

# Regenerating King's Cross

Neighbourhood Framework Document



# **Regenerating King's Cross**

## **Neighbourhood Framework Document**

**Supplementary Planning Document  
Islington Council July 2005**

**King's Cross Team**  
Environment & Regeneration

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## Introduction

Islington Council is currently developing a Local Development Framework. This is a new type of plan made up of a series of documents including Supplementary Planning Documents. In July 2005 the council adopted this Neighbourhood Framework Document making it a Supplementary Planning Document meaning that it is a consideration in any planning decision in the area.

The Neighbourhood Framework Document outlines a series of projects within the King's Cross Regeneration Area (see map on following page). The aim is to support the achievement of the regeneration goals outlined by the Islington Local Strategic Partnership and to support the strategic 'One Islington' vision. The regeneration goals are set out in the Community & Neighbourhood Renewal Strategy<sup>1</sup>.

### Preparation of the Neighbourhood Framework Document (NFD)

The NFD is made up of eight Neighbourhood Action Plans<sup>2</sup> which each list a series of projects that seek to support regeneration and sustainable communities in the King's Cross regeneration area. A ninth Neighbourhood Action Plan outlines the broad principles for the key routes through the eight areas and how they can work in connecting communities.

Information about the area was brought together in a Local Context Appraisal, this included background on; education, employment, health, housing and community safety. The 'Priorities for King's Cross' that are listed in this document are based on the information gathered. The Local Context Appraisal is available on Islington Council's website: [www.islington.gov.uk/kingscrossteam](http://www.islington.gov.uk/kingscrossteam).

Twenty-two public consultation events were held in various locations in each of the areas, 189 visits were made to these events. In addition, a series of newsletters (Exchange) was distributed to over seven thousand addresses in the area (private and businesses). These publicised the development of the Neighbourhood Framework Document and the related consultation events. The team compiled a database of 116 individuals and groups who were included in mail-outs about the Neighbourhood Framework Document with invitations to attend. All of the documentation was made available on the council's website, at the municipal offices and in the local library. Finally, all consultation events were announced with local leafleting.

Events took place at different times including evenings and weekends and were in wheelchair accessible locations. These events took the form of staffed displays that set out proposed projects and invited feedback on these. Specific groups were targeted and consultation included work with young people Black and minority ethnic and faith groups. Events were held in youth clubs, churches, local leisure centres and other venues where people would be passing and so could be reached even if they had not seen the publicity material beforehand.

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<sup>1</sup> Available online at [www.islington.gov.uk/pdf/regeneration/candnrs.pdf](http://www.islington.gov.uk/pdf/regeneration/candnrs.pdf)

<sup>2</sup> The Neighbourhood Action Plan, NAP, has in previous consultation documentation been referred to as Area Action Plan, AAP. The name change is due to the need to distinguish the plans outlined in the Neighbourhood Framework Document, from a different type of documents called Area Action Plans that will become part of the emerging Local Development Framework as part of the new planning system during the coming three years.

Feedback was reported back to a series of local committee meetings. These are available in full from the contact details below. In general the biggest concerns were as follows;

- Proposals to open up neighbourhoods to greater access. The locality experiences relatively high levels of anti social behaviour. As a result, many local residents are concerned that any increase in access will worsen the problem. A number of projects were dropped or moderated as a result of this concern.
- Play areas were also controversial. Some residents welcomed the upgrading of play areas, others were concerned that this would bring more noisy activity into their neighbourhood and – in some cases – would lead to more antisocial activity on the part of older youth. These issues were tackled on a site by site basis. In some cases it was accepted that redundant play spaces could probably never be brought back into productive use because of severe site restrictions (no overlooking of sunken playgrounds). In other cases play spaces have been identified as suitable for upgrading.
- Proposals to plant more trees and greenery. These were strongly supported and requests were made for additional reference to this in a number of the neighbourhoods. There are considerable difficulties in planting in the south of the area as the pavements have high levels of services running under them and other demands – such as CCTV – limit the siting of larger trees. However, greater reference to planting has been made in the plans.

The possible development of the neighbouring King's Cross Central site acts as a backdrop to the Neighbourhood Framework Document and the projects often anticipated change that would flow from this event. Where consultees raised issues related to this and other matters beyond the remit of the document they were referred to the correct person (for example, issues relating to roads managed by Transport for London). In other cases it was necessary to explain that certain requests were beyond the scope – in legal terms – of the Neighbourhood Framework Document.

**Contact details:**

Email: [kxteam@islington.gov.uk](mailto:kxteam@islington.gov.uk)

Tel: 020 7527 2297

Fax: 020 7527 2840

Environment & Regeneration

PO Box 3333

222 Upper Street

London N1 1YA

# Area Action Plan

## Scheme overview

Planning Department 2005



Camden LB

Islington LB

Kings's Cross  
Central Development  
Site

8. Vale Royal

5. Bingfield  
New Quarter

7. Bemerton

6. Thornhill

3. Regents  
Canal North

4. Barnsbury

2. Ten Estates

1. Creative  
Industries Quarter



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## **Priorities for King's Cross Regeneration Area**

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- To reduce crime and anti-social behaviour by changes to the physical environment.
- To reduce fresh opportunities for crime in new developments and work towards the area being perceived of as safe for all.
- To minimise the negative and maximise the positive impacts on health of ongoing and proposed development.
- To seek opportunities to provide new health facilities where there is a proven need.
- To support capacity building within local communities including through facilities and services.
- To increase the quantity and quality of affordable accommodation in the area.
- To improve the social and physical integration of the estates with the wider area.
- To improve the existing open spaces and the public realm.
- To secure new open space and a high quality public realm as part of future development.
- To increase the range and quality of sports provision.
- To make the most of the transport hub at King's Cross. Improve public transport where provision is weaker.
- To create a safer and more pleasant pedestrian environment and improve cycling routes and parking facilities.
- To manage the adverse transport impacts of major new development and associated construction activity.
- To improve overall retail and general commercial provision.
- To maximise education and training for all in the area.
- To foster the development of the student economy and the higher education sector.
- To help secure a range of new employment opportunities and maintain existing sources of employment.
- To improve and fully develop the tourist & leisure sector both domestic and international.
- To develop King's Cross as an area for the development and growth of creative industries.
- To improve the image and perception of King's Cross.

# Neighbourhood Action Plan One

## King's Cross Creative Industries Quarter

Adopted 18th May 2004 and 21<sup>st</sup> June 2004 (South Area Committee)

### Introduction

The Neighbourhood Action Plan (NAP) is a complementary document to the existing Unitary Development Plan (UDP) and to other planning policy or guidance, including planning briefs and site-specific proposals. The Neighbourhood Action Plan includes a series of projects that support regeneration and it highlights opportunities to improve service delivery at a very local level.

### Character Assessment

The majority of this Neighbourhood Action Plan is within a Conservation Area. The presence of King's Cross and Street Pancras stations – both Grade One listed buildings – make the area one of national importance.

With multiple rail and Underground connections at King's Cross, as well as numerous bus routes, this is one of the best locations in London for public transport connections. As a result, this Neighbourhood Action Plan forms the main gateway into the King's Cross Regeneration Area. The opening of the Channel Tunnel Rail Link (CTRL) in 2007 will make St Pancras and King's Cross an international gateway and will bring new opportunities and challenges.

Both Pentonville Road and York Way are heavily trafficked and suffer from both a lack of private investment and a cluttered street scene. The sections of one-way traffic on both roads lead to relatively high traffic speeds. On York Way traffic density and speed combined with narrow pavements create a hostile environment, particularly for pedestrians and cyclists. In addition, the railway is a physical barrier

that also hampers pedestrians and makes

the area feel disconnected from surrounding parts of London.

However, the area has become home to a number of new industries, including publishing and the arts, leading the Council to designate the locality a Creative Industries Quarter; this has the aim of encouraging in similar industries. Further, Pentonville Road and York Way both contain significant development sites or vacant buildings which could offer the opportunities to: encourage in more new employment, to improve the poor street environment and to counter a continuing reputation for crime and prostitution. Changing perceptions of the area will be an important part of increasing confidence and so securing continued regeneration.

Victorian terraces of shops and residential properties predominate between York Way and Caledonian Road. Large warehouses and older workshop buildings can be found adjacent to King's Cross station fronting the busy York Way and also around the Battlebridge Canal Basin. The three city blocks between the canal and Pentonville Road are currently being redeveloped as a mixed used scheme called Regent Quarter.

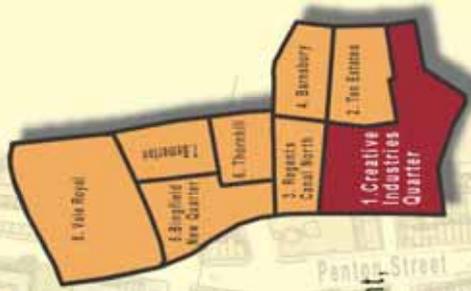
The residential streets and this part of the Caledonian Road are generally attractive and many properties and footpaths have benefited from recent grant funding for improvements.

The Ten Estates (residential) is made up of a number of smaller estates of mixed

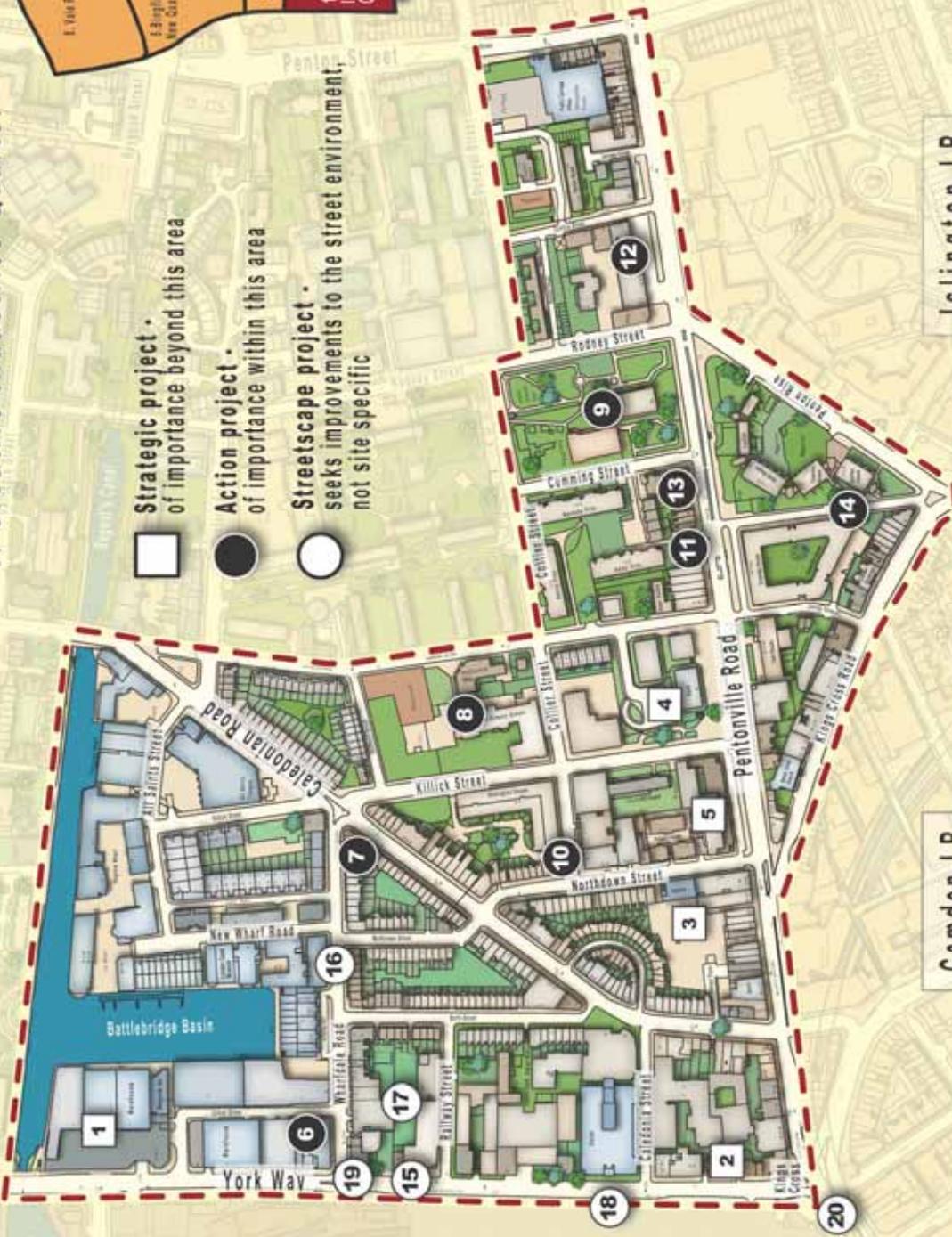
age and design; the majority is properties situated within their own generous open space. Fencing has recently been installed to restrict public access. The only public open space is

characterised by multi-storey low-rise Joseph Grimaldi Park. Substantial brick walls surround much of the park so it is partially hidden from view, this has contributed to antisocial behaviour.

