

View of the three Barbican Centre towers from the Shard's viewing platform. Islington is in the background including the Emirates Stadium.



6 LOCAL SEARCH

6.1 INTRODUCTION

This chapter covers the ‘Local Search’ for opportunities for tall buildings within the areas identified by the ‘Strategic Search’ in Section 5.

Strategic Search Areas have a potential to include sites that might be appropriate for tall buildings. The Local Search looks at identifying local opportunities for tall buildings within these search areas.

The methodology for the Local Search is based on the Historic England Tall Buildings Advice Note, which recommends the undertaking of characterisation and building heights studies to help identify appropriate locations for tall buildings. It recommends the preparation of a design framework that identifies those elements that create local character and other important features and constraints, and then identify opportunities where tall buildings might enhance the overall townscape. In following this advice this study provides a design framework for tall buildings in Islington as recommended in the Historic England Advice Note 4. This is also considered in compliance with the Design Policies within the Draft London Plan, specifically policies D1, D2 and D8.

The Local Search identifies a number of sites as being potentially suitable for tall building in principle, based on the urban design and character analysis. However, **this does not mean in any way that any proposal that meets the strategic height and location criteria stipulated in this document is acceptable and automatically should be granted planning permission.**

Any future proposal for a tall building on one of the identified sites will need to comply with the relevant policy criteria which will be set out in the Council’s Local Plan and/or in a site specific planning guidance.

It further will also be subject to additional technical impact assessments, design scrutiny through design review and engagement with the planning authority and the local community. This will test and scrutinise impacts, which fall beyond the scope of this Tall Buildings study, such as impacts on nearby residents (potential loss of sunlight, daylight, privacy, overlooking, amenity and social infrastructure provision); impacts on the micro climate and on the amenity and quality of the public realm; detailed impacts on heritage assets; compatibility with the character of a place; impacts on views and the skyline; contribution to regeneration and place making; the comprehensiveness of a development; its mix of uses; the number, type and size of housing; and the provision of affordable housing; as well as the quality of the design, form and appearance of the proposal.

All of these aspects will need to be considered when a detailed proposal comes forward. Therefore, if any future proposal does not comply with the criteria in the TB Policy and/ or the detailed technical assessments identify impacts which are considered unacceptable, such proposal can and will be refused.

6.2 LOCAL SEARCH METHODOLOGY

The following methodology is applied for each search area:

01 URBAN DESIGN ANALYSIS

This establishes an understanding of the local character of the area, and includes the following:

- Identification of character areas;
- Assessment of existing building heights including any taller buildings;
- Identification of important townscape features and local views; and
- Identification of planning designations (Conservation Areas, Listed Buildings, Vistas, Strategic and Local Views).

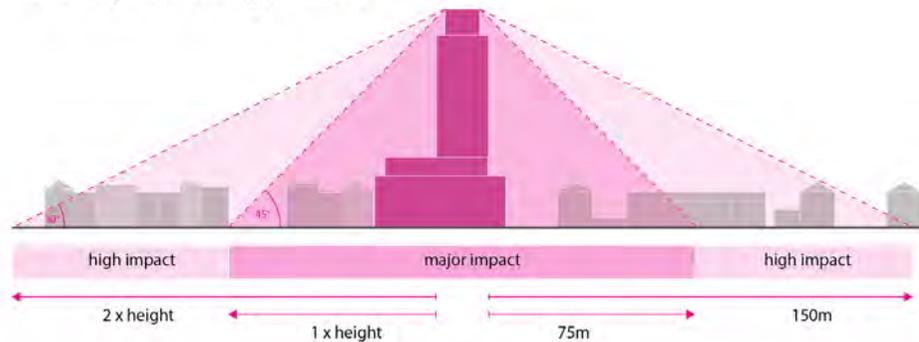
02 HYPOTHETICAL TALL BUILDINGS SITES

This involves the identification of potential sites of a reasonable scale that could come forward for comprehensive development and where, hypothetically, a tall building could be proposed. Sites identified include:

- Islington Site Allocations;
- Other sites that may have the potential for redevelopment or intensification; and
- Housing estates that may benefit from improvements.

