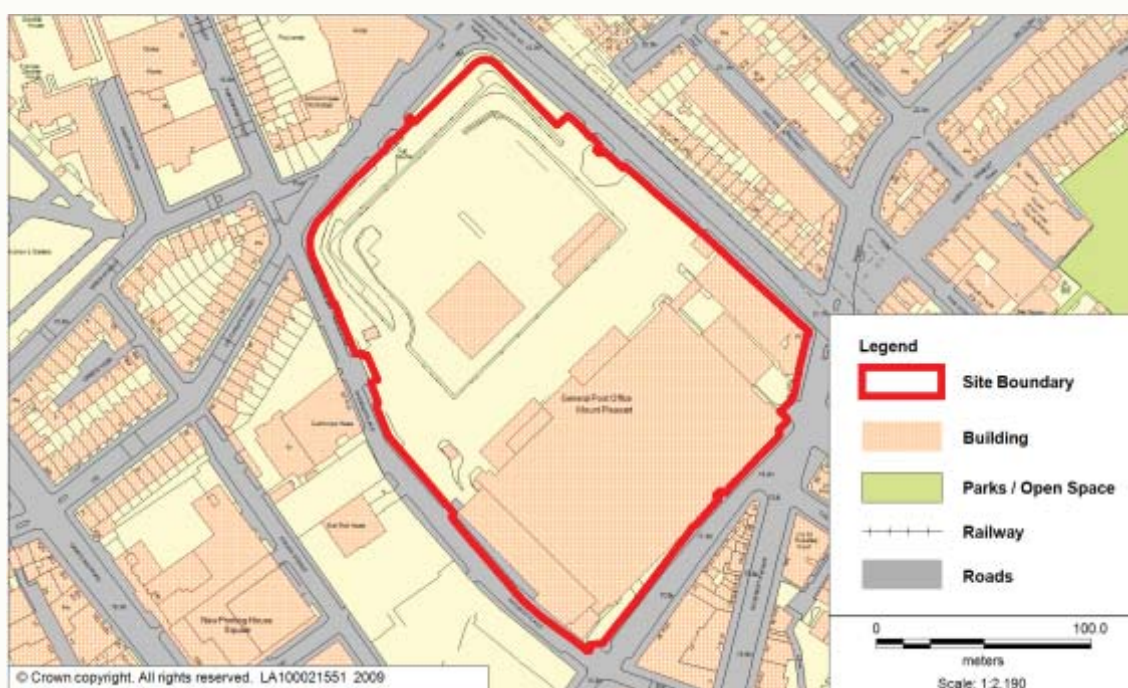
Address, location, postcode	Clerkenwell Fire Station, 42-44 Rosebery Avenue, EC1R 4RN
Ownership	London Fire Brigade
Approximate size of site	1,315m ²
Current/previous use	Fire station and ancillary parking/storage/operational uses
How was the site identified and relevant planning history	Site put forward by the landowner through consultation
Allocation and justification	<p>Refurbishment of existing Fire Station building for operational and potentially residential use, and sensitive infill development to the rear of the site comprising residential development and, potentially, active ground floor frontages.</p> <p>The building contributes positively to the character of the conservation area. Sensitive infill development of a similar scale and massing to the Fire Station and neighbouring buildings offers</p>

13 Site allocations

	<p>an opportunity to improve the block interface with surrounding streets and enhance the character of the area in line with the Conservation Area Design Guidelines.</p>
Design considerations and constraints	<p>The building is one of London's surviving original fire stations. A Grade II listed structure, it lies within the Rosebery Avenue Conservation Area and adjacent to the Grade II listed 40 Rosebery Avenue. Proposals must conserve and enhance these heritage assets and retain operational activities on site.</p> <p>The conversion of parts of the Fire Station building to residential use may be appropriate where the architectural and operational integrity of the listed building can be retained and where an adequate standard of amenity for occupants can be demonstrated. Advice on the management and adaptation of buildings of this type is provided in joint guidance issued by English Heritage and the London Fire Brigade in 2010 (London's Historic Fire Stations).</p> <p>Infill development should protect the amenity of existing residents, demonstrate an understanding of the local and historic context and respond positively to heritage assets and their significance.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework.</p>
Cross-references	Policy BC6; Public space priority project 31
Estimated timescale	2022 onwards

Site BC 45

Mount Pleasant Sorting Office



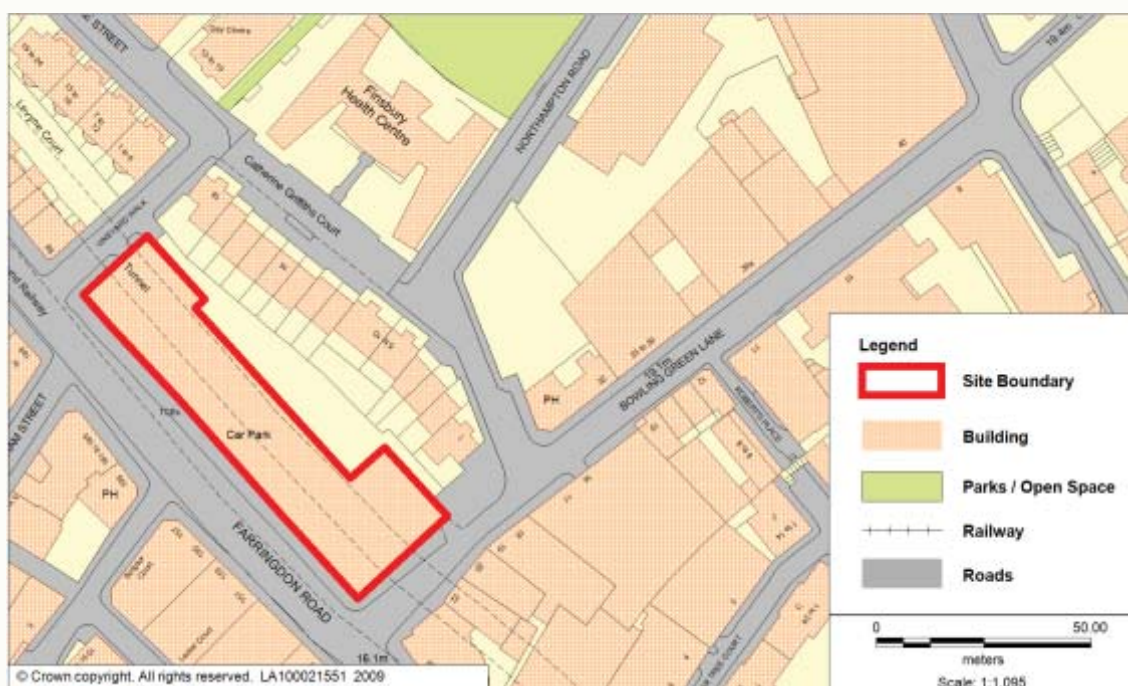
Address, location, postcode	Mount Pleasant Sorting Office, 45 Rosebery Avenue, EC1R 4TN
Ownership	Royal Mail Ltd
Approximate size of site	36,000m ²
Current/previous use	Mail sorting office, servicing and car parking areas
How was the site identified and relevant planning history	Modernisation / partial redevelopment of the sorting office has been considered for a number of years. Draft proposals were developed in 2006 between Royal Mail, LB Islington and LB Camden. The site is identified in the London SHLAA, and also in the Farringdon Urban Design Study.
Allocation and justification	Mixed use redevelopment of the site, retaining the sorting office function, and incorporating new buildings providing for a mix of residential, business, retail/leisure and community uses, alongside a substantial amount of public open space. Commercial space should be provided for smaller businesses.

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	<p>This is a significant site with considerable potential for redevelopment. The consolidation of existing sorting office activities onto on a smaller area of land is proposed, allowing the remaining part of the site to be redeveloped for a range of uses, including public open space in an area of deficiency.</p> <p>This site is part of the wider Royal Mail site, the other part of which falls within the London Borough of Camden and is allocated in the Camden Site Allocations document (Site 26: Phoenix Place). A joint Supplementary Planning Document has been prepared for the wider site.</p>
Design considerations and constraints	<p>Uses should be orientated towards appropriate streets and routes, with active and employment uses provided onto Rosebery Avenue, Farringdon Road and important public spaces, with predominantly residential uses in the north and west parts of the site. A significant amount of high quality open space, accessible to the public at all times, should be provided within the site and through-site pedestrian links should be created to break up the scale of the block. The scheme should provide for accompanying public realm improvements to improve links between the site and its surroundings.</p> <p>The residential element of any scheme should be designed to provide high standards of amenity, with appropriate mitigation from issues such as noise from other uses on the site.</p> <p>The site falls within the Rosebery Avenue Conservation Area and has a strong visual relationship with the adjacent New River Conservation Area. A number of historic buildings exist on the site which could be significantly improved. Development should conserve and enhance these heritage assets in terms of scale, height, views and massing.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework.</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>
Cross-references	Policy BC6; Public space priority projects 1 and 31
Estimated timescale	2017 to 2026

Site BC 46

68-86 Farringdon Road (NCP carpark)