# 1. Creative Industries Quarter



- 
**Strategic project** - of importance beyond this area
- 
**Action project** - of importance within this area
- 
**Streetscape project** - seeks improvements to the street environment, not site specific



Islington LB

Camden LB

## Projects for King's Cross Regeneration Area (Creative Industries Quarter)

Neighbourhood Action Plan 1 Creative Industries Quarter		Priority	Status
1.1	86-92 York Way. Secure a mixed-use development scheme for canal basin. Improve public access to canal. Improve street scene; this is a gateway site into the core area and Creative Industries Quarter. Potential site for public art ideally linked to improved canal access. Seek highway improvements.	high	
1.2	8-12 York Way. Bring properties back into use before 2007.	high	
1.3	Omega Place. Secure development to further the Creative Industries Quarter and increase security of the area.	medium	
1.4	200 Pentonville Road. Return properties into active use. Redevelop podium with improvements to street scene and active retail and other active uses at first and ground floor level. Seek recladding to reduce impact on strategic views and provide more contemporary appearance.	high	
1.5	210 Pentonville Road. Potential site for improvement/redevelopment of unsightly office building as incubator/hub for creative industries. Prepare planning brief for site 210-234 Pentonville Road.	medium	
1.6	Site of 62 York Way. Key corner site. Priority for development and so ensure the removal of unsightly advertising hoarding.	medium	
1.7	97 Caledonian Road. Key corner site – seek refurbishment. Return properties to active use.	medium	
1.8	Winton School. Land swap to assist development that [a] increases passive surveillance [b] properly defines the open space and links its use to neighbouring Winton School [c] improves the quality of space and consolidates the street environment.	medium	
1.9	Grimaldi Park. Secure improvements to visibility of park and improve relationship to new Peabody neighbourhood office.	medium	

<b>Neighbourhood Action Plan 1 Creative Industries Quarter</b>		<b>Priority</b>	<b>Status</b>
1.10	Corner of Collier Street and Northdown Street. Refurbish – or possible compulsory purchase of – this site, as it sits on a residential street affecting the amenity and effective security of this street.	medium	
1.11	Affleck Street Passage. Secure a re-design and re-use of Affleck Street, specifically addressing the cut-off pedestrian access at the rear. Find long-term solution for the site.	low	
1.12	122-128 & 134-152 Pentonville Road. Draft planning briefs to help bring forward mixed-use development of these under-used sites. Remove forecourt parking and improve pedestrian and cycle access. Tree planting.	medium	
1.13	156-186 Pentonville Road. Secure improvements to shop-fronts and increase development potential sites.	low	
1.14	Weston Rise. Refurbish disused open space. Consult on potential uses.	medium	
1.15	York Way environment. Creative lighting of key buildings within Regents Quarter. Other physical/ environmental improvements. Increased tree planting where possible.	medium	
1.16	Wharfdale Road. Traffic reduction/calming measures. New pedestrian crossing and tree planting.	high	
1.17	Regent Quarter, Stable Buildings. Secure development that furthers the cultural industry quarter and increases activity in the area.	high	
1.18	King's Cross Station York Way Façade (Camden). Creative lighting scheme, removal of hoarding to listed building. Redesign of bus shelter canopies. Potential opening of arches to provide views through and animate street scene. As the King's Cross station is on Camden council land and the realisation of this project requires co-operation with Camden.	medium	
1.19	York Way – Gyrotory system. Introduction of two way working, cycle improvements.	medium	

<b>Neighbourhood Action Plan 1 Creative Industries Quarter</b>		<b>Priority</b>	<b>Status</b>
1.20	York Way and Pentonville Road Junction. Improve design and increase pedestrian phase of crossings.	high	

The priorities are broadly based on the wider impacts the project would have in a particular neighbourhood or on the regeneration area as a whole. They are indicative only and do not commit any partners or stakeholders to the project. The Neighbourhood Framework Document is a Supplementary Planning Document in Islington only and does not apply to land within Camden council.

**Supplementary Planning Guidance and other relevant information:**

- Islington Community and Neighbourhood Renewal Strategy
- Camden & Islington King's Cross Opportunity Area Planning & Development Brief
- Caledonian Road Neighbourhoods Plan
- Creative Industries Quarter Report
- 8-10 York Way
- Omega Place – Under review
- 86-92 York Way – Subject of application
- 122-128 Pentonville Road – Under Review
- 'Regent Quarter' Sites – Obsolete, under construction

# Neighbourhood Action Plan Two

## Ten Estates

Adopted 21<sup>st</sup> October 2004

### Introduction

The Neighbourhood Action Plan (NAP) is a complementary document to the existing Unitary Development Plan (UDP) and to other planning policy or guidance, including planning briefs and site-specific proposals. The Neighbourhood Action Plan includes a series of projects that support regeneration and it highlights opportunities to improve service delivery at a very local level.

### Character Assessment

This largely residential location sits between city centre and commercial uses at Pentonville Road and Angel Islington. It is a short distance from excellent transport links both at Angel Islington and King's Cross. However, there is no public transport through the area itself. A further asset is the Regent's Canal.

The Ten Estates (not all within this Neighbourhood Action Plan), and the Elizabeth Garrett Anderson Secondary School (EGA) dominate this Neighbourhood Action Plan. Perimeter fencing encloses both the EGA School and a large section of the Ten Estates.

In addition there are a number of other blocks of housing and Bridge Wharf, a mixed use residential and business development beside the Regent's Canal.

The Kendal and Redington blocks of the Ten Estates form the largest two housing blocks; these are locally listed. Peabody Housing manages the estate and has a new estate office (completed in 2004) on Donegal Street. This also serves as the entrance/concierge for the Kendal and Redington blocks as well as being a community building which is home to a

Sure Start project. The newly enclosed space includes a large grassed area that includes a recently renovated children's play space. Grimaldi and Calshot Houses form a separate part of the Ten Estates, these are also enclosed by fencing. Grimaldi House includes a very small play area with equipment for young children (five to ten years). The old laundry – a circular single storey building – is accessible by steps from the street; this was renovated and reopened in 2002 and serves as a community meeting room.

Muriel/Rodney Street forms the only north south route through the area and Wynford Road the only east west route. The Regent's Canal enters the Islington Tunnel here, meaning that there is no walking route alongside the canal to Angel Islington. A walking route is marked by insets in the pavements and signposts above the tunnel, but these are not always clear and some appear to be missing.

Behind Penton Street is the former Wynford Estate (now another part of the Ten Estates). Access to the central part of the estate is via gates; this closed space includes a play area. There are a number of garages at ground level on the estate, some have been vandalised.

To the north of the Neighbourhood Action Plan, next to the Regent's Canal, is Fife Terrace (also part of the Ten Estates). This comprises a mix of two-storey street housing and a ten-storey block of flats. These face on to an enclosed garden/play area that is for the use of residents.

Priory Heights, on Wynford Street, is part private and part social housing (managed by Citystyle and Community Housing Association respectively). Also on Wynford Street, are the Thornhill Arms pub, a newsagent and a pair of Victorian houses. The landscaped area opposite the pub would benefit from some new planting as some trees have died there.

On Penton Street, Street Silas with All Saints and Street James (CoE) Church offers another small seating space that is open to the public. Blocks of housing of various age (approximately 1920s-1970s) and heights (four to seven storeys) front the rest of this section of Penton Street.

Farrer Huxley Associates produced an urban design plan for the whole of the Ten Estates in February 2000. This outlined streetscape projects including traffic calming and public art. This report notes that on Rodney Street (which forms part of the route over the Islington Tunnel) there is dense high shrub planting which creates a security risk for pedestrians, particularly at night. This is still the case and so the environment could be improved by better managing these shrubs.

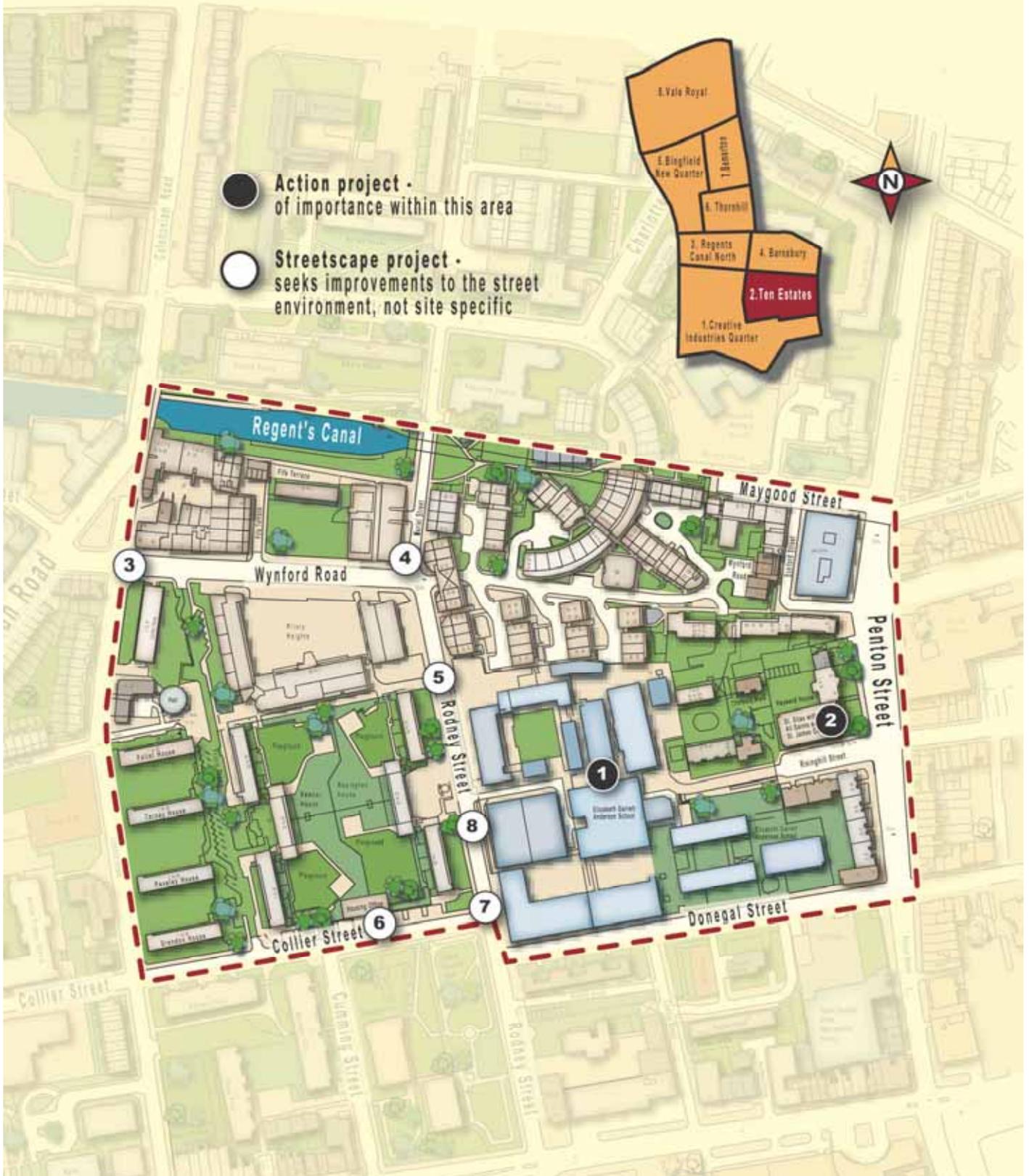
The gating of the Priory Green section of the Ten Estates means that public pedestrian movement is now along the streets rather than through the estate. This makes it even more important to ensure that the streets in the area are pedestrian friendly. Farrer Huxley Associates was also commissioned to produce plans to support a bid to the