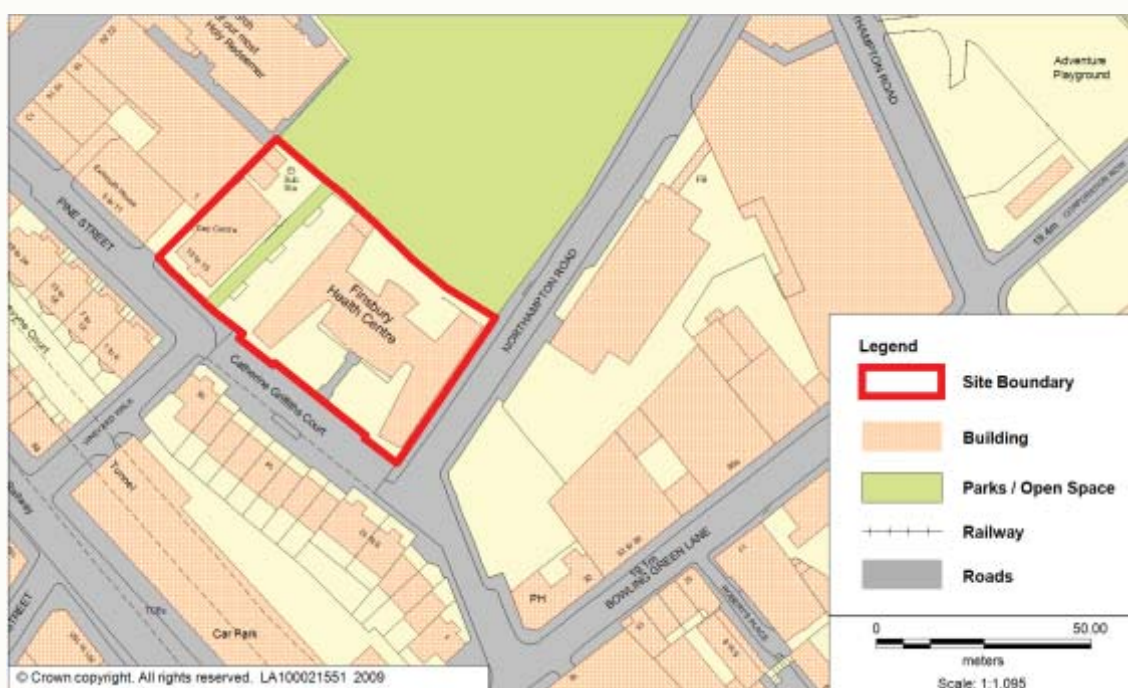
Address, location, postcode	68-86 Farringdon Road (NCP carpark), EC1R 0BD
Ownership	Petticoat Lane Investments (IOM) Ltd
Approximate size of site	1,931m ²
Current/previous use	Multi-storey car park
How was the site identified and relevant planning history	Site identified as a potential development opportunity in the Farringdon Urban Design Study.
Allocation and justification	<p>Redevelopment of multi-storey car park to provide business uses, retail at ground floor and an element of residential uses.</p> <p>This is a major site fronting Farringdon Road and close to Farringdon station and has significant potential for providing new commercial and residential floorspace.</p>

13 Site allocations

Design considerations and constraints	<p>The design of the building should respond positively to the change in topography and reflect the height of neighbouring buildings. Active ground floor uses should be provided to animate Farringdon Road and Bowling Green Lane.</p> <p>The site is adjacent to the Clerkenwell Green and Rosebery Avenue Conservation Areas. Proposals should respect and enhance this heritage setting.</p> <p>The site falls within protected viewing corridors defined by the London View Management Framework.</p>
Cross-references	Policy BC6; Public space priority project 26
Estimated timescale	2012 to 2016

Site BC 47

Finsbury Health Centre and Pine Street Day Centre



Address, location, postcode	Finsbury Health Centre and Pine Street Day Centre, EC1R 0LP
Ownership	NHS Islington
Approximate size of site	2,750m ²
Current/previous use	Finsbury Health Centre houses NHS primary health services. The Pine Street Day Centre (currently vacant) was used for healthcare/community uses.
How was the site identified and relevant planning history	Site identified by London Borough of Islington
Allocation and justification	<p>Refurbishment of the Finsbury Health Centre for healthcare uses, and redevelopment of the Pine Street Day Centre to provide community uses.</p> <p>The Finsbury Health Centre is a Grade I listed building. Designed by Berthold Lubetkin, and opened in 1938, it was the first healthcare centre of its kind and has been a focus of the local community for over 70 years. The character of the listed building is closely linked to its land use, and as such the retention of</p>

13 Site allocations

	healthcare uses is sought within the building. A mix of uses may be acceptable on the Pine Street Day Centre site if a refurbishment/redevelopment proposal has demonstrable community and heritage benefits.
Design considerations and constraints	<p>Pedestrian access to Spa Fields should be retained, and if possible, enhanced.</p> <p>The site falls within the Rosebery Avenue Conservation Area. The Finsbury Health Centre is considered to contribute positively to the character of the Conservation Area. Any proposed use(s), new buildings or refurbishment should conserve and enhance the listed building, its setting and the character of the Conservation Area.</p> <p>The site falls within protected viewing corridors defined by the Development Management Policies.</p>
Cross-references	Policy BC6
Estimated timescale	2012 to 2021

Site BC 48

Angel Gate, Goswell Road



Address, location, postcode	Angel Gate, Goswell Road, EC1V 2PT
Ownership	Picton Capital Ltd
Approximate size of site	6,925m ²
Current/previous use	B1 office use
How was the site identified and relevant planning history	The site has been identified for potential mixed use development by the owners and was promoted through the plan review process. No major or recent planning consents exist at the site.
Allocation and justification	<p>Redevelopment of the site for a mix of uses, including units for small businesses. Reprovision of the existing quantum of business floorspace is required as part of an overall increase in employment floorspace, alongside residential uses.</p> <p>The current layout of the site and configuration of the buildings is inefficient and there is scope to intensify the use of the site. The site is within the CAZ and an Employment Priority Area and has high levels of public transport accessibility. Therefore, development should involve an intensification of offices and other business uses. As part of this intensification of the site, the provision of new floorspace as residential use may also be acceptable, alongside active frontages onto Goswell Road.</p>

13 Site allocations

Design considerations and constraints	<p>The buildings to the north of the site along City Road are within the Duncan Terrace/Colebrooke Row Conservation Area, with 320-324 City Road (City Gate) being a Grade II listed building. These buildings will not form part of the redevelopment. The south of the site is opposite the New River Conservation Area. Proposals should conserve the historic significance of these heritage assets and their settings. New buildings should conform to the height, scale and proportions of existing buildings in the immediate area in line with the conservation area guidelines for these two Conservation Areas.</p> <p>The site lies within 200 metres of a planned or potential Decentralised Energy network.</p>
Estimated timescale	2012 to 2016

Appendix 1: Glossary

Appendix 1: 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.
- **Affordable workspace or retail space:** Includes offices, workshops, shops, kiosks and market stalls provided for rent at a value below the market rate; usually owned and managed by not-for-profit or public sector organisations.
- **Area Action Plan:** The legal name for a Development Plan Document that provides a planning framework for an area of significant change and/or conservation.
- **B1; B2 uses:** Business uses (e.g. offices, research and development, light industry); and general industry, as defined under the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.
- **Biodiversity:** The diversity or variety of plants, animals and other living things in a particular area.
- **Brownfield:** Previously developed land which is, or has been, occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.
- **Business Improvement District:** An area where businesses agree to pay additional rates to fund improvements to the local general environment, with the aim of encouraging local economic development.
- **Business floorspace/buildings/development/uses:** Activities or uses that fall within the B-use class (i.e. offices, manufacturing, or industrial/warehousing uses).
- **Central Activities Zone:** The Central Activities Zone is the area of central London where planning policy promotes office space, finance, tourist, specialist retail and cultural uses and activities.
- **City Fringe:** An area of central and inner London immediately adjacent to the City of London, which has a distinctive economy comprising a large number of small and medium enterprises that complement and support London's "world city" economy. The area has a substantial and diverse residential population, a large number of whom experience social exclusion.
- **City Fringe Opportunity Area:** An area that has been identified by the Mayor of London as having capacity for a substantial amount of new jobs and homes. The City Fringe Opportunity Area includes parts of Islington, the City of London, Hackney and Tower Hamlets. The Islington part of the opportunity area is shown on Figure 16.
- **Commercial-led development:** Development where the majority of floorspace is for business uses.

- **Compulsory Purchase Order:** A legal function that enables public bodies to obtain land or property without the consent of the landowner.
- **Concentration of alcohol licensed premises:** For the purposes of Figure 16, these are areas within which there are two or more premises licensed to sell alcohol at 02:00 within a 50 metre radius. In terms of the Licensing Act 2003, the definition of concentration is where the number, type and density of premises selling alcohol for consumption on the premises are unusual, and where serious problems of nuisance and disorder may be arising or have begun to arise outside or some distance from the licensed premises.
- **Conservation Area:** 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.
- **Cooperatives, mutuals and Community Land Trusts:** A housing cooperative is a legal entity that owns a residential building, whereby residents of the building are shareholders of the legal entity. Mutual home ownership aims to increase the supply of affordable intermediate market housing, whereby land is made available at nil cost and residents pay for the build costs of the new housing. The land is then transferred into the ownership of a Community Land Trust (CLT) which holds it in perpetuity for providing affordable housing.
- **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.
- **Creative industries:** Activities which have their origin in individual creativity, skill and talent, and which have their potential for wealth and job creation through the generation and exploitation of intellectual property.
- **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.
- **Decentralised Energy:** a local energy network that provides heat and power to local buildings, whilst also generating electricity.
- **Developer contributions:** See Planning obligations.
- **Development Plan Documents:** statutory planning documents, produced by the local planning authority, which form part of the Local Development Framework.
- **Development Management Policies:** Planning policies included in the Development Management Policies DPD, which apply in addition to the policies set out in this plan.
- **EC1 New Deal for Communities:** A central government-led, 10 year regeneration programme for part of the EC1 postcode area, which invested around £50 million in the area. The programme ended in 2011.
- **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 NPPF classification of “main town centre uses” (e.g. retail, leisure, entertainment, arts, culture and tourism) and are therefore subject to additional Development Plan policies on town centre uses.
- **Employment-led development:** Development where the majority of floorspace is for employment uses.