Government's Home Zone Challenge Fund. This set out plans for a Home Zone along the length of both Collier and Donegal Streets. This bid was not successful and the high cost of installing a Home Zone means that it is unlikely to be installed in the foreseeable future. However, there is now a 20mph zone covering all of the through streets in the area; this is enforced through speed bumps.

The EGA School (single sex, girls) specialises in languages. It covers a large site and incorporates the Platform One initiative. This is a drop-in centre, opened late 2003, where local people can develop computer skills and engage in other training and education (including language classes). There are proposals to extend the range of uses on the site as part of Islington's Building Schools for the Future bid. This bid was successful in the second round (2005) and should lead to extensive rebuilding on the EGA site.

A Full Service Extended School bid (FSES) was successful in 2004 and EGA are progressing with this project. The FSES project aims to make the school site more available to the community particularly, but not exclusively, during out of school hours. The first development from the FSES will be an extension to the tennis courts for which planning permission has been granted. EGA plans that, in time, there will be greater public use of the all weather tennis courts which are due to be completed by summer 2005.

## 2. Ten Estates



## Projects for King's Cross Regeneration Area (Ten Estates)

Neighbourhood Action Plan 2 Ten Estates		Priority	Status
2.1	Elizabeth Garrett Anderson school. Redevelopment of the school should seek to create overlooking of the street by the new buildings avoiding the present arrangement of blank walls and fencing, especially on the west end of Donegal Street and the south end of Rodney Street.	high	
2.2	Street Silas Church on Penton Street. Seek lighting on church to make this more of a landmark building.	low	
2.3	Planting. Seek additional tree planting where appropriate.	low	
2.4	Islington Tunnel. Secure improved signage over the tunnel.	low	
2.5	Rodney Street. Seek the reduction of overhanging bushes and trees and other improvements in the pedestrian environment on this road (this may be linked to 2.1 above).	medium	
2.6	Ten Estates Entrance on Collier Street. implement specific parts of the Home Zone, especially outside the estate office/entrance to form a new to link with Grimaldi Park and to produce a focus/stopping point for pedestrians.	high	
2.7	Public art. Seek the installation of public art in line with the Farrer Huxley Associates masterplan.	medium	
2.8	Cycle routes. Develop routes through the area and ensure that existing routes are fully marked.	high	

The priorities are broadly based on the wider impacts the project would have in a particular neighbourhood or on the regeneration area as a whole. They are indicative only and do not commit any partners or stakeholders to the project.

### Supplementary Planning Guidance and other relevant information:

- Islington Community and Neighbourhood Renewal Strategy
- Camden & Islington King's Cross Opportunity Area Planning & Development Brief

# Neighbourhood Action Plan Three

## Regent's Canal North

Adopted July 2004

### Introduction

The Neighbourhood Action Plan (NAP) is a complementary document to the existing Unitary Development Plan (UDP) and to other planning policy or guidance, including planning briefs and site-specific proposals. The Neighbourhood Action Plan includes a series of projects that support regeneration and it highlights opportunities to improve service delivery at a very local level.

### Character Assessment

Generally, the area is residential with cul-de-sacs and closed streets used for access and car parking. Between York Way and Treaty Street large housing estates dominate, including York Way Court. The Southern Housing Group manage the blocks closest to York Way with Hyde Housing managing the rest (Tiber Gardens, Treaty Street and Copenhagen). Forty-six of the one hundred and ninety-one properties available under Right To Buy have been purchased (24%).

There are a number of communal green spaces and most of the ground floor flats have their own small gardens. At the centre of the estate is the Kate Greenaway Nursery School and the York Way Court Community Centre which is run by local residents. The nursery is currently undergoing physical development as part of the Sure Start initiative; this will provide more space for work with families. As there are no protected play areas for under fives in the area this site has the potential to meet an important need, albeit with restricted access. Improvements to this space would benefit local children and their families.

In the past, there was a plan to extend the nursery into the York Way Community Centre; this was met with criticism from the local residents and the plan was not furthered. The nursery is still interested in exploring the possibility of some form of physical integration/sharing of facilities with the community centre.

The estate is very inward looking with few access points for either pedestrians or cars. On York Way there is only one pedestrian access. The properties and open spaces are separated from York Way by a continuous perimeter wall and fencing. This is set back at points (in line with the Backpackers pub further north) leaving a wide, underused pavement on York Way and also leaving the road without passive surveillance.

Behind part of this perimeter wall there is a small garden incorporating some play equipment for primary aged children – 6 to 11 years (Tiber Gardens Play Area). This garden was refurbished a few years ago with the help of the King's Cross Partnership and Southern Housing Group now manage it. Local residents are key holders and the gate is locked after dusk, there is open access – via the estate – during the day. As the York Way pavement is very wide at this point it may offer the possibility of extending this garden in exchange for public access. Alternatively, other uses outside of the existing perimeter wall could reflect this garden.

Two primary schools and a public square take up the centre of this Neighbourhood Action Plan. Copenhagen primary school (managed by CEA/Islington Education) has experienced falling numbers over

recent years while Blessed Sacrament (Roman Catholic – run by the diocese) is currently oversubscribed. The Church of the Blessed Sacrament lies a short way from the primary school. Adjacent to this is the well-used public open space, Edward Square. This is somewhat hidden from the surrounding streets and is enclosed by the schools and residential units which were built as part of the redevelopment and landscaping of the square. The square provides formal sitting areas, sculpture, trees and play equipment plus a green open space suitable for ball games. One benefit of its hidden location is that it provides a respite from traffic on Caledonian Road and Copenhagen Street. The square enjoys local support (including a 'Friends of' group) and is frequently used for festivals and exhibitions. Increasing the use of the Square by having more events concerts and even a small café could all be considered. The square suffers from some trespassers at night and it would be helpful to make it more secure. Lighting on the entrance road (Edward Square Road) may also be beneficial but would need to be sensitively handled so as not to cause a problem to local residents.

This concentration of community uses on Copenhagen Street – especially serving children – sits uneasily with the road's function as one of the few east-west routes in the area. It has been the subject of extensive traffic calming but still carries a steady flow of traffic. The carriageway is in a poor state of repair, possibly reflecting the weight of traffic, including vans and lorries that use the road. The junction with Caledonian Road is busy and pedestrian priority needs to be improved. See Neighbourhood Action Plan 6 Thornhill.

To the south of Edward Square is a private, gated housing development, Thornhill Bridge Wharf (accessed from Caledonian Road). This development is of a high standard and is very secluded;

some houses benefit from overlooking Regent's Canal.

Regent's Canal is an important feature of this area and is flanked on the north bank by residential uses and Copenhagen School (in contrast to the commercial, residential and office developments on the other side). There are three access points to the Canal, from; York Way, Caledonian Road (through Thornhill Bridge Wharf Gardens), and Treaty Street. Islington Greenspace is undertaking a trial during which the gates are left open at all times (except Treaty Street). Greenspace, in consultation with local residents and stakeholders (including the Police and British Waterways) will decide on the future opening arrangements – at the time of writing the extended opening appears to be a success.

Both Treaty Street and the Caledonian Road entrances have recently been refurbished. The York Way entrance however, is in need of improvements both to its general appearance and to simplify access for cyclist and wheelchair users; this could possibly take place as part of a general upgrade of the York Way bridge. Also, pavement parking blights the area; measures are needed to prevent this. There is one additional access point via the amphitheatre shaped green that adjoins York Way Court. The gates between this space and the canal remain permanently closed for the time being due to nuisance and anti-social behaviour. This is Council owned land managed by the residents since 2003. They are now the key holders and are responsible for opening and closing the gates that link the green to the estate.

The section of Caledonian Road in this Neighbourhood Action Plan comprises mainly small shops and takeaways. Just north of the Thornhill Bridge Wharf development is a large warehouse type building set back from the street (143-155 Caledonian Road). This is leased to HSS

Hire & WH Smiths until 2018. This site has the potential for redevelopment. Next to this is a small corner pub, with the entrance to Edward Square running down one side. The 'Friends of Edward Square' have identified the back yard of the pub as a problem; it is poorly maintained and looks unpleasant from the Square. Improving this site would benefit the Square.

On York Way there is a small parade of shops and a nightclub (The Backpackers, owned freehold). In front of the shops is a small open space which was improved a few years ago with money from the King's Cross Partnership. As one of the few open public spaces along York Way this site serves an important role in buffering

noise and pollution as well as offering a place to rest.

The scheme is poorly maintained at present with high levels of litter. A number of the trees that were planted as part of the improvement now appear to be dead. Housing own the land, it may be beneficial to have it in the ownership of Greenspace who would then maintain it. The site could be further improved as a local civic shopping and meeting space and this could be greatly supported by the inclusion of an equivalent space in any new development on the opposite side of York Way. This would be a useful way to link in any possible scheme on the Camden side of York Way (see also Neighbourhood Action Plan 9).