Appendix 1: Glossary

- **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.
- **Farringdon-Smithfield Intensification Area:** An area that has been identified by the Mayor of London as having significant potential for increases in residential, employment and other uses through development of sites at higher densities with more mixed and intensive use. The Islington part of the intensification area is shown on Figure 16.
- **Finsbury Ward Partnership:** A group comprising elected members and representatives of local organisations, which oversees neighbourhood management arrangements in Bunhill and Clerkenwell wards.
- **Fuel poverty:** Where more than 10% of a household's income is spent on simply keeping warm and providing basic hot water and lighting.
- **Green roofs:** Vegetated layers that sit on top of the conventional roof surfaces of a building, which can support a wide range of plant life, support biodiversity, reduce rainwater run-off, increase thermal efficiency and reduce urban heating.
- **Green infrastructure:** a network of connected, high quality, multi-functional open spaces, corridors and the links in between, which provide multiple benefits for people and wildlife.
- **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.
- **Heritage-led development:** Development which, as a starting point, is based on the principle of conserving heritage assets (i.e. historic buildings, structures or places), but also increases their economic viability, and improves the cultural offer to both local residents and visitors.
- **High density:** A building or area that is used intensively for housing or economic purposes. High density can refer to buildings of medium height, as well as tall buildings.
- **Homes and Communities Agency:** The government's housing and regeneration agency for England, which supports local authorities in creating development that generates jobs and affordable homes.
- **Housing Needs Assessment:** An analysis of housing requirements and projection of future housing requirements.
- **Islington Strategic Partnership:** A group comprising senior representatives from the key statutory, voluntary, community and business sectors in the borough with the aim of improving the quality of life for local people.
- **Knowledge-based industries:** Activities where knowledge and education (often called "human capital") are treated as a business product or a productive asset.

- **Land use credits or swaps:** Typically, a land use 'credit' is where new off-site residential provision is provided in advance by a developer on the basis that it could be used to satisfy the residential requirements of mixed use policies generated by future commercial development. Typically, an affordable housing credit is where new affordable housing is created when it is not a policy requirement. This affordable housing credit could potentially then be drawn down either for the purposes of affordable housing policy requirement and/or for the purposes of mixed use policy requirements for residential floorspace. Typically, a land use swap is where a developer provides an off-site residential development to satisfy the housing requirement generated by a specified office/commercial development. The planning applications for the two sites are considered at the same time by the planning authority and are linked by S.106 agreement or planning condition. The concept of credits and swaps may be applied more widely to other land uses [taken from the London Plan glossary].
- **Legibility:** Essentially, how easy it is for people to understand the layout of a place.
- **Licensed premises:** Any premises containing uses that require a license from the local authority to operate (e.g. Pubs, clubs and restaurants).
- **Local Implementation Plan:** See Sustainable Transport Strategy.
- **Masterplan:** Typically, a document which indicates how an area may change physically, which may identify the types of uses to be provided, principles for new development and open spaces, and how major development schemes may be phased, funded and implemented.
- **Mixed use:** where a range of land uses are provided within a single building or area, such as housing, shops, offices and community facilities.
- **Night-time uses:** Any cultural or social activities which take place after dusk.
- **North London Waste Plan:** A Development Plan Document being produced jointly by the London Boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest, which will identify sites for recycling, composting and producing energy from future waste arisings.
- **NHS Islington:** the organisation responsible for organising and improving health and healthcare services in Islington.
- **Open space:** predominantly unbuilt spaces of public value, including public landscaped areas, parks and playing fields, areas of water (e.g. canals), which offer opportunities for sport and recreation, visual amenity or act as 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.
- **Predominant platform height:** The average maximum building height in a particular area, not taking into account buildings that deviate significantly from this average.
- **Public realm:** publicly accessible spaces between buildings, including streets, squares, forecourts, parks and open spaces.
- **Regeneration:** the economic, social and environmental renewal and improvement of an area.
- **Registered Provider:** a housing association, housing trust, housing cooperative or housing company that provides housing mainly for households in need, either for rent or under shared equity arrangements, and which is registered with the Homes and Communities Agency.
- **Planning obligations:** Legally binding agreements negotiated between local authorities and developers following the submission of a planning application. They are a mechanism by

Appendix 1: Glossary

which public improvements are secured to make development acceptable, which would otherwise be unacceptable in planning terms.

- **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.
- **Site of Importance for Nature Conservation:** A designation used to protect areas that are important for wildlife.
- **Source Protection Zones (SPZs):** help to ensure groundwater for drinking is safe
- **Micro enterprises and workspaces:** A micro enterprise is a business or organisation with no more than 10 employees (as defined by European Commission Recommendation 2003/361/EC). A micro workspace is a premises suitable for the operation of a micro enterprise.
- **Small enterprises and workspaces:** 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.
- **Medium enterprises and workspaces:** 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.
- **Spatial strategy:** The development strategy for the borough, as set out in the Core Strategy.
- **Section 106 agreements:** See Planning obligations.
- **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.
- **Statement of Licensing Policy:** A document prepared by the local authority under the Licensing Act 2003, which sets out what considerations the local authority will take into account in making its licensing decisions.
- **Sustainable development:** Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- **Sustainable community:** A place where people want to live and work, now and in the future. The Sustainable Community Strategy (a document created by the Islington Strategic Partnership which sets out how the economic, social and environmental wellbeing of Islington will be improved) contributes to the achievement of this.
- **Sustainable drainage (system):** a means of treating surface water drainage through natural absorption, rather than diverting rainwater runoff directly into streams, rivers or sewers.
- **Sustainable transport:** alternative modes of transport to the private car, including walking, cycling, public transport, car sharing, water transport and city car clubs.

- **Sustainable Transport Strategy:** The investment plan for Islington's transport infrastructure between 2006 and 2016.
- **Urban fabric:** the pattern of buildings and form of the built environment in towns and cities.
- **Urban heat island effect / urban heating:** the urban heat island effect causes urban areas to become several degrees hotter than surrounding rural areas
- **Visitor accommodation:** Includes all hotels, guesthouses, some apart-hotels and serviced apartments, youth hostels, bed and breakfast accommodation and other similar tourist accommodation.
- **Waterspace strategy:** A document that sets out how a waterspace (e.g. canal), and the area around it, will be enhanced.
- **World city economy:** Components of London's economy that contribute to its status as a global city (i.e. a city deemed to be an important node point in the global economic system).