# 3. Regents Canal North



- Strategic project - of importance beyond this area
- Action project - of importance within this area
- Streetscape project - seeks improvements to the street environment, not site specific



Islington LB

Camden LB

## Projects for King's Cross Regeneration Area (Regent's Canal North)

Neighbourhood Action Plan 3 Regent's Canal North		Priority	Status
3.1	York Way open space in front of shops near to Copenhagen Street. Seek transfer of ownership from Housing to Greenspace. Improve the relationship with adjoining streets and potential new spaces.	high	
3.2	Backpackers Pub on York Way. Produce a planning brief for the site. Any redevelopment should link in with the plans for York Way and King's Cross Central seeking to produce a mixed-use development of housing with retail or bar or restaurant uses.	low	
3.3	Kate Greenaway Nursery. Improvements to play space and encourage supervised out of hours and holiday use.	high	
3.4	York Way Community Centre. Support any attempts to connect the site of the centre and the nursery to allow for convenient use of the centre by nursery families.	low	
3.5	Edward Square. Introduce signage and lighting on Caledonian Road to 'celebrate' and draw the attention of passers by to the Square. The treatment of the nearby buildings that create the narrow walkway into the square are key to a successful scheme. Lighting on the entrances and making gates harder to climb would also add to a sense of security at night.	medium	
3.6	157 Caledonian Road. Seek improvements to the rear yard of this site.	medium	
3.7	143-155 Caledonian Road. Produce a planning brief for this site that has the potential to be redeveloped into a mixed – commercial and residential use.	long	
3.8	York Way adjacent to Tiber Gardens. Seek better use of back of pavement; either greening or building that reinforces the building line on York Way.	low	

<b>Neighbourhood Action Plan 3 Regent's Canal North</b>		<b>Priority</b>	<b>Status</b>
3.9	Copenhagen Street. Secure significant improvements to carriageway and general streetscape. Improved crossing facilities and possible entry treatments.	high	

The priorities are broadly based on the wider impacts the project would have in a particular neighbourhood or on the regeneration area as a whole. They are indicative only and do not commit any partners or stakeholders to the project. The Neighbourhood Framework Document is a Supplementary Planning Document in Islington only and does not apply to land within Camden council.

**Supplementary Planning Guidance and other relevant information:**

- Islington Community and Neighbourhood Renewal Strategy
- Camden & Islington King's Cross Opportunity Area Planning & Development Brief
- Caledonian Road Neighbourhoods Plan
- Creative Industries Quarter Report

# Neighbourhood Action Plan Four

## Barnsbury

Adopted 21<sup>st</sup> October 2004

### Introduction

The Neighbourhood Action Plan (NAP) is a complementary document to the existing Unitary Development Plan (UDP) and to other planning policy or guidance, including planning briefs and site-specific proposals. The Neighbourhood Action Plan includes a series of projects that support regeneration and it highlights opportunities to improve service delivery at a very local level.

### Character Assessment

The Barnsbury Estate (managed by Newlon Housing) forms a significant part of this Neighbourhood Action Plan, along with the Half Moon Estate (a co-operative). Nearby are the Chapel Market and Angel Islington shopping areas and associated transport links. In the opposite direction, King's Cross Station is a short walk away.

The Barnsbury estate includes over twenty blocks ranging between five and ten storeys. Many of the ground floor flats have small fenced outdoor spaces and the wider area of open space between the blocks is also fenced in forming private courtyard spaces for the residents. There are a number of open spaces with seating areas; these face onto the street but are gated and should be unlocked during the daytime.

The estate has few streets and most of the entrances to the individual buildings are accessed from footpaths. The areas between the buildings are green with trees and plantings. The estate includes a community centre, the Barnsbury Estate Local Management Organisation (BELMO) office and a number of fenced

play areas. These contain play equipment

for children and young people of various ages. The estate also neighbours Barnard Park; this has a number of play facilities for children of all ages.

The Half Moon Crescent estate, dating from the 1970s, is made up of terraced houses and maisonettes. The estate has a distinct – almost suburban – character with a number of crescent blocks. Facilities include a small community centre and a kickabout area. Nearby, the presence of specialist accommodation and a day centre for the elderly on Carnegie Street means that there is a significant number of elderly residents in the locality. There are significant changes in level as the site falls between Penton Street and Muriel Street. This results in a number of steep slopes and steps that would make access quite hard for wheelchair users.

The other key land use within this Neighbourhood Action Plan is Vittoria Primary School, this is predominately a one-storey building. Internally it has an unusual layout that reflects the educational philosophy of its day; the classrooms were originally all open-plan and each classroom is split level. The internal layout is not particularly conducive to current teaching practices and the building does not represent an efficient use of land in an edge of city-centre location.

A short stretch of the northern side of the Regent's Canal is also included in this Neighbourhood Action Plan. The Regent's Canal then enters the Islington Tunnel, after which a walking route is

marked out at street level with route markers inset into the pavement. The towpath of the Regent's Canal is accessible again, approximately a kilometre away, on the far side of Upper Street.

All Saints Church (CoE) is located in a single storey building near to where the Caledonian Road crosses Regent's Canal. The building, which was not originally built as a church, is set back from Caledonian Road. To the south of the building is a small community garden that is managed by Greenspace (LBI). This has recently been renovated along with a neighbouring garden/canal entrance to the west of Caledonian Road. Ownership of this land is split between

the church and Greenspace. The single storey building does not occupy the whole plot; it could be redeveloped to make considerably better use of the site on which it stands.

The shops on this stretch of the Caledonian Road offer a range of goods and services, which include a mini market, shoe repair, restaurants and cafes. In addition, there are specialist services including a funeral parlour and a car showroom. There are rear entrances for loading and unloading, but the traders do not have any parking bays. Parking at the rear of these shops is for use by residents on the Barnsbury.



## Projects for King's Cross Regeneration Area (Barnsbury)

Neighbourhood Action Plan 4 Barnsbury		Priority	Status
4.1	All Saints Church. This site could be redeveloped to produce a higher density development incorporating a new church.	low	
4.2	Vittoria School. The school has the potential to be redeveloped over two or three storeys allowing offering the potential for a greater range of uses on the site – possibly connected to the Full Service Extended Schools initiative.	low	
4.3	Copenhagen Street. Develop a cycle route.	medium	
4.4	Seek planting of additional trees where appropriate.	medium	
4.5	Charlotte Street. The addition of a pedestrian crossing on this street would assist pedestrian movement. Although quiet for part of the day the traffic is heavy at peak times.	low	
4.6	Install seating on main pedestrian routes in recognition of concentration of elderly residents in area.	low	

The priorities are broadly based on the wider impacts the project would have in a particular neighbourhood or on the regeneration area as a whole. They are indicative only and do not commit any partners or stakeholders to the project.

### Supplementary Planning Guidance and other relevant information

- Islington Community and Neighbourhood Renewal Strategy
- Camden & Islington King's Cross Opportunity Area Planning & Development Brief

# Neighbourhood Action Plan Five

## Bingfield New Quarter

Adopted 18<sup>th</sup> May 2004

### Introduction

The Neighbourhood Action Plan (NAP) is a complementary document to the existing Unitary Development Plan (UDP) and to other planning policy or guidance, including planning briefs and site-specific proposals. The Neighbourhood Action Plan includes a series of projects that support regeneration and it highlights opportunities to improve service delivery at a very local level.

### Character Assessment

This area is diverse with a mix of residential and commercial uses which are primarily retail. York Way is a major road that runs alongside this neighbourhood. There are three distinct sub areas covered by this Neighbourhood Action Plan:

- i. The Triangle
  - ii. Delhi Outram housing estate
  - iii. Bingfield Park (including the former Street William of York School site and surrounding streets).
- 
- i) The Triangle forms part of the King's Cross Central site. The Camden & Islington Joint Planning and Development Brief includes a section on the Triangle site. The developer, Argent (King's Cross), applied for outline planning permission in May 2004. This includes a proposal for residential, retail and some leisure and health uses.

The site will be dominated by its railway setting. The Eurostar and Thameslink will run across the northern side of the developable site and the East Coast Mainline down a second side. A little further to the north is the elevated North

London Line. The lowering of York Way means that the Triangle site is now more directly linked to the rest of the King's Cross Central Main site (in Camden).

- ii) Delhi Outram. The estate is a mixture of houses with small gardens and maisonettes in four storey blocks with communal grassed areas. The traditional brick finish and low-rise nature of the estate appears pleasant. Approximately fifty properties have been bought to date under Right to Buy.

There is an odd mix of walls and railing with some semi-enclosed spaces – often these seem to serve no useful purpose. As a result, the space between the buildings feels unfinished. The estate effectively turns its back on York Way and in places the buildings are at various angles. This is confusing for pedestrians and probably discourages walking between York Way and Caledonian Road. The larger maisonette blocks have open garages to the rear at ground level. These spaces attract anti social activities including dumping, graffiti, burning out scooters and bin fires. This is unpleasant for residents and has revenue and maintenance implications for the Council.

Alongside Delhi Outram estate is a former underground station (York Road) and a car sales outlet (in a former petrol station at 176-178 York Way). The latter site could contribute to the opening up of the neighbourhood to York Way. Site assembly, to include 57-65 Randells Road and an underused play area to the south, would produce a better site for development that could contribute more

in terms of urban design. If the maisonette block at 21-36 were to be removed and relocated this would allow for the reopening of Bingfield Street. This would produce a clear walking route from any new development on King's Cross Central through to the Caledonian Road.

- iii) Bingfield Park. Landscaping of the park started in early 2005. This follows extensive consultation between Greenspace, Crumbles Castle and the local community. Crumbles Castle is an adventure playground with an associated building that is a centre for children and young people. The plans for the park include moving the perimeter of Crumbles to give it an entrance directly on to the street. The park was reopened in July 2005.

Overall, this area is characterised by a strong mix of architectural styles and

street layout. To the north and east there is a small amount of Victorian housing and warehousing. Nearby is the Bemerton Estate, built in the late 1960s, and which ranges from approximately five to ten storeys.

To the south, Delhi Outram has a traditional brick finish, but neither Delhi Outram nor Bemerton have traditional street layouts.

The redevelopment of both the former Street William of York school site and the Triangle have the potential to bring new architectural styles and streetscape to the area. Bingfield Park could play an important role in softening the differences between these housing styles and street patterns – it is also a natural focal point for the different communities in the area.



## Projects for King's Cross Regeneration Area (Bingfield New Quarter)

Neighbourhood Action Plan 5 Bingfield New Quarter		Priority	Status
5.1	<p>The Triangle site. Secure a public facility, such as a leisure centre, that will act as a draw to the Triangle</p> <p>Seek improvements to youth and community facility here, or nearby, to serve the existing and new communities.</p> <p>Ensure mixed-use development of the site that ensures both daytime and evening use of the street.</p> <p>Create a more pleasant walking environment on York Way by having active shop frontages and other uses that draw in pedestrians throughout the days and evenings and weekends.</p> <p>Secure development at a scale that does not overshadow, or cause a canyon effect along York Way and does not adversely affect properties to the east of the site.</p>	high	
5.2	<p>176-178 York Way. Realise the redevelopment of this site. Ensure that the frontage onto York Way contributes to a high quality street environment that is welcoming to pedestrians and secure the maximum number of active uses.</p>	high	
5.3	<p>York Road Station. Development would only be acceptable if it does not prejudice the future reopening of the former Underground station. Complementary, interim uses, could include A1 (shops), A2 (offices) A3 and 4 (food &amp; drink) and possibly D2 (entertainment and leisure), including extensions to the building to create a new local centre. TfL are carrying out a study which considers the feasibility of reopening the station.</p>	medium	

<b>Neighbourhood Action Plan 5 Bingfield New Quarter</b>		<b>Priority</b>	<b>Status</b>
5.4	1-7 Brydon Walk (Delhi Outram). Improve the definition between public and private spaces. Rationalise the walling and fencing that separate the two, especially near to – landscape and give more definition to the public and private space in front of premises.	medium	
5.5	50-80 Bingfield Street. Seek changes to increase overlooking of the park by the block to increase passive surveillance of the park. This could include the reworking of the wall between the block and the park and a change of use of some or all of the gated parking spaces.	high	
5.6	Crumbles Castle. Realise the plans to improve and enlarge the current building and improve its ability to overlook and supervise the park. Any changes to the castle should help to make this area more welcoming to pedestrians – serving as a draw along Randells Road toward Caledonian Road.	high	
5.7	Former Street William of York (WOY) site. Seek a perimeter block development on the former WOY site that creates new frontages on the street and overlooks the park. This should be sensitive to overlooking and blocking out light issues for existing residents on Gifford Street.	medium	
5.8	Delhi Street and Vibart Walk. Completely remodel the two play areas on the estate to make them more secure, safer and more welcoming. Ensure arrangements for their secure closure at night.	medium	
5.9	Delhi Street. Enclose the bins by car park.	medium	
5.10	Introduce direction signage for pedestrians.	low	
5.11	Bingfield Park. Create a ‘public square’/focus point that serves to draw people along Randells Road and invites pedestrians and cyclists to turn the corner into Bingfield Street; this should also include cycle parking facilities. Create step free access from Randells Road through Bingfield Park for pedestrians and cyclists.	medium	

<b>Neighbourhood Action Plan 5 Bingfield New Quarter</b>		<b>Priority</b>	<b>Status</b>
5.12	Seek more planting of trees in places where this will not prohibit passive surveillance.	low	

The priorities are broadly based on the wider impacts the project would have in a particular neighbourhood or on the regeneration area as a whole. They are indicative only and do not commit any partners or stakeholders to the project. The Neighbourhood Framework Document is a Supplementary Planning Document in Islington only and does not apply to land within Camden council.

**Supplementary Planning Guidance and other relevant information:**

- Islington Community and Neighbourhood Renewal Strategy
- Supplementary Planning Guidance and other relevant information
- Camden & Islington King's Cross Opportunity Area Planning & Development Brief
- Planning brief for 176-178 York Way
- Planning Brief for William of York School site
- Greenspace consultation on Bingfield Park
- Planning permission for 146 York Way 'The Old School' – P981982

# Neighbourhood Action Plan Six

## Thornhill

Adopted June 2004

### Introduction

The Neighbourhood Action Plan (NAP) is a complementary document to the existing Unitary Development Plan (UDP) and to other planning policy or guidance, including planning briefs and site-specific proposals. The Neighbourhood Action Plan includes a series of projects that support regeneration and it highlights opportunities to improve service delivery at a very local level.

### Character Assessment

The Neighbourhood Action Plan is predominately made up of housing estates, some of which are currently undergoing either major refurbishment or rebuild. This redevelopment will also lead to changes on Copenhagen Street. The southern (smaller) part of the Bemerton Estate is included in this area (the northern part being covered by Neighbourhood Action Plan 7). The section of Caledonian Road covered by this plan includes Victorian street properties, a few shops, a municipal swimming pool and leisure centre and a petrol station.

For an inner-city area there is relatively low density residential development across much of the area (although Naish Court is higher density). There are a number of distinct residential areas, each with its own architecture that creates a sense of separation between each.

At Naish Court the Guinness Trust is currently redeveloping Naish Court in phases. This involves the demolition of existing blocks and replacement with new build. As a later part of this

development (anticipated finish 2006) the public Library and shops on Copenhagen Street will be replaced and will incorporate private flats above the new premises. In addition, there will be a community meeting room included in this part of the redevelopment.

Orkney House, a largely residential ten-storey block, is part of Bemerton Estate South. This is an unattractive building that occupies a dominant position on Caledonian Road. However, it provides space for the offices of the North King's Cross Neighbourhood Management Project, the Thornhill Neighbourhood Project and the Orkney House Community Nursery. All of these services are only accessible on the first floor. There is the potential to develop a one to three storey extension around part of Orkney House, giving it a street front presence (this could provide commercial space for this important street corner location, helping link the two commercial halves of Caledonian Road). Alternatively, it would be desirable to see some of the active community uses located in any extension of the ground floor.

There is also a roof playground at the first storey level that is now only accessible with a key – this follows consultation with residents a number of years ago and was a response to anti-social behaviour in this space when there was open access. However, there have been problems with finding someone who is willing to be the key holder.

The area directly around Orkney House is made up of poorly defined and maintained grass and concrete spaces that add little to the local environment. There is a lack of definition between the parking areas and the spaces dedicated to pedestrians.

There is also a number of storage spaces and a walled sitting area that face onto Copenhagen Street. Recent consultation for a 'Safer Routes to Public Transport' initiative found that this was a problem area, it is unused and would be better removed.

The rest of this part of the Bemerton is made up of low-rise (approximately four to five storeys) residential buildings. There is a large open green space within the estate which is grassed; during consultation for other Neighbourhood Action Plans a view was expressed that the use of this grassed space is problematic as dogs are often allowed to foul the space. Potentially, it is a great asset in an area with little open space.

In Caledonian Road the swimming pool (and small leisure centre hosts a number of clubs, some of which compete at national level. The building is around thirty years old and although there is a maintenance programme the building is in poor repair and adds little to the street environment. Leisure services are currently (2004/5) carrying out an estate review and this will include views on the future of the site that may benefit from being able to offer a greater range of facilities in a new building.

The petrol service station next to the pool covers a considerable space. There is the potential for redeveloping the site, possibly retaining the petrol station with other uses above. Any development would have to satisfy the environmental issues that are

associated with the redevelopment of a petrol station site.

The shops on this stretch of Caledonian Road are generally quite tatty with at least two vacant units at present. There are a number of street front offices in this stretch and some of these add little to the quality of the streetscape. Other units include a minicab office, a number of takeaways and cafes and services such as hairdressers and a solicitor's office. The street furniture bear a mixture of design and often detracts from a potentially attractive shopping street.

The Harry Weston and Shaftesbury estates are both very well kept, both have a sense of being private spaces. The Shaftesbury estate offers managed accommodation for elderly residents and is effectively a courtyard type development that looks over gardens which includes a small community day centre that serves the residents. An estate manager lives on the site and runs the centre.

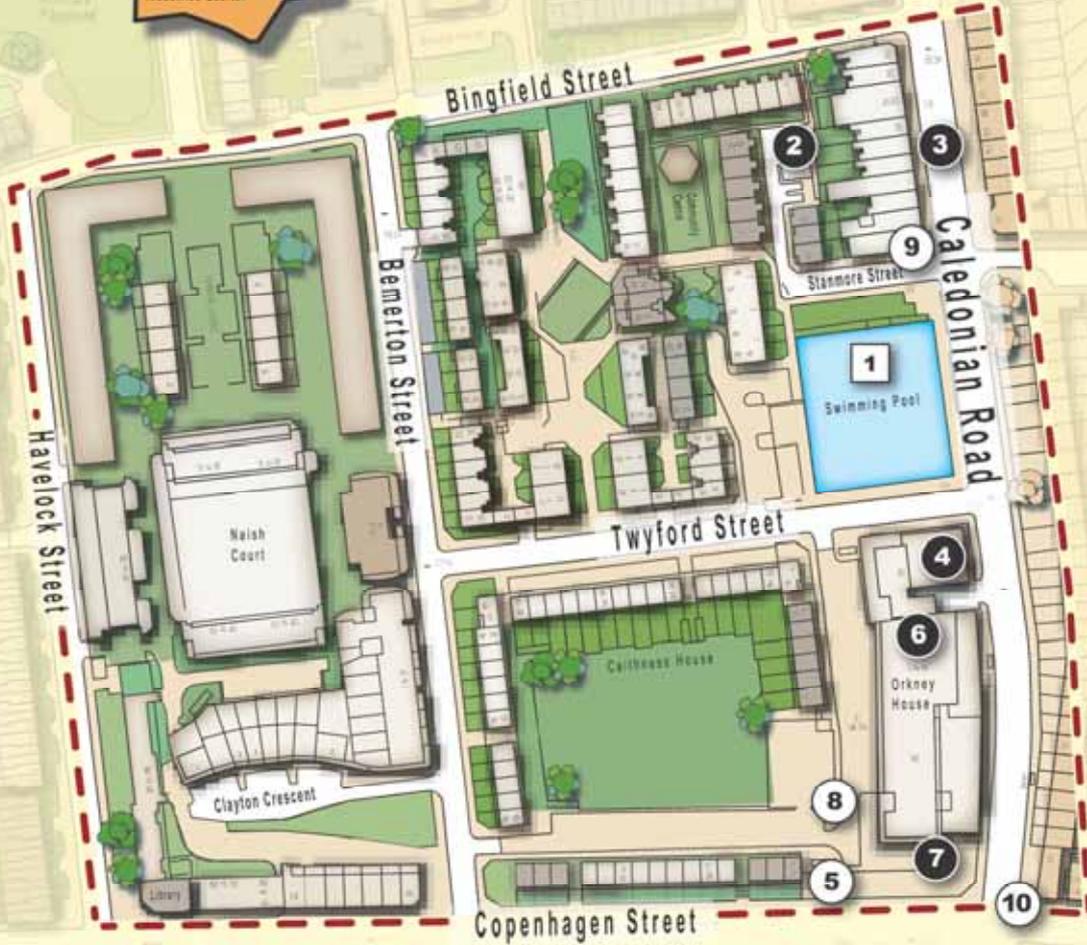
There are two children's play areas on the Harry Weston estate, one is for toddlers and is poorly equipped and the other for primary aged children is within a locked compound. There is some CCTV coverage on the estate.

A narrow roadway/pathway runs between these two estates. It has now been gated at both ends and so is effectively a permanently closed space. There is a line of trees within this space, but it adds little to the environment in its present state.

# 6. Thornhill



- Strategic project - of importance beyond this area
- Action project - of importance within this area
- Streetscape project - seeks improvements to the street environment, not site specific



## Projects for King's Cross Regeneration Area (Thornhill)

Neighbourhood Action Plan 6 Thornhill		Priorities	Status
6.1	Caledonian Road Pool. There is the potential to redevelop the site to allow for a greater range of activities, including a larger gym and sports hall which would require a two-storey redevelopment. Open up elevation fronting the Cally to show activities taking place inside and help animate and light the street. A three-storey development of the pool site might offer the opportunity to have some housing above. The council would only make any decision on this site after consultation and in the context of its overall leisure strategy.	medium	
6.2	Harry Weston Estate. Improve the toddlers' play area.	medium	
6.3	Caledonian Road shop fronts. Encourage the take up of Heritage Economic regeneration Scheme (HERS) grants to improve these frontages. HERS final year was 2004/5. Seek to build on HERS work by securing any alternative funding.	high	
6.4	The petrol station next to Orkney House. This should be redeveloped (with appropriate soil remediation) to create additional housing and redesign the forecourt to allow the shop element to be relocated adjacent to the Cally Road.	medium	
6.5	Remove and reuse the bin/buggy parking area on Bemerton Estate/Copenhagen Street.	low	
6.6	Orkney House kick-about above ground floor garages. Access needs to be improved/more actively managed.	medium	
6.7	Orkney House grass and concrete apron. This redundant space needs addressing, possibly by developing the site – turning the lower floors of Orkney House into a street front property.	medium	
6.8	Bemerton Estate (especially to rear of Orkney House). Secure better definition between parking areas and pedestrian routes redesign of car parking. Additional tree planting where possible.	high	
6.9	Caledonian Road. Improvements to street furniture.	low	

<b>Neighbourhood Action Plan 6 Thornhill</b>		<b>Priorities</b>	<b>Status</b>
6.10	Junction of Caledonian Road and Copenhagen Street. Allow for a longer full pedestrian phase on the pelican crossing at the, as part of a walking route for children going to school or the pool.	high	

The priorities are broadly based on the wider impacts the project would have in a particular neighbourhood or on the regeneration area as a whole. They are indicative only and do not commit any partners or stakeholders to the project.