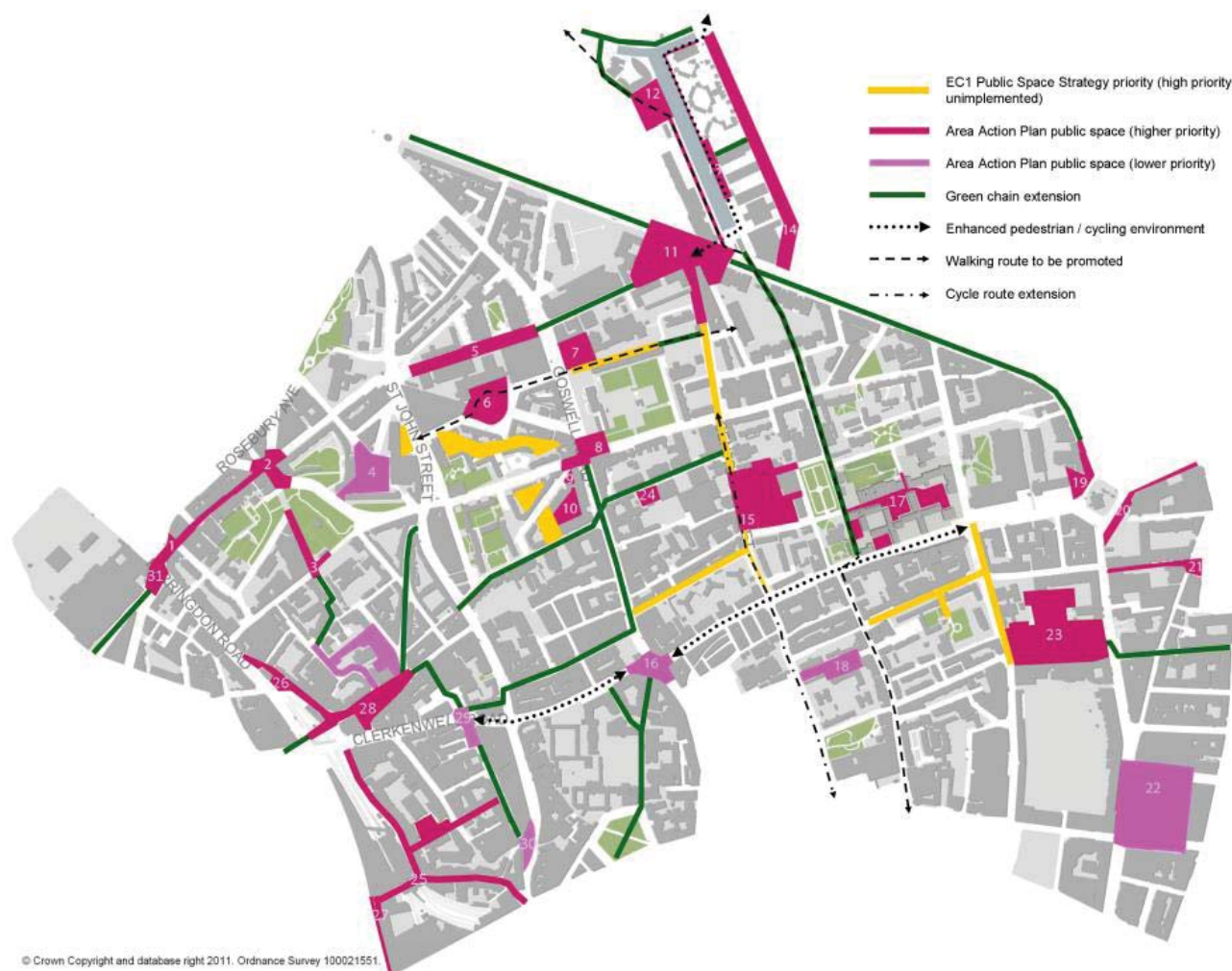
Abbreviations

- **AMR:** Annual Monitoring Report
- **BID:** Business Improvement District
- **CAZ:** Central Activities Zone
- **LIP:** Local Implementation Plan
- **NPPF:** National Planning Policy Framework
- **RSL:** Registered Social Landlord
- **SME:** Small and medium sized enterprises
- **SUDS:** Sustainable drainage system
- **TfL:** Transport for London

Appendix 2: Public space priority projects

Appendix 2: Public space priority projects

Chapter 12 of this plan references public space improvements to be taken forward between 2012 and 2027 which will support and complement improvements to highways, footways and bike paths. The map below identifies the locations and extent of these thirty-one public space improvements.



This appendix sets out more detailed guidance for each of these projects. It also summarises generic design principles relating to climate change adaptation and historic interpretation/public art. Other matters will also need to be considered prior to concept design stage, such as incorporating cycle hire docking stations where there is an opportunity to improve provision (particularly where there is no docking station within 300 metres).

Where public space projects overlap with allocated sites, a cross-reference is provided within the site allocation. All public space projects are intended to support and complement built development, particularly where this occurs on estates (e.g. King Square and Redbrick Estates). Wherever possible, coherence between separate projects will be important, particularly where these are implemented incrementally. Identifying suitable palettes and materials for each of the key areas set out in Chapters 4 to 10 may assist with this.

Appendix 2: Public space priority projects

The guidance set out in this appendix has been informed by the Bunhill and Clerkenwell Urban Design Study and Public Space Strategy Evaluation (2010), Clerkenwell Village Renaissance Study (2009) and Farringdon Urban Design Study (2010). These documents should be read alongside the guidance included in this appendix. In addition, the EC1 Public Space Strategy (2004) should be referred to, particularly for projects taken from this strategy that have not yet been implemented.

Climate change adaptation

To support Objective 3 of the plan, it is important that public space projects help the area to adapt to the effects of climate change. Projects completed as part of the EC1 Public Space Strategy included a number of simple measures which were undertaken to maintain and improve sustainability and biodiversity, including:

- Retention of biodiverse, native planting areas
- Retention or increase of planting and green space
- Inclusion of allotment gardens in residential schemes to enhance active relationships with plants and food
- Good plant selection for aspect and site conditions to encourage growth and reduce need for replacement
- Inclusion of cycle facilities to encourage sustainable methods of transport within and across the area
- Reuse of materials
- Vertical planting where other planting options are not possible
- Grasscrete play areas to reduce impermeable surfaces

Within future projects, sustainable measures must be integrated into the design from the outset. Potential measures include:

- Sustainable Urban Drainage systems to reduce runoff into the stormwater system and thereby aim to reduce flooding through:
 - Permeable paving, especially in parking areas,
 - Streetscape bioretention and infiltration where space allows,
 - Engineered sub-surface infiltration measures to reduce runoff, and
 - Rainwater harvesting, storage and recycling of water for irrigation of planted areas, especially on housing estates.
- Use of native or biodiverse plant species to create habitats and support wildlife
- Use of drought tolerant plant species to reduce the need for irrigation and better adapt to climate change
- Inclusion of bird/bat and insect boxes within schemes
- On-site composting on estates and larger green spaces
- Low maintenance planting
- Informative landscapes, to educate and inform users about the sustainable measures included in the enhancements

Appendix 2: Public space priority projects

- Use of solar powered, low energy, or long life LED lighting
- Lighting product choices that reduce light pollution
- Local and sustainable sourcing of construction materials, with timber from sustainable sources and greater use of recycled content
- Procuring services from organisations that demonstrate effective measures to minimise the carbon intensity of capital works/site management.



Bio-retention, Portland Oregon



Bio-retention & information strategy, Portland Oregon



Permeable Paving



Biodiverse wildlife garden, Fann Street, Barbican



Bird & bat box community workshop



LED long life lighting



Rainwater harvesting

Appendix 2: Public space priority projects

Historic interpretation/public art

Objective 5 of this plan aims to improve access to the area's history and culture. Consultation undertaken during the development of the plan confirms that, while it is generally accepted that the area has unique stories to tell, there are limited opportunities available to access this outside of museums and historic places. Making history more accessible presents a number of benefits, including educational opportunities, increasing residents' appreciation of their neighbourhood, furthering understanding of built environment conservation, promoting tourism and encouraging walking. As such, when public realm works are undertaken, the opportunity should be taken to incorporate historic interpretation within the design of the scheme. This could be achieved via:

- Plaques (e.g. Islington People's Plaques)
- Historic interpretation panels (incorporated with wayfinding/park information boards)
- Embedding markers or clues into setts, paving or street furniture
- Involving artists from concept design stage onwards
- Temporary art installations

Such measures should aim to relate stories of local significance. This could relate to important events, famous people or significant buildings/places; but contemporary and social histories should also be considered (as an example, the 2009 EC1 History project recorded oral histories of local residents; see www.ec1history.co.uk). Local history groups and archives may assist in identifying stories to incorporate into the public realm.

Longer term, the production of an historic interpretation/public art strategy to complement this plan may assist in implementing historic interpretation/public art within the public realm, and in attracting funding for future projects.

Appendix 2: Public space priority projects



Blue Plaque commemorating John Wesley, City Road



Histoire de Paris information panel



Famine Memorial, Custom House Quay, Dublin



Berlin: Holocaust Memorial and temporary wall art



Temporary installation: signal box mural, Whitecross Street



Freedom Trail marker and plaque, Boston, US

Appendix 2: Public space priority projects

Project 1: Exmouth Market

Exmouth Market is a vibrant and well used street lined with shops, cafés, bars and restaurants. It is in generally good condition although maintenance of cracked pavements and cleanliness generally is an issue. It would benefit from full scale repaving to unite and simplify the ground plan. Improvements could look to minimise impact of vehicles upon the general pedestrian priority of the street.

- Consideration of maintenance and cleansing requirements supporting increased use from people visiting the market.
- Consider upgrading the whole streetscape palette with a unique design as per other successfully developed market spaces (e.g. Whitecross Street market) or using the standard streetscape materials and details seen on Radnor Street and Bath Street.
- Upgrading the triangular shaded area between Rosebery Avenue, Pine Street and Exmouth Market with new seating in order to accommodate more people and to accommodate the market. The seating could potentially act as a focal point for entrance into the market.
- Consider pedestrianising the western end of Exmouth Market to provide a single unified space for the market.
- Consider the use of controlled access measures for vehicular access along the market and potential removal of the bollards along the street edge if vehicle speeds can be reduced.
- Reduce signage and general clutter e.g. By combining signs and lampposts and other street furniture where possible. A new designated cycle parking area would improve provision and reduce general street clutter.
- Possible extension of the market opening hours/offer could increase use of the street at weekends by attracting more local residents, potentially linked into activities held in the adjacent Spa Fields.
- A new lighting strategy would improve feelings of safety in the evening and provide a unique character to the street. Possible 'gateway' feature lighting would help announce the market street and act as a local beacon.



Pinner Street / Exmouth Market Junction



Exmouth Market Looking East

Appendix 2: Public space priority projects

Project 2: Skinner Street/Tysoe Street junction

The existing infrastructure has accommodated cycle movements and pedestrian priority through crossings and road closures; however, improvements could simplify the environment through a unified palette of materials and rationalisation of signage and street furniture. Improvements should also look to further pedestrianise the junction and consider raised crossings and a simplified junction layout.

- Conduct a feasibility study for traffic calming and cycle solutions. Potential improvements to consider:
 - Raised table to increase pedestrian priority and simplify crossings for the entire junction,
 - Align zebra crossing with Exmouth Market and Myddelton Street desire line, and
 - Reduce carriageway width and increase pedestrian space providing new opportunities for seating, planting and gateway features.
- Rationalise and declutter street furniture, lighting and signage at the junction in line with traffic calming measures.
- New paved surfaces using the streetscape palette.
- New tree planting where possible.
- Wayfinding to sign Exmouth Market, City Road Basin and Farringdon station.
- Potential public art feature / green wall on the facade of the residential block on Myddelton Street.



Tysoe St looking north



Tysoe St looking NE

Project 3: Northampton Road

- Continue pedestrian route from the link space at Spa Fields down Northampton Road towards Clerkenwell Green via the Three Corners Centre.
- Consider pavement widening, particularly along the edge of the Three Corners Centre.
- Rationalise and reorganise parking to maximise pedestrian space and potential for tree or low level planting.
- Wayfinding to Exmouth Market and Spa Fields. New paved surfaces with streetscape palette.



Northampton Road looking North

Appendix 2: Public space priority projects

- Improved lighting to increase pedestrian and residents' safety through evening.
- New tree planting either within widened pavements or as build outs on the carriageway.

Project 4: Finsbury Estate exterior spaces

The current open space has suffered from vandalism and damage and could be greatly improved through softening the central spaces and reorganising parking areas to maximise green space. EC1 NDC improvements to other estates have shown that a softer aesthetic and concentration on planting, lawns and integrated play facilities are successful by providing a welcoming, friendly environment with a greater sense of ownership by residents and sense of safety. Improvements should consider ways in which this can be accommodated and also look to remove the more harsh aesthetic which prevails through the dominant sports fencing and large scale stone built structures.

Further enhancement to the green chain link should be included, concentrating on the entrance off Skinner Street. The following items should be considered as part of the improvements:

- Bin storage.
- Improved route across the estate, better identifying the green chain to Spa Fields.
- Wayfinding within the central space.
- Replacement of sports fencing with a softer and less dominating design, with vertical planting to sports enclosures.
- Increased green space (e.g. lawns, planting, allotment gardens).
- Improved play facilities for all ages.
- Rationalised parking to maximise usable space and greening opportunities.
- Removal and decluttering of unnecessary barriers.
- Improved edge treatment / enclosure / entrance to Gloucester Way.
- Consider new layout of hard and soft areas to maximise planting and create more interesting relationship between planting, seating and exploratory paths and spaces to encourage informal use and play.



Gloucester Way looking south



Gloucester Way looking west

Appendix 2: Public space priority projects

Project 5: Spencer Street

- Resurface paved areas with the streetscape palette.
- Improve tree surrounds with either permeable bound gravel or introduce new planting areas which incorporate the trees.
- Consider pavement widening and rationalise on-street parking areas.
- New tree planting or low level planting where possible with new seating. Positioning should take consideration of aspect.
- Consider traffic calming measures at junction with Goswell Road: possible location for a raised table junction.



Spencer Street looking west

Project 6: Northampton Square Gardens and City University London entrance space

- Reinvigorate tired planting with shade tolerant species suitable to the site conditions.
- Re-turf the lawns with a grass mix suitable for shade and proximity to trees.
- The bandstand is important to the historic character of the square as well as acting as a focal point within the layout of the gardens. Renovation of the structure should be undertaken as soon as possible to prevent its loss in the future.
- Consider possibility of increasing planting, particularly at entrances and around the circumference of the garden, where more light will penetrate to the lower level and where it can provide colour and seasonal interest to the streetscape and a more welcoming exterior.
- Consider further seating to support the garden café and use by university students and visitors.
- Renew edging to better define planting and lawn areas.
- Repave paths within the garden with a resin bonded or self binding gravel. This will lighten the space and fit with the historic context of the garden.
- The pavement surrounding the gardens should be paved in a continuous material to provide a good setting to the gardens.



Northampton Square looking NW



Northampton Square looking north

Appendix 2: Public space priority projects

- Design of the university entrance space is dependant upon future development but simple improvements could include the following:
 - Repave with the streetscape palette,
 - Designated cycle storage to accommodate future growth,
 - New seating areas, and
 - Improved lighting.
- The current layout and detailing of this space disturbs the original layout of the historic square; improvements should aim to enhance and reaffirm the original character.
- Improvements should aim to reinforce the area-wide green chain (see Objective 3, Figure 6 and Policy BC4) and conserve and enhance the Northampton Square Conservation Area.

Project 7: Moreland Primary School access road and sports facility

This site's future is dependent upon development plans as it falls within an allocated site. In its current use the site is of low value: poorly maintained, it has the character of being 'back of house', which is not fitting to its location on Goswell Road. The below principles could be used for any replacement informal or formal play space provided within the King Square Estate. Improvements may include the following measures:

- Improve sports fencing.
- Improve sense of enclosure from the street through planting along the boundary and / or a low wall. This could incorporate seating to facilitate the sports pitch.
- Enhance the access road through improved maintenance and new edge planting.
- New lighting strategy to maximise use of the sports facilities through the evening.



Goswell road looking to Moreland Primary School access road

Appendix 2: Public space priority projects

Project 8: Goswell Road / Lever Street junction

- Introduce a new entrance to King Square Gardens directly onto Goswell Road.
- Consider potential traffic calming solutions at the junction, including raised crossing points and realigned kerbs to maximise pedestrian priority.
- Improve wayfinding and signage to King Square Gardens and potential pedestrian links to the City Road Basin through King Square.
- Improve seating opportunities around the new entrance.
- New paved surfaces with the standard streetscape palette.
- Declutter and rationalise highways infrastructure signage and furniture where possible.



Goswell Rd / Lever St Junction looking NE

Project 9: Percival/Triangle - Cyrus Street vehicular entrance

Simple improvements could be made to this site to improve legibility and safety. These include:

- Vertical planting to enliven blank walls & increase greenery and biodiversity.
- Tree planting opportunity within cobbled area.
- New paving with standard streetscape palette.
- Feature lighting to estate walls to remove dark corners.
- Introduce raised planting areas.



Appendix 2: Public space priority projects

Project 10: Triangle Estate courtyard

The central courtyard of this estate could be substantially improved. Potential enhancements are listed below.

- Redesign open space to improve openness and access to garden area and increase amenity value.
- Potential to introduce raised planting to maximise greenness, and soften the courtyard. Potential for raised allotment gardens for use by residents.
- Lighting strategy to improve feelings of safety and surveillance through evening and mark the pedestrian routes and entrances.
- Consider feature lighting within the garden to give an ambient evening setting to the estate.
- Introduce vertical planting on walls.
- Reinvigorate tired planting areas with species suited to climate change and low maintenance as well as seasonal interest and colour.
- Encourage residents' interest in the estate gardens through community gardening events and allotments.
- Consider rainwater harvesting from the building for irrigation within the gardens.
- Remove railings and improve the feeling of openness to the garden space to encourage use and accessibility.
- Improve seating opportunities - consider outdoor eating areas within the hard space; e.g. potential for a community barbecue.



Appendix 2: Public space priority projects

Project 11: City Road junction

Improvements to this area are dependent upon future development but the junction forms an important link between City Road Basin, north Islington and Finsbury. Improvements should aim to strengthen this link both visually and physically, including the following measures:

- Consider redesign of junction to rationalise and simplify crossings, and improving pedestrian priority where possible.
- Declutter and rationalise street furniture, lighting and signage at the junction.
- At crossing points provide pleasant refuge environments with good quality paving, street furniture and planting.
- Improve the quality of adjoining streets, using the streetscape paving palette and increased tree planting.
- New tree planting on City Road where possible.
- New tree planting along Moreland Street, Central Street and Macclesfield Road to enhance the environment and views leading towards City Road.
- New paved surfaces using the streetscape palette.
- New low level pollution-tolerant planting (where possible) at the junction, with seasonal interest.
- Integrate public realm design with proposals for the disused City Road Underground station ventilation shaft (in close cooperation with London Underground), to involve public art and/or the involvement of artists.



City Road / Central St Junction looking west



City Road / Central St Junction looking east

Appendix 2: Public space priority projects

Project 12: Graham Street / Linear Park

A park masterplan is required to rethink and maximise its high amenity value on the waterfront of City Road Basin. This site has the potential to contribute highly to the basin environment and future strategies should consider carefully the appropriate level of funding in order that improvements reach the full potential the site holds. The plans should as a minimum include the following improvements:

- Improved seating and furniture palette.
- Updated character and improved identity.
- Improved lighting to allow use of the waterfront park through the evening.
- Consideration of reuse of the park hut.
- Improved access to and along the the waterfront.
- New play, youth and Boat Club facilities, integrated into the wider park.
- Reinvigorated planting with seasonal interest and colour and the use of low maintenance, biodiverse species.
- Removal of overgrown shrub planting to improve sight lines and open views to the waterfront.
- Natural wetland planting areas to harness the biodiversity of the waterscape.



Project 13: City Road Basin waterfront

Dependent upon future development, the eastern waterfront has been identified for its potential to greatly improve the amenity value of City Road Basin and wider canal network. Currently the waterfront is largely inaccessible on the eastern side. Open space improvements and future development should consider providing public access around the basin, linking into the canal pathways of the Regents Canal, and increasing the biodiversity value of the basin. Agreements with landowners or inclusion of boardwalks could achieve links to the Regents Canal network.