**Supplementary Planning Guidance and other relevant information:**

- Islington Community and Neighbourhood Renewal Strategy
- Camden & Islington King's Cross Opportunity Area Planning & Development Brief
- Caledonian Road Neighbourhoods Plan
- Creative Industries Quarter Report
- Library services contact
- Leisure services contact

# Neighbourhood Action Plan Seven

## Bemerton

Adopted 18th May 2004

### Introduction

The Neighbourhood Action Plan (NAP) is a complementary document to the existing Unitary Development Plan (UDP) and to other planning policy or guidance, including planning briefs and site-specific proposals. The Neighbourhood Action Plan includes a series of projects that support regeneration and it highlights opportunities to improve service delivery at a very local level.

### Character Assessment

This Neighbourhood Action Plan is best read in conjunction with: London Borough of Islington's, Safer Routes To Public Transport report 2004. Part of this is reproduced as an appendix to Neighbourhood Action Plan 7.

The Bemerton area is dominated by residential development, with the Bemerton Estate being the largest single feature of this Neighbourhood Action Plan. Caledonian Road with its shops and services forms one side of this Neighbourhood Action Plan. Bingfield Street is another boundary road with more residential estates beyond this. Bingfield Park (Neighbourhood Action Plan 5) lies just outside of the area but is in many ways inseparable from the Bemerton Estate. Finally, the North London Line runs along an embankment and forms the final edge of this Neighbourhood Action Plan.

Caledonian Road has newsagents, hardware stores, cafes, estate agents and grocery stores along this section. There is an ATM machine but no other banking services exist on the road. There is a doctor's surgery and just off

Caledonian Road is the Housing Office for Hyde Housing.

Virtually all of the buildings on both sides of this stretch of Caledonian Road are in a conservation area (CA10). The majority of these properties are low-rise Victorian terraced commercial premises with housing above, typically accessed from the rear.

Caledonian Road has long since lost the major retail chains such as Boots and Woolworth that used to occupy premises. Iceland and the Co-op are the only major retailers there now. On a more positive note, there are a number of useful specialist services including ironmongers, glass suppliers and a locksmith. As there are no major DIY retail chains nearby, this aspect of the Caledonian Road may be seen as an asset warranting further attention.

Finally, the entrance to Caledonian Road and Barnsbury station (North London Line) is situated just within this Neighbourhood Action Plan; this line offers regular services to other parts of north, west and east London.

The Bemerton Estate is divided into a larger section (this Neighbourhood Action Plan) and a smaller one (Neighbourhood Action Plan 6 – Thornhill). The Bemerton was constructed in the late 1960s and early 1970s and, both externally and internally, it reflects the design approach of that period.

The deck access blocks that make up the estate are largely five to six storeys high, there are two ten-storey blocks. The estate does not follow a traditional street pattern and so acts as a barrier between

Caledonian Road and York Way. Combined with the past closure of Bingfield Street (see Neighbourhood Action Plan 5) this makes it hard to encourage pedestrian and cycle movement from east to west. The entrance to the estate from Carnoustie Drive (behind Caledonian Road) is through one of a number of low covered – and windowless – walkways that immediately produce an oppressive feel. Once on the estate, walking routes and entrances to the flats are not clear. There is a series of green spaces with trees and some planting. Metal railings of approximately one and a half metres enclose these green spaces – some have access via gates.

Garages at ground level (underneath overhanging walkways) also create an unwelcoming environment, as they restrict any overlooking of the ground level public walkways. Until recently, internal corridors above the ground floor linked the various blocks. The area has suffered from anti-social behaviour for a number of years (the theft and/or illegal use of motor scooters on the estate has been a high profile issue). Although not eliminated, local opinion suggests that motor scooter crime is less of an issue in the area now than in the recent past.

Some young people have also exploited the corridor system on the Bemerton as escape routes, having committed offences elsewhere, including on the Caledonian Road. However, these internal links have recently been closed and access to the blocks is now by means of a key.

The Bemerton is recognised as being an unpopular estate. This leads, as elsewhere, to the allocation of units to households in most need and with the fewest options. This said, the estate varies in character with the least popular and most problematic units being associated with the Carnoustie

Drive/Caledonian Road side of the estate. Despite its reputation some 167 of the 738 units (23%) have been purchased under the right-to-buy scheme. Other factors could also mean that the estate is at a turning point.

A major four-phase set of works has led to the closure of corridors between the blocks. In addition to the security improvements already mentioned, CCTV is to be installed on the estate, this will include a control room within the Bemerton that will have the capacity to manage other CCTV in the area. Other refurbishment of the blocks has taken place as part of these works, which are in their final phase and are due for completion summer 2005.

In 2002 Hyde Northside (the regeneration arm of Hyde Housing) commissioned architects Levitt Bernstein to produce a vision for regeneration. This resulted in proposals to in-fill some parts of the site to effectively turn the estate into a series of discrete courtyard blocks. This was exploratory work and not linked to any funding. The position of Islington's Housing Departments at the time was not to progress these plans. However, the concept of creating distinct blocks has to some extent been realised in the current phased programme of works.

There are a number of void spaces within the estate that may offer the potential for new and constructive uses. Under Coatbridge House there are unused garages. Some of these are currently being turned into offices. The remaining space could supply a much-needed location for youth worker offices or activity spaces for young people – such as an art flat. The other redundant spaces may have the potential for conversion into flats.

Sure Start is financing improvements to the facilities for under fives on the estate. This focuses on an expanded eighty-place nursery and the creation of the

Bemerton Sure Start Children's Centre which was completed late 2004. A range of services for parents and children under-five is being delivered from this new -one of the borough's network of Sure Start Children's Centres. The services provided also supports parents who wish to enter the labour market.

The extension of the nursery play area at the rear was subject to discussion and consultation with Bemerton TMO and residents. Initially, some tenants opposed the loss of public open space. There would be the possibility of compensating for this loss by extending the grassed area on the far side where

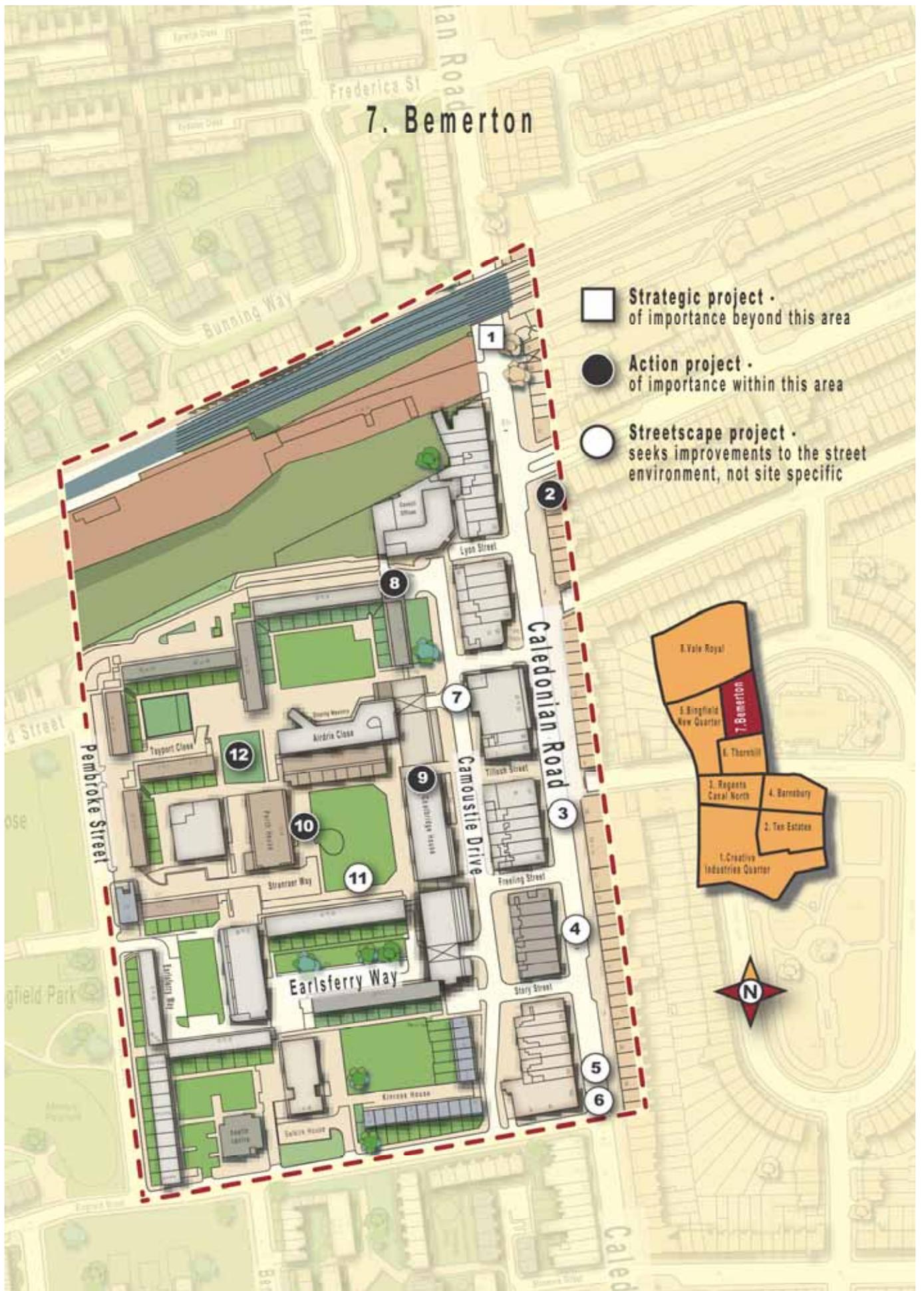
there is a wide concrete strip around the base of housing block opposite. There are two other play spaces for children on the estate; Groundwork has recently upgraded one of these.

Other matters include the new Bingfield Medical Centre that will occupy the site of a former community centre. When opened (2005) two GPs will move from single practices in the area.

The North King's Cross Neighbour-hood Management Project currently work in this area, engaging with local communities to secure better service delivery. Their activities can be expected to improve the local environment.