City Road Basin looking North

Appendix 2: Public space priority projects

Project 14: Wharf Road

Dependent upon future development, Wharf Road should be improved to match the quality of City Road Basin and provide additional links between north Islington, the canal basin and Finsbury. Links from Wharf Road to the basin should also be considered to maximise the accessibility and use of the waterfront. Simple improvements to Wharf Road might include:

- New paving, utilising streetscape palette.
- Street tree planting.
- Reorganised and rationalising parking.
- Calming measures to reduce speed of traffic.
- Consider reducing carriageway. Additional space could provide for a substantial green link incorporating tree planting, low level planting and SUDs.
- New lighting strategy to improve feeling of safety for evening use.



Wharf Road looking north

Project 15: Central Street / Finsbury Leisure Centre environs / Paton Street

This section of Central Street has significant opportunities for improvement, to enhance its environmental value and social role at the heart of the surrounding community. Proposals for Central Street should be considered in conjunction with the redevelopment and reconfiguration of the Finsbury Leisure Centre and Paton Street, and should include as a minimum the following:

- Improved paving with streetscape palette materials and details.
- New cycle storage facilities to support the sports facilities.
- Replace vehicular barriers with a less obtrusive design.
- Integration of planters and seating elements could provide the same function.
- Vertical planting opportunity along exterior side of the sports fencing on Central Street (although views into pitches should be maintained where possible).
- Rationalise parking within carpark to maximise pedestrian space and offer potential for a new pocket park with new planting and seating.
- Provide open routes with improved surveillance and removal of visual barriers.



Central Street looking south



Central St looking east

Appendix 2: Public space priority projects

- Consider pavement widening on Central Street. Additional pavement width could be transformed into a pocket park making use of its sunny aspect and vantage over the sports pitches, and linked to improvements to public space within the leisure centre site.
- Wayfinding to Shoreditch, Barbican and the City.
- Improved lighting strategy to increase sense of safety through evening increasing safety around the sports facilities and green chain routes.
- Relocate the pedestrian crossing on Central Street to align with pedestrian routes.

Project 16: Goswell Road / Clerkenwell Road junction

- Redesign of the junction is needed to enhance priority to pedestrians and cyclists.
- There is the potential for significant reduction in carriageway with tighter corners at the junction. This will channel and control traffic movements thus improving safety for crossing pedestrians and cyclists.
- Analysis of crossing times is required on the traffic lights to improve the balance between pedestrian and vehicular flow.
- Pavement widening and build-outs with improved crossing points would further control traffic movements and provide a safer environment and a less traffic dominated space.
- Raised flush surface within Charterhouse Buildings to extend and further prioritise pedestrian use. Paved with granite setts in line with streetscape palette.
- New tree planting where possible to soften the environment, and counteract air pollution. Large species such as London Planes, should be considered to meet the scale of the junction and its architecture and match Old Street tree planting located east of the junction.
- New paved surfaces across the junction using the streetscape palette.
- Improved cycle lanes to increase safety at the crossing.
- Wayfinding and signage relocated according to new junction layout.
- Rationalise highways signage and furniture in coordination with traffic calming measures.



Goswell Road / Old Street Junction looking south

Appendix 2: Public space priority projects

Project 17: Redbrick Estate

Part of this site is allocated for development. The principles below should be reflected within development proposals.

- Redesign planting areas to improve surveillance and reduce the threat of antisocial behaviour.
- Rationalise parking areas (linked to development) with consideration to pedestrian movements and desire lines which bisect the space towards Old Street.
- Use permeable paving for remaining parking areas.
- Consider the need for informal play in the design of shared space.
- Lighting strategy to improve feelings of safety and surveillance through evening and mark the pedestrian route across the estate.
- Improved signage and wayfinding at estate entrances.
- Introduce vertical planting on walls.
- Strengthen estate identity through improved signage.
- Reinvigorate tired planting areas with species suited to climate change and low maintenance as well as seasonal interest and colour.
- Encourage residents' interest in the estate gardens through community gardening events and allotments.
- Consider rainwater harvesting from the building for irrigation within the gardens.
- Reduce barriers and walls and improve the feeling of openness within the gardens and pocket spaces to encourage the sense of shared space among residents.
- Improve seating opportunities.
- Consider improving integration with seating and other uses.
- Improve interface along Mitchell Street, including improved footways and better defined parking bays.



Redbrick Estate entrance from Bath Street



Redbrick estate interior

Appendix 2: Public space priority projects

Project 18: Peabody Estate Gardens and link space to Whitecross Street

A masterplan for the site is required to maximise the full potential of the space, developing the use and function of this pocket park and resolving the relationship between the residential and public interfaces. Design principles should include the following:

- Consideration is needed to the quality and sense of enclosure of the space, potentially linked to the provision of new housing.
- Redesign and rationalise parking areas to improve appearance and reduce dominance on space.
- Replace traffic engineered barriers with a more sympathetic solution, integrated with the garden design.
- New paved surfaces: pedestrian routes following streetscape standards and potential for unique, character hard landscaping within garden boundary.
- Improved seating areas with litter bins to support Whitecross Street market.
- Consideration of maintenance and cleansing requirements supporting increased use from people visiting the market.
- Lighting strategy to improve feeling of safety and surveillance through evening and mark the pedestrian route.



Looking south to Peabody Estate



Looking west to Golden Lane

Projects 19 and 20: Old Street roundabout / City Road pavements (northwest and southeast sides)

In advance of significant interventions at the roundabout, several simple improvements should be considered as an interim solution:

- New tree planting and planters / green walls where possible.
- New paved surfaces using the streetscape palette.
- Improved lighting to increase sense of safety.
- Wayfinding and signage to improve orientation at the roundabout.
- Declutter highways signage and guard railing, especially around the traffic lights, where possible.
- Where guard railing is necessary it should be improved and repainted.



Old St Roundabout looking north to City Road

Appendix 2: Public space priority projects

- Investigate opportunities for planting in raised beds or on vertical surfaces.
- Consider potential for temporary art installations on the central space. These could act as a visual filter to the more unsightly elements of the roundabout and provide an exciting opportunity for local groups to combine with artists in creating a programme of changing installations.

Project 21: Leonard Street

- Improved paving with streetscape palette materials and details.
- Enhanced cycle lanes and consideration of connections with the wider cycle network.
- Increased street tree planting at junctions and pavement build-outs.
- Rationalise parking to maximise pedestrian space and tree planting.
- Wayfinding to Shoreditch, Barbican and the City.
- Improved lighting strategy to increase sense of safety throughout the evening.



Leonard Street looking west

Appendix 2: Public space priority projects

Project 22: Finsbury Square

- Enhancements to these spaces should consider the following:
 - Raised table crossing on the eastern side of the square to improve links into the green space.
 - Reduce vehicular traffic to buses, taxis and cyclists.
 - Potential contraflow cycling facility across the square to improve links eastwards from Chiswell Street across Finsbury Square westwards to the cycle hire site.
 - Enhance bus shelters and stands: consider relocation and capacity requirements.
 - Review vehicle and motorbike parking.
- A masterplan would be advantageous in order to fully maximise the space's potential and ensure any incremental improvements are coordinated. It could also fully determine the scope of underground redevelopment.
- Consider updating the car and pedestrian entrances to the underground parking to rationalise their footprint, minimise their impact and provide a more coherent square.
- Reinvigorate tired planting with shade tolerant species suitable to the site conditions.
- Consider turning the turfed edges into planting with the use of shade tolerant species.
- Improved paving with streetscape palette materials and details, especially along the western and eastern edges and surrounding pavements.
- Consider improvements to the buildings within the space to better suit the character and quality of the area.



Finsbury Square looking north



Finsbury Square, carpark ramp

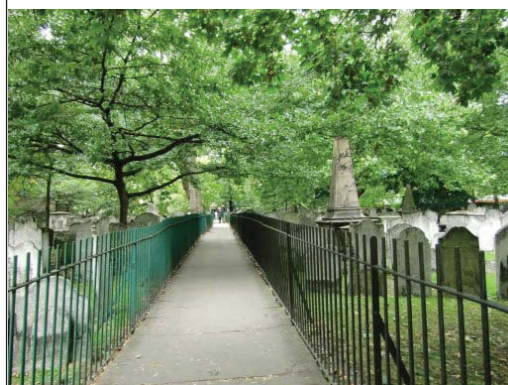
Appendix 2: Public space priority projects

Project 23: Bunhill Fields Cemetery

The cemetery is important for its heritage, natural and recreational value. A burial site for Nonconformists from the late seventeenth century to the middle of the nineteenth century, it contains the graves of many notable people and is owned and maintained by the City of London Corporation. It received its first Green Flag award in 2009, and was awarded Grade I status on the national Register of Parks and Gardens in February 2011.

The main part of the cemetery is formed of narrow walkways through densely planted graveyards, while the northern part is an open space that is used by local residents, workers and visitors.

Incremental improvements should implement the vision of the current Management Plan (2006) and Heritage Masterplan, which aim to sustain the burial ground as a tranquil, well used open space, with rich multilayered historic interest and associations, wide access and interpretation, and increased enjoyment and involvement for users; whilst improving its built fabric, paths, trees, biodiversity, and physical access.