# 7. Bemerton

- Strategic project - of importance beyond this area
- Action project - of importance within this area
- Streetscape project - seeks improvements to the street environment, not site specific



## Projects for King's Cross Regeneration Area (Bemerton)

Neighbourhood Action Plan 7 Bemerton		Priorities	Status
7.1	'Ferodo' bridge and Caledonian Road Station entrance. Support initiatives to make the bridge an arrival point into the area. This should include better lighting under the bridge and further improvements to the station entrance.	high	
7.2	386 Caledonian Road. Return site to active use to ensure that the site does not diminish the visual amenity of the area.	medium	
7.3	Caledonian Road. Secure better pedestrian signage (in line with the Islington Streetbook) especially indicating east-west destinations.	medium	
7.4	Caledonian Road. Build on HERS grant to improve shop frontages in conservation area. Explore with LDA and King's Cross Neighbourhood Management the possibility of a significant regeneration grant for this stretch of the Caledonian Road.	medium	
7.5	Caledonian Road near to Iceland (No.259a). Seek the introduction of a light controlled crossing or zebra crossing as part of measures to improve pedestrian safety.	high	
7.6	Caledonian Road. Secure further measures to prevent pavement parking where recent works (installation of bollards) have not solved this problem. Secure additional tree planting where appropriate.	medium	
7.7	Bemerton Estate public realm. Implement the solutions outlined in the Safer Routes to Public Transport report (see appendix one of this Neighbourhood Action Plan). with priority given to achieving the east-west routes (Nos 1-3).	high	
7.8	Bemerton Estate. Seek re-use of redundant internal spaces within the existing buildings including possible conversion to flats.	medium	
7.9	Bemerton Estate. Seek new uses for the disused underground parking beneath Coatbridge House. There is the possibility of conversion to office use (this is underway at the southern end) This space may be suitable for a youth centre/art flat or youth worker offices – subject to further consultation with residents.	high	

<b>Neighbourhood Action Plan 7 Bemerton</b>		<b>Priorities</b>	<b>Status</b>
7.10	Bemerton Estate. Support replacing lost space, resulting from extension of Sure Start, by extending the public gardens to the west side of the present square.	medium	
7.11	Bemerton Estate. Remove small steps and other impediments to people with disabilities and families with pushchairs.	high	
7.12	Bemerton Estate. Seek to improve unrenovated play area.	medium	

The priorities are broadly based on the wider impacts the project would have in a particular neighbourhood or on the regeneration area as a whole. They are indicative only and do not commit any partners or stakeholders to the project.

#### **Supplementary Planning Guidance and other relevant information**

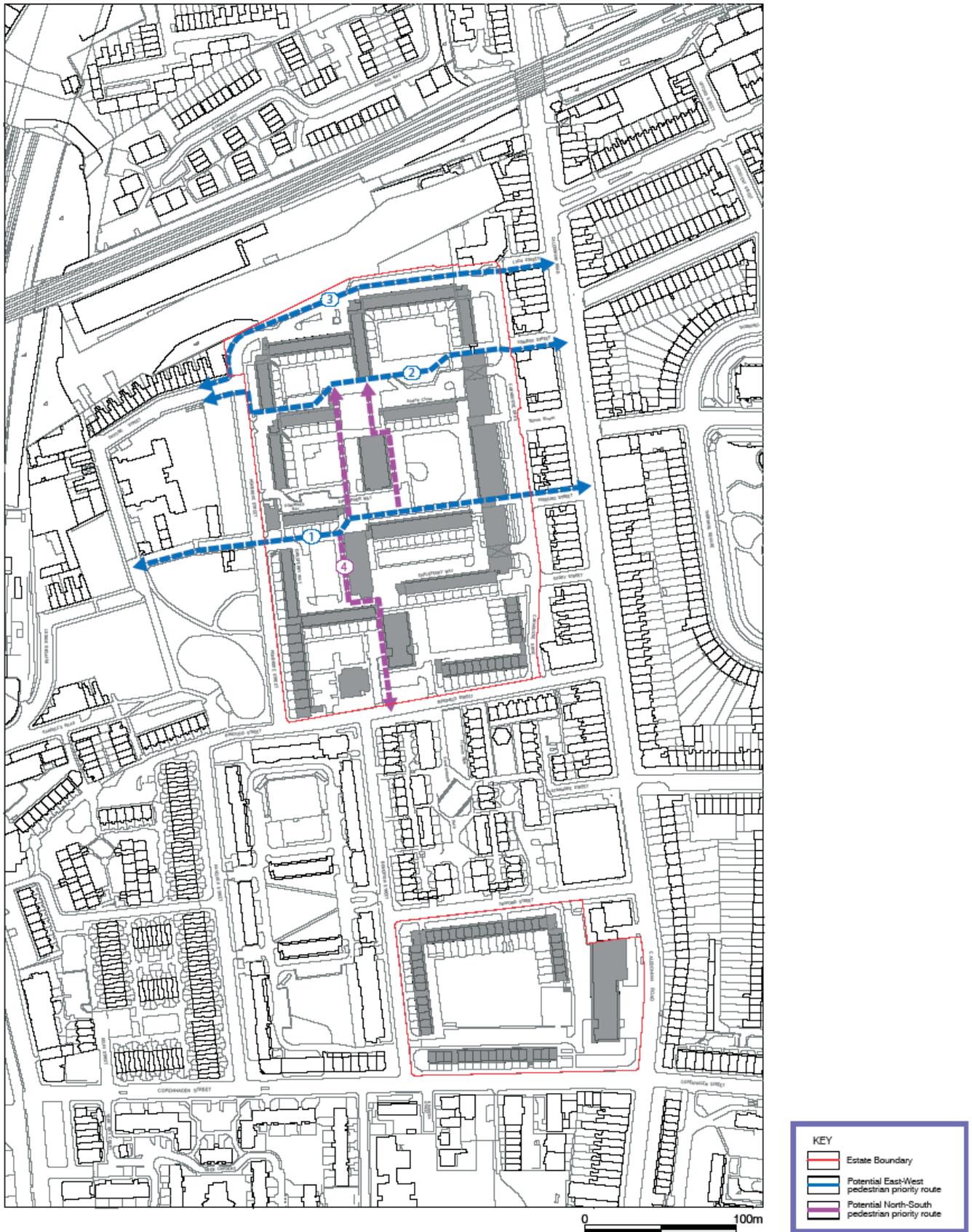
- Islington Community and Neighbourhood Renewal Strategy
- Camden & Islington King's Cross Opportunity Area Planning & Development Brief
- London Borough of Islington, Safer Routes To Public Transport: a draft final report from CAG consultants, in association with Land Use Consultants. January 2004.
- Greenspace consultation on Bingfield Park.
- Ground Work proposals for Caledonian Road Station entrance.

## Appendix 1 to Neighbourhood Action Plan 7:

Indicative solutions – reproduced from London Borough of Islington, Safer Routes To Public Transport: a draft final report from CAG consultants, in association with Land Use Consultants. January 2004 (map 4).



Proposed pathways – reproduced from London Borough of Islington, Safer Routes To Public Transport: a draft final report from CAG consultants, in association with Land Use Consultants. January 2004 (map 2).



# Neighbourhood Action Plan Eight

## Vale Royal

Adopted 25th November 2004

### Introduction

The Neighbourhood Action Plan (NAP) is a complementary document to the existing Unitary Development Plan (UDP) and to other planning policy or guidance, including planning briefs and site-specific proposals. The Neighbourhood Action Plan includes a series of projects that support regeneration and it highlights opportunities to improve service delivery at a very local level.

### Character Assessment

There are three distinct land uses in this neighbourhood; sport and recreation, light industrial and residential. The east coast mainline railway and its associated tunnel cuts through the southern part of the area meaning that east-west movement through the area is only possible along Brandon Road/Blundell Street and Brewery Road. The Triangle site (part of the King's Cross Central planning application) is immediately to the south, but is separated off by the north London Line which runs along an embankment at this point.

The main routes in this area all present challenges. York Way and Caledonian Road are dealt with more specifically in Neighbourhood Action Plan 9. All of the through routes are lacking sufficient passive surveillance and none would appear to offer a reassuring environment after dark.

Market Road is dominated by light industrial and sport/recreation uses. There are two play spaces for children.

Hayward's Adventure Playground is for children who have been referred (a formal

system for seeking additional resources for children with special educational needs (SEN)). This adventure playground caters for children with SEN aged five to 15. It runs after-school and Saturday clubs, and holiday play schemes. There is a specialist Sunday service for children with very high levels of need including autism. Next door to this is Lumpy Hill adventure playground that caters for local children and provides for a range of indoor and outdoor activities for children and young people. The charity SCOPE (working for people with cerebral palsy) also has an office on this section of Market Road. In combination, this means that this section of Market Road is used by an unusually high number of people with disability – especially en route to Caledonian Road Underground station.

There is the possibility of a planning application coming forward for 14-18 and 20-26 Market Road. This could result in a mixed-use development including shops and offices at the ground floor and housing. This would have the potential to increase footfall on Market Road, which could discourage the present activities of curb crawlers.

Vale Royal is one of the few remaining areas of warehousing/light industrial and associated employment in the borough. Brewery Road/Vale Royal is specified in the UDP as an area where employment uses are to be protected. The loss of B1 (Business) uses will be resisted, as would the loss of B2 (General Industry) uses. Proposals for B8 (Storage and Distribution) would also be considered favourably – subject to certain criteria. The London Plan offers no protection to

these industrial areas, however, the LBI will resist any attempt to include these business premises in any studies of housing capacity in the Borough. At present the area appears to be more or less fully occupied and one site on Vale Royal is currently being redeveloped to modernise its warehousing/distribution function.

Several of the uses in the area include warehousing/distribution operations for foodstuffs and other items such as laminate flooring. These uses require a considerable movement of commercial vehicles and there is a high level of parking on the street as lorries wait to load and unload; sometimes this activity takes place on the street. The safety of Market Street and Blundell Road is further compromised by the speed of traffic.

In the centre of these uses sits the Robert Blair Primary School. This site also hosts a language unit that offers special classes for children from five to 11 years who have speech impairment. Also on the site is the Pop-up Theatre, a group that tours schools and offers work on self esteem to primary, secondary schools including children who have been referred as part of the SEN procedure. Nearly all of this work takes place off site. Some highways work has taken place to improve crossings near to the school; this includes a zebra crossing on Blundell Street and footway build-outs on Brewery Road that narrow the road as it runs past the school.

The section of York Way that runs alongside this area is not pedestrian friendly. The junctions between Market Road and York Way and Brewery Road and York Way are both dominated by traffic, much of it commercial vehicles. Aided by a downhill slope, traffic moves at high speeds along York Way to the south of Brewery Road. There are narrow pavements on York Way north of the

North London Line. Combined with the North London Line and Channel Tunnel Rail Link (CTRL) bridges to the south of this NAP, this does not create an environment that encourages pedestrian movement.

The very narrow pavement on the Camden side (approximately 60cm in places) forces pedestrians to cross over to the Islington side.

While the pavement is not generous at this point, there are cafes and a pub by Brandon Road which give some life to the area for pedestrians. These are located in a cluster of Victorian buildings; the street scene that these buildings provide could be enhanced through sensitive treatment of pavements and street furniture.

The Nailour Street Estate (Conistone Way), the Boston Estate (Caledonian Road) and the neighbouring Bunning Way Estate form the largest area of housing in the area; Nailour and Boston are managed by Hyde Housing. Circle 33 manages the social housing on Bunning Way, which is a mixed tenure development that includes market-housing. These estates are effectively cul-de-sac developments, which lie between the North London Line embankment and the East Cost mainline tunnel. The Nailour estate includes two ball court areas on different levels; neither of these is in good condition. The lower one is closed off but is still subject to trespass.

A large wall (part of Pentonville Prison) faces on to Caledonian Road opposite the Boston Estate. There is also a short parade of shops by the north London Line, several of which are closed. This area is very dark at night with no passive surveillance; it presents a very unwelcoming stretch of road for pedestrians after dark.