Project 24: Seward Street playground / pocket park

The playground is currently publicly inaccessible, but is currently leased by the council as a playground for pupils at the nearby Dallington School. Significant potential exists to accommodate a greater range of users and improve public access to green space for residents in the area by undertaking public realm improvements to create a high quality pocket park. Principles for improvement include:

- Increased green space (e.g. lawns, planting, allotment gardens, green walls).
- Retention of mature trees.
- Improved opportunities for informal play.
- The use of grasscrete or other permeable paving materials wherever possible.



Appendix 2: Public space priority projects

- Entrance treatments / design features to allow for use by different users whilst maximising safety.
- Opportunities to create second access from Dallington Street should be explored.

Project 25: Cowcross Street, Turnmill Street and around

In order to successfully deliver an integrated transport interchange proposals for the station, street improvements, the Crossrail oversite development (OSD) and Caxton House all need to be considered together. While all the sub projects within this area have their separate delivery mechanisms and are complex in their own right, a continued effort is required to make the most of this 'once in a lifetime' opportunity for Farringdon and London as a whole.

- To accommodate pedestrians using the stations as well as Farringdon and its surrounding neighbourhoods as a whole it is proposed to build on and develop proposals set out in the Clerkenwell Village Renaissance strategy. Adjustments to these proposals reflect recent findings set out in the pedestrian study carried out as part of this Urban Design Study and the aspirations for the interchange and the wider study area.
- Timed pedestrianisation or shared surface is proposed for Cowcross Street and Turnmill Street with servicing limited to non-peak hours and with access for taxis from Benjamin Street into Turnmill Street to serve the interchange.
- A design and material strategy that takes the existing streetscape as a starting point is proposed. While the aspiration is to raise the carriageways, high quality pavement materials would be maintained alongside existing granite kerbs.
- Adjustments to provide a kerb infrastructure able to serve the street spaces in terms of seating, recycling facilities and service access are proposed with small unit pavers to the raised carriage way reflecting the colour and texture of the surrounding buildings and spaces.
- A raised crossing across Farringdon Road would improve connectivity east into Greville Street from Cowcross Street.



Cowcross Street: Existing (above) and future concept (below)



Appendix 2: Public space priority projects

- Improvements to this junction have recently been carried out and this could be continued as part of Crossrail's public realm projects.
- In all detailed proposals sufficient care should be put into safeguarding needs of visually impaired users. TfL streetscape guidance should be consulted where TLRN routes are involved.

Project 26: Fleet Valley streets and open spaces

The railway cutting landscape is special to Farringdon because the surrounding urban blocks are complete and relatively homogeneous in the way the city often relates to rivers, but rarely to railways, and because it is the only large open space in this part of London. Local views policies protects views to St Paul's Cathedral, but they also protect this special landscape from development.

The diagram to the right illustrates a concept scheme taken from the Farringdon Urban Design Study. The concept is unfunded but illustrates some of the principles that smaller-scale interventions to the Vine Street Bridge could achieve; allowing people to experience the space of the valley and views of St. Paul's Cathedral in a way that has not been possible before.

Public realm improvements must promote pedestrian movement through this area, as well as improving cyclists' experience and safety (particularly across Clerkenwell Bridge). A key objective of the public realm design is to give people the opportunity to admire the view of St. Paul's Cathedral and learn about the special history of the valley. Visual clutter should be rationalised to aid legibility of the space, enhance sightlines and improve the quality of views across the cutting.

It is important that redesigned spaces complement the character of Clerkenwell Green, including the introduction of active uses within the public realm, soft landscaping and tree planting. While the space should be radically different than Clerkenwell Green, responding to the openness of the space and large sky above, the design of these two spaces should be carefully coordinated in terms of character, materials, detailing and facilities.



Fleet Valley: Existing (above) and future concept (below)



Appendix 2: Public space priority projects

Project 27: Farringdon Road

Farringdon Road suffers from lack of active frontages and poor public realm design. To make Farringdon Road an attractive street the public realm needs to be improved along with support for ground floor uses where none exist and support for changing uses as part of the strategy for developing Farringdon as a social transport interchange where a mix of uses support the transport interchange and area wide intensification as well as the specialist quality of the current offer.

Camden and Islington Councils, in partnership with TfL, should undertake a comprehensive public realm project for Farringdon Road with particular attention paid to kerb design, materials, detailing, and alignment of joints to respond to the space and unify the street space across the carriageway.



Project 28: Clerkenwell Green, Clerkenwell Close and St. James' Clerkenwell

It is proposed to re-establish Clerkenwell Green as a true public space that reflects and celebrates its significant social and cultural historic value. There is potential to undertaken improvements to this space alongside the Fleet Valley to create a public realm of London-wide significance. This should happen through a grassroots approach, with the local community involved from the outset, including businesses and residents who live around the green, and local amenity / historic societies.

- A public space improvement project for Clerkenwell Green should be considered with the local community in a grassroots approach, to take account of and provide for the many different users of the space. A detailed public realm design should be developed in a specific response to the fine grained historically layered character of the area and to avoid the application of generic public space approaches, materials and detailing
- High quality pavement materials, or pavement materials that respond well to their immediate setting, should be maintained alongside existing streetscape features and granite kerbs (re-laid or re-exposed as required). Adjustments to provide a kerb infrastructure able to



Clerkenwell Green: existing (above) and an example of a public space with exposed setts (below)



Appendix 2: Public space priority projects

<p>serve the street spaces in terms of seating, recycling facilities and service access should be considered</p> <ul style="list-style-type: none">• As part of the proposals, or separately, improvements to St. James' Clerkenwell should be considered. This is a large green space that has significant potential to be better utilised.• Any proposals should also be designed and implemented to take account of proposals for the Fleet Valley.• The retention of some short-term car parking is essential for businesses and to retain the area's vitality and vibrancy.	
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Project 29: St. John's Square

The Clerkenwell Village Renaissance strategy outlines proposals for St John's Square. A public space improvement project could potentially build on these principles, to radically improve the square by reconnecting the two space across Clerkenwell Road with a wide crossing, removing parking from the two spaces, significantly improving the design of the public realm, and encouraging a new alleyway and active uses at the north western part of the square.

- A detailed public realm design should be developed in specific response to the fine grained historically layered character of the area and to avoid the application of generic public space approaches, materials and detailing.
- A design and material strategy that takes the existing streetscape as a starting point is proposed. High quality pavement materials, or pavement materials that respond well to their immediate setting, could be maintained alongside existing streetscape features and granite kerbs (re-laid as required). Adjustments to provide a kerb infrastructure able to serve the street spaces in terms of seating, recycling facilities and service access should be considered.
- New materials for the public space could be natural stone and clay/concrete small unit pavers reflecting the colour and texture of the surrounding buildings and spaces.
- York stone within alleyways should be retained and other alleyways should be repaved guided by the material strategy outlined above.



Appendix 2: Public space priority projects

Project 30: South Clerkenwell

The Clerkenwell Village Renaissance strategy outlines a number of public realm improvement projects, most of which are located within the South Clerkenwell area.

- Detailed public realm design to be developed in a specific response to the fine grained historically layered character of the area and to avoid the application of generic streetscape guidance, i.e. the use of ASP paving slabs within South Clerkenwell.
- A design and material strategy that takes the existing streetscape as a starting point is proposed. High quality pavement materials, or pavement materials that respond well to their immediate setting, should be maintained alongside existing granite kerbs (re-laid as required).
- Adjustments to provide a kerb infrastructure able to serve the street spaces in terms of seating, recycling facilities and service access are proposed with small unit pavers to raised carriageways where these are proposed.
- New materials for pavements should be York stone or clay/concrete small unit pavers reflecting the colour and texture of the surrounding buildings and spaces.
- Improvements to St. John's Gardens, Benjamin Street, building on incremental improvements made in the past.
- York stone within alleyways should be retained and other alleyways should be repaved guided by the material strategy outlined above.



Opportunities for opening up Benjamin Park with better entrances, more seating a clearer sightlines should be explored as part of the strategy for increasing access to existing green spaces within Farringdon.



Project 31: Mount Pleasant

The public realm at the junction of Mount Pleasant, Rosebery Avenue and Farringdon Road has potential to be improved, building on existing qualities and complementing new spaces that may arise from the redevelopment of the Sorting Office.

- A design and material strategy should be adhered to which takes the existing streetscape as a starting point.
- Existing high quality pavement materials should be maintained alongside existing granite kerbs. Adjustments to provide a kerb infrastructure able to serve the street spaces in terms of seating, recycling facilities and service access are proposed alongside



Appendix 2: Public space priority projects

<p>special materials reflecting the colour and texture of the surrounding buildings and spaces.</p> <ul style="list-style-type: none">• A special focus is required to tie tree planting in with the existing street trees in the area and to make the most of the special buildings and public realm features already there.	
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Appendix 3: Heritage assets in Historic Clerkenwell

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Buildings and features that the council considers to contribute to the special character of Historic Clerkenwell are listed in Table A1⁽³⁰⁾. As specified in Policy BC7 new development should protect and enhance these and other heritage assets.

Table A3.1: Buildings and features to be conserved and enhanced in Historic Clerkenwell

Street	Listed building or feature	Feature of local importance	Shopfronts of local importance
Agdon Street		1-3, 7-9, bollard	
Albemarle Way	2	1, 3, 4, 5, 6-7, 8	3, 4, 5, 6-7, 8
Albion Place		Rear of London Institute	
Aldersgate Street		124, 125, 126, 127, 128, 129	
Aylesbury Street		8-15, including chimney, 17b, 17c	
Bakers Row		20, 22-24	
Benjamin Street		2-4 (entrance to Faulkner's Alley), north-east wall to gardens	
Berry Street		4, 12-14	
Bowling Green Lane	10, 16 and 16a	11, 12, 13, 14, 15, 17, 20	
Briset Street		16, 17	16-17
Britton Street	27 and 28, 30, 31 and 32, 48, 54 and attached railings, 55, 56 and attached railings, 59 and attached railings	13-16, 19, bollards outside 20, 22, 24, 26, 50, 57, 60-61, 62	55
Carthusian Street		1, 2, 3, 4, 5, 6, 7-8	6
Charterhouse Buildings		4-10 (cons)	

30 Listed buildings and features correct at August 2010.

Appendix 3: Heritage assets in Historic Clerkenwell

Street	Listed building or feature	Feature of local importance	Shopfronts of local importance
Charterhouse Mews		Cobbled roadway, 22 and wall	
Charterhouse Square	The Charterhouse, 4 and 5 and attached railings, 6-9, 12-13 and attached railings, 12a and walls and railings, 14 and attached railings, 22 and attached railings, four lamp posts, four lamps in Preacher's Court, gates at northwest corner, telephone kiosk on south side of square, lamp in master's court, lamp in pensioner's court, lamp south of master's court, 17 and attached railings, pensioner's court and stable court, pump in preacher's court, railings round new church have and gates on south side of square, six bollards on north and northwest side of square, setted street surface	2-3, 18-21, 22	
Charterhouse Street	51-53, 67-77, 79-83, 111, 115, 119	38, 47-49, 55, 57-59, 61, 63, 87, 89, 105, 109, 113, 121-123, entrance gates, railings, lampposts, bollards, roadway, telephone kiosk	38, 89, 105
Clerkenwell Close	6, 53, 54, 55, Church of St. James and attached railings, churchyard wall, railings and gates, three bollards south of church gates	7, 19-20, 23, 24, 25, 26, 27-31, 33, Blocks A, B, C, D, E, F, H, J, K and L Peabody Estate, 34, 35, 42-46, 47, 48	7, 24

Appendix 3: Heritage assets in Historic Clerkenwell

Street	Listed building or feature	Feature of local importance	Shopfronts of local importance
Clerkenwell Green	12-14a, 29, 37a, 55, 120, 120a and 122, two telephone kiosks	10-11, 15, 16, 17, 20-21, 30-31, 32, 37-38, 39, 40, 41-42, 43, 44, Sessions House, drinking trough, wall and railings to churchyard, 49, post above public conveniences	30-31, 43
Clerkenwell Road	2, 49-53, 70 and 72, 120, telephone kiosk outside 120a and 122	1, 3, 5, 17, 19, 21, 23, 27, 31-33, 36-42, 37, 39-43, 44-48, 45-47, 50-54, 56-58, 60-62, 64, 66, 68, 76-78, 78a, 84, 86-88, 102-108, 110-114, wall to the Charterhouse	27, 48, 60-62
Compton Passage		Plaque	
Compton Street	68a-69, 72-77	37-42, St Peter and St Paul School and Keepers House, 54-56, 64, 65, 66, 67, 68, 70, 71	64, 65, 66, 67, 70
Corporation Row		Ex Hugh Myddelton School boundary walls, Kingsway Princeton College, Schoolkeepers houses	
Cowcross Street	9-13, 14-16, 26 and 27, 40-42, 94	1, 2, 3, 4, 5, 6, 7, 8, 17, 18, 30, 32-33, 34-35, 36-43, 61-63, 70-77, 90, 91, 92, 93	18, 34-35, 36, 37, 38, 41, 91, 92
Crawford Passage		1-6, bollard	
Dabb's Lane		Bollard	
Dallington Street		8, 9, 10, 4 bollards	
Eagle Court	10 (College for the Distributive Trades)		
Farrington Lane	Clerk's Well and chamber/enclosure at 16; 18 and 20, 34, telephone kiosk outside 120a and 122 Clerkenwell Green	22-24, 28, 30-32	

Appendix 3: Heritage assets in Historic Clerkenwell

Street	Listed building or feature	Feature of local importance	Shopfronts of local importance
Farringdon Road	94, 109 and 111, 113-117 and attached railings	54, 56, 58, 60, 99-101, 103, 105-107, 143-157, 159	99-101, 103, 105-107, 159
Faulkner's Alley		01-Apr	
Goswell Road	Wall to 25 (immediately west of 23)	41-45, 47-53, 55-63, 67-71, 68-70, 73-77, 74, 76-80, 83, 84, 86, 88, 89, 101-105, 137-157, 150-164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184-186, 188, 190, 192, 194, 4 bollards	74, 76-78, 101-105, 166, 184, 190
Great Sutton Street		15, 16, 17-18, 19-20, 30a-e, 44-45, 46-47, 48-49, bollard	16, 23-25, 26-27, 30a, 30b, 30c, 32, 33, 34-35
Greenhill's Rents		1, 11	
Hayward's Place		1-6, 7-9	
Herbal Hill	Bollard adjacent to 1	1, 2 and bollards	
Jerusalem Passage	8, 11, 12, bollard at south end of passage	1-2, 9, 10	
Lever Street		1, 3, 5, 7, 9, 11-15, 17-19	3a, 5, 9
Northburgh Street		5-7, 8, 10, 12, 13, 15, 17	
Old Street	2 and 4, 12, 20 to 24		1, 11, 12
Peartree Court		2	
Peartree Street		Bollard	

Appendix 3: Heritage assets in Historic Clerkenwell

Street	Listed building or feature	Feature of local importance	Shopfronts of local importance
Percival Street		1a-6a	
Peter's Lane		13, 14, 2 bollards	
Ray Street	11	3-7, 24, 26-28 and bollards	26-28
Ray Street Bridge	Cattle trough		
Roberts Place		Steps	
Rutland Place	Wall on north side of anatomy building of medical college, former caretaker's lodge and gatehouse, warden's house and gatehouse		
Sans Walk	Bollard near junction with Clerkenwell Close, Kingsway College Clerkenwell Centre, boundary wall of Kingsway College Clerkenwell Close, Cells in former House of Detention, Former cookery and laundry building, former special girl's school, outbuilding on south side of yard, part of former House of Detention, school keeper's house, two bollards near school keeper's house		
Sekforde Street	8 to 14 (cons) and attached railings; 17 and 18 and attached railings; 18 1/2; 19, 20 and 21 and attached railings; 22 and 23; 26a to 33 (cons) and attached railings, 34, 35 to 43 (cons) and attached railings	1-7, 24	49

Appendix 3: Heritage assets in Historic Clerkenwell

Street	Listed building or feature	Feature of local importance	Shopfronts of local importance
Skinner Street	35-45, 49	1-33, 2-4	49
Sycamore Street		1-3, 5, 6, 7, 8	
St. James's Row		Wall to public gardens	
St. James's Walk	20 and attached railings, 22 and 24, 26-32 and attached railings, bollard on corner of Sekforde Street, bollard outside 20		
St. John Street	2-6, 3 and 5, 16, 18 and 20, 22, 24, 26, 34 and 36, 57; 69, 71 and 73; 72, 78, 80, 82 and 84, 86, 88, 148-154, 156-162, 187-191, 193, 238 and 240	1, 7-9, 37-41, 38-40, 42, 43-45, 44-46, 47-53, 55, 59, 61, 63, 75-77, 89, entrance and wall to Passing Alley, 90-92, 97, 99, 102-106, 105, 115-121 (Mallory Buildings), 116-118, 120, 122, 122a (Leo Yard), 126, 128, 130, 138, 144, gates and tombstones in garden adjacent 145, 146, 159-173, 175-179, 178, 180, 181, 182-204, 183, 185, 195-205, 214-222, 221, 223-227, 231-243, 246-252	1, 122, 128, 144, 178, 180, 185
St. John's Gate	St. John's Gate	Cobbled road and bollards under gate	
St. John's Lane		26, 27, walk to Passing Alley, 28-29, 30, 35, 36-37, 38-39, bollard at Albion Place	
St. John's Square	27, 36 and 36a, 47 and 48, 49 and 50, 52, telephone kiosk at Albermarle Way junction, Priory Church of St. John of Jerusalem	28-30, 33-35, 51, granite setts in Broadway	
Topham Street		5	

Appendix 3: Heritage assets in Historic Clerkenwell

Street	Listed building or feature	Feature of local importance	Shopfronts of local importance
Turnmill Street	101 and 102	64, 65-66, 89-90, 91, 92, 93, 99-100, bollard at junction of Benjamin Street	
Warner Street	Rosebery Avenue Bridge Viaduct	43-49	
Woodbridge Street	Rear wall to 201 St. John Street, 11 and 13 and attached railings; 14 and 16 and attached railings; 30-36 and attached railings, 15 (Rosemary School)	7-9, 12, 18-28, Woodbridge Chapel	

Scheduled Monuments

1. **St. John's Gate** (St. John's Square no. 25)
2. **Nunnery of St. Mary de Fonte** (Clerkenwell Close nos. 35-42, 44, 46-48, 53-55, St. James' Church and Garden, bollards; Clerkenwell Green nos. 43-47; St. James' Walk nos. 1 and 3; Sans Walk no. 3; Newcastle Row; Scotswood Street)

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