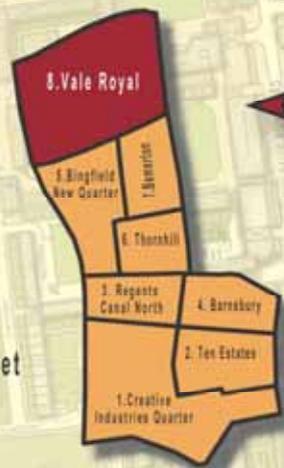
# 8. Vale Royal

Islington LB



Camden LB

- Strategic project - of importance beyond this area
- Action project - of importance within this area
- Streetscape project - seeks improvements to the street environment, not site specific



## Projects for King's Cross Regeneration Area (Vale Royal)

Neighbourhood Action Plan 8 Vale Royal		Priority	Status
8.1	355-379 Caledonian Road. Identify and support measures to encourage the restoration and/or return to use of shop premises (to the north of the North London Line).	medium	
8.2	1 Market Road. Seek improvements to crossovers from commercial premises to make route amenable to wheelchair users. This should incorporate a small drop between the crossover and the carriageway.	high	
8.3	Caledonian Road and Market Road. Minor improvements to the signalised crossing to remove small drops which currently inconvenience people with disability.	high	
8.4	York Way and Market Road. Re-engineering of mini roundabout; consider introduction of traffic lights.	medium	
8.5	York Way and Brandon Road. Reinforce the Victorian streetscape in the area.	medium	
8.6	York Way near to the junction with Tileyard Road. Install a new pedestrian crossing.	high	
8.7	York Way between Brewery Road and the North London Line. Secure traffic calming measures.	high	
8.8	Market Road. Seek improvements to lighting.	high	
8.9	Brewery Road and Blundell Street/Brandon Road. Secure traffic calming measures. Seek further traffic calming near to the entrances to Robert Blair School (in the absence of more general calming measures).	high	
8.10	Brandon Road/Blundell Street. Support measures to discourage parking by commercial vehicles.	medium	
8.11	Caledonian Road beside Pentonville Prison and Sutterton Street (parallel to Caledonian Road). Improvements to lighting.  Pentonville Prison – seek ways of reducing the negative impacts of the perimeter wall, possibly through the use of lighting, public art or planting.	medium	
8.12	Nailour Estate. Seek improvements to the street level play area including the provision of new play equipment for children (to approximately age 11). Work with Housing and local residents to agree a future use for the sunken play area on the estate.	medium	

The priorities are broadly based on the wider impacts the project would have in a particular neighbourhood or on the regeneration area as a whole. They are indicative only and do not commit any partners or stakeholders to the project. The Neighbourhood Planning Document is a Supplementary Planning Document in Islington only and does not apply to land within Camden council. The Neighbourhood Framework Document is a Supplementary Planning Document in Islington only and does not apply to land within Camden council.

**Supplementary Planning Guidance and other relevant information:**

- Islington Community and Neighbourhood Renewal Strategy
- Camden & Islington King's Cross Opportunity Area Planning & Development Brief

# Neighbourhood Action Plan Nine

## Gateways & Connections

### York Way, Pentonville Road, Caledonian Road

Adopted 25th November 2004

#### Introduction

The Neighbourhood Action Plan (NAP) is a complementary document to the existing Unitary Development Plan (UDP) and to other planning policy or guidance, including planning briefs and site-specific proposals. The Neighbourhood Action Plan includes a series of projects that support regeneration and it highlights opportunities to improve service delivery at a very local level.

#### Aim of Neighbourhood

##### Action Plan 9

Neighbourhood Action Plans 1 to 8 are geographically specific with Neighbourhood Action Plan 9 cutting through the aforementioned. As such, the site-specific projects are identified already. Neighbourhood Action Plan 9 seeks to outline the broad principles for the key routes through an area and how they work in connecting communities together. This Neighbourhood Action Plan compliments the Camden and Islington Joint Planning and Development Brief for the King's Cross Opportunity Area and projects for York Way that are specified in other Neighbourhood Action Plans.

The main purpose of this document is to outline wider ambitions for the main routes through and alongside the area, as they could help to reduce severance between communities, link neighbourhoods and create a more positive sense of place. The purpose is to make sure that any redevelopment of the King's Cross Opportunity Area, and sites adjacent, recognise this and bring benefits to the surrounding communities, in part by improving the streetscape of

these main routes. Any new development of the area should, for example, contribute to the creation of a consistent and attractive appearance for the streets nearby.

This Neighbourhood Action Plan should be read in conjunction with the Islington Streetbook and relevant site-specific policies.

#### Character assessment

York Way presents both challenges and significant opportunities. It is one of the main external faces of the King's Cross Opportunity Area, as railway buildings and infrastructure hide much of the other three sides that face into Camden. York Way has the potential either to form a barrier, or to act as a connector between the new and the existing communities, including those near to the Caledonian Road. On the Islington side, most of York Way has an established built form, but over the long-term it should still be possible to realise the aims set out in this NAP; specifically to create a tree lined avenue with a generous pavement width that is pedestrian friendly.

York Way provides the prospect of extending the economic, social and environmental benefits of the redevelopment of the King's Cross Opportunity Area to some of the most deprived and disconnected areas to the north and east. In particular this includes the areas around Maiden Lane Estate to the north and the Bemerton and Bingfield Park area to the east.

York Way will continue to be an important road for traffic coming into the central

London area. However, a key aim of the two boroughs is to achieve a pedestrian friendly “urban street” that serves its strategic traffic – and particularly public transport functions – well.

A number of closed roads and housing estates without recognisable street patterns sit on the Islington side of York Way. These tend to close off the Islington side of York Way to the potential development site – King’s Cross Central. Residents in these estates have often suffered from anti-social behaviour and are need to see the benefits of opening up of these estates (including the closed roads) before they are likely to be comfortable with the concept. Any such benefits are unlikely to be apparent until the King’s Cross Central site has largely been built. These estates vary in terms of their reported popularity, reputation and design qualities. Notwithstanding these differences, each currently acts to sever the connections between York Way, the Caledonian Road and the rest of the Borough.

In the mid-term there would be clear differences between any newly built environment on the Camden side of York Way and parts of the existing fabric in Islington. Any differences between the two sides of York Way could be softened with a common treatment of York Way itself, including trees on both sides (to produce an avenue), common street furniture, signage and other elements on the east and west sides. This common treatment should be extended up east-west routes such as Copenhagen Street in order to tie new development in with the existing urban fabric. Caledonian Road is a long established shopping and transport corridor serving the estates to the west in particular. Its varied character needs improvements, in places, to crossings, lighting and landscaping; these are dealt with in detail in the other Neighbourhood Action Plans. The overall aim is to continue to make further improvements in the streetscape along

Caledonian Road that can help to support the future of the road as a focus for retail, business and civic activity.

Some of the business and pedestrian spaces are under utilised: a situation made worse by the construction of surrounding estates with little regard to the street as a social economic and community resource. Facilities, such as community centres, have been located deep within estates rather than being anchored within the public street scene. This has created a territorial system where each estate is not viewed as part of the wider city but as an isolated community; the Caledonian Road should become a natural meeting place; a vibrant and diverse shopping and business destination.

Whilst the distance between the Kings Cross Central and the Caledonian Road is modest, the lack of obvious and direct through routes presents a barrier. Creating clear and attractive east-west routes between the communities adjoining Caledonian Road and King’s Cross Central will assist in increasing footfall across and along the Caledonian Road. Caledonian Road’s rich street scene has the potential to flourish from the direct and secondary business activity generated by development of Kings Cross Central both from construction through to operation.

Pentonville Road forms part of the southern edge of the project area. This road is controlled by Transport for London and is also part of the boundary of the Congestion Charge Zone. As this road is of wider strategic significance, and because Islington does not manage it, Pentonville Road is not dealt with in detail in this Neighbourhood Action Plan. However, improvements to this road have the potential to greatly improve the image of King’s Cross, and it also forms an important route towards the Angel (part of the A1 Borough project).

## Summary of King's Cross Gateways & Connections

### Neighbourhood Action Plan 9 King's Cross Gateways & Connections

#### Movement along and across York Way

- Development along York Way should facilitate a total width of 24 metres. The new street should where possible comprise five metre pavements with a 14-metre carriageway. The carriageway could include bus and/or cycle lanes. A modest number of essential parking bays (for people with disabilities and servicing) should be accommodated within the footway area.
- York Way, by design, should facilitate more convenient and safer walking and cycling. Measures should include the provision of cycling parking in prominent, secure and accessible locations; high quality straight pedestrian crossing facilities to encourage east-west movement; regular opportunities for pedestrians to stop and rest and, where appropriate, the provision of public toilets.
- At least two pedestrian crossings should have an entirely pedestrian only phase.
- There is scope for new or extended bus routes through any King's Cross Central development to reduce traffic along this section and to improve connections between Euston Road and – especially – the northern section of York Way. Some routes that come down Euston Road could be routed (two-way) through any King's Cross Central development and connect with York Way at Goods Way. However, any re-routing of existing routes would need to take into account the convenience of current routes to existing passengers; the ability to interchange with existing routes.
- Two-way working along the entire length of York Way to be secured.

#### Buildings and Enclosure

- York Way should have a strong consistent building line on both sides.
- Creative lighting of architectural detail and incorporation of public art is encouraged.
- Buildings should have an active frontage with the street that provides architectural detail, excitement and interest at both skyline and pedestrian levels.
- While the ground floor level will be generally less suited to residential uses, in some places residential use at street level could contribute to providing 'eyes on the street' when other uses are closed.
- It is essential that buildings frame and define junctions and support pedestrian routes by accommodating active frontages (such as shops and cafes), so creating a pedestrian friendly, active environment for as much of the day and

## Neighbourhood Action Plan 9 King's Cross Gateways & Connections

night as possible.

- Service entrances, dead frontage/shutters are not acceptable fronting York Way.
- In the longer term, higher density and continuous street frontages between York Way and Caledonian Road would be desirable, as well as the orientation of the area towards the northern edge of the Regent's canal.

### Street Quality and Image

- York Way should incorporate wide tree-lined footways on both sides. To help create a boulevard effect, considerations should be given to the regular spacing of trees and the use of a single type of large-scale tree.
- New street furniture, improved lighting and public art should all feature along York Way – including to the north of the North London Line. The new palette should be co-ordinated, contemporary in appearance, and extend along other streets including Copenhagen and Wharfdale Roads to enhance transition into any new development in the King's Cross Opportunity Area.
- Guard railing, split pedestrian crossing, and unnecessary street clutter should be removed.
- New street lighting, bus stops and other street furniture should utilise renewable energy technology.
- Key views should be preserved and gateways (significant points where a sense of arrival and of place can be achieved) enhanced. Examples being the crossings of Regents Canal at York Way and Caledonian Road.
- Any redevelopment of the King's Cross Opportunity Area and sites along York Way must be taken as an opportunity support an integrated network of high quality, safer and clearer routes into surrounding areas that will encourage cross borough movement, encourage pedestrian movement along the street and improve its general appearance.
- A public realm strategy should be developed to guide positive change and improvement to the street environment in this area. This strategy should be produced through a partnership between Camden, Islington and property owners/developers including Argent (Kings Cross). This would look at specific works and for the entire area and identify streetscape works for all three key routes, strategic gateways and connecting streets.

The priorities are broadly based on the wider impacts the project would have in a particular neighbourhood or on the regeneration area as a whole. They are indicative only and do not commit any partners or stakeholders to the project. The Neighbourhood Framework Document is a Supplementary Planning Document in Islington only and does not apply to land within Camden council.

### **Supplementary Planning Guidance and other relevant information**

- Cultural Industries Quarter – Project Report
- Camden & Islington King's Cross Opportunity Area Planning & Development Brief
- Islington Streetbook
- Neighbourhood Action Plans 1-8