District Landmark

25-storey tall building (75m tall)



Local Landmark

15-storey tall building (45m tall)

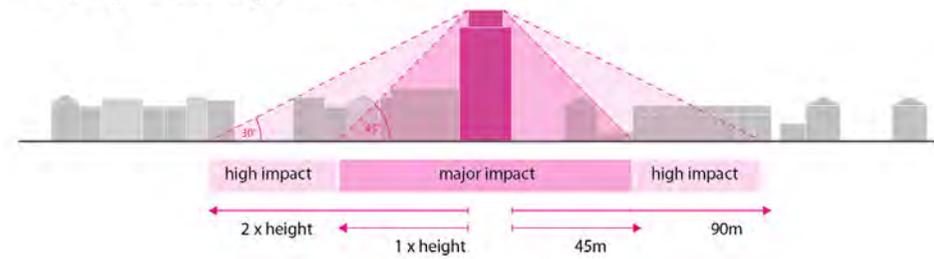


Figure 6.1: Establishing the zone of immediate influence

For the purpose of testing, a notional tall building is identified on each site in a potentially suitable location.

Some of these sites are unlikely to come forward for development any time soon but they have been identified in this study for the purpose of providing a comprehensive assessment that explores all potential options. To this end, a few sites across borough boundaries have been included but it will be up to the local authorities in question to determine appropriate building heights in their own borough.

03 SIEVE ANALYSIS

This involves the assessment of each of the hypothetical tall building locations against the following criteria:

- **Planning designations** – generally exclude locations that are well outside the designated town centre, opportunity or intensification area or the CAZ;
- **Transport accessibility** – generally exclude locations that are peripheral to a transport node;

- **Conservation Areas and listed buildings** – generally exclude locations within a Conservation Area where the prevailing character is low to medium rise, and where it would detrimentally affect the setting of a listed building;
- **Strategic views** – generally exclude locations within the view cone of a designated vista or strategic view; and
- **Potential impact on local character** – this involves establishing the zone of immediate influence (see Figure 6.1) to understand the potential impact and visibility of a tall building from adjacent character areas. Where appropriate the impact of a district landmark is tested. Generally the inner impact zone of a tall building should be entirely within a character zone that can, in theory, accommodate a tall building as part of its townscape character, while the middle impact zone should be to a large extent in such an area. Sites that do not fulfil these criteria are excluded.

The Sieve Analysis for each of the local search areas is included in Appendix A.

04 IDENTIFICATION OF OPPORTUNITY SITES FOR TALL BUILDINGS

The remaining sites from the Sieve Analysis are then assessed in respect of their potential to positively contribute to an enhanced townscape. At this point the maximum height of a potential tall building is established, its impact on existing local views tested and its location within the urban fabric reviewed in respect of strategic legibility and townscape impact.

Any potential site without a clear justification on how a tall building could meaningfully contribute to an enhanced legible townscape and local character is discarded at this stage.

In some cases additional design requirements for each tall building are provided in respect of siting, orientation or role of the building. Guidelines for tall building clusters are also provided where this is relevant.

To test the local impact and in-principle appropriateness of potential tall building opportunities a 3d massing model of each centre was prepared within which tall building opportunity sites were tested as simplified 3d height volumes (primarily cylinders). Height volumes were also reviewed within the Google Earth London 3d model, which allowed an interactive testing within a highly realistic and topographically accurate virtual environment. Key views towards potential tall buildings within each of the search areas can be found in Appendix B.

The sites that could potentially be suitable for a tall building are then identified in the a townscape plan. This provides a general indication of their location, role and potential maximum height, as well as cluster boundaries where appropriate.

In considering whether locations are suitable for tall buildings or otherwise, we have also considered as part of this process the potential acceptability of extending existing tall buildings. Unless specifically identified, i.e. LMU Tower (site C5 in the Holloway Road chapter) it should be read that upwards extensions are not appropriate.

6.3 LOCAL SEARCH

This following sections (6.5 to 6.11) of this chapter cover Methodology points 01 Urban Design Analysis and 04 Identification of Opportunity Sites for Tall Buildings for each of the following seven areas identified within the Strategic Search.

- 1 **Archway;**
- 2 **Finsbury Park;**
- 3 **Upper Holloway / Caledonian Road / Arsenal Corridor;**
- 4 **Highbury and Islington;**
- 5 **Dalston Fringe;**
- 6 **Kings Cross Fringe / Pentonville Road; and**
- 7 **Central Activity Zone and City Fringe.**

More detail on the identification of potential development sites and the sieve analysis for each area (Methodology Points 02 Hypothetical Tall Building Sites and 03 Sieve Analysis) are contained within Appendix A.

6.4 DEVELOPMENT IMPLICATIONS

For avoidance of doubt, the potential appropriateness for tall building locations and heights that is stipulated for each of the search areas, does not in any way replace the requirement for any tall building application on identified sites to fully justify its approach towards height and built form in a tall building statement. This should evaluate the benefits and justification for a tall building on the potential site in relation to the surrounding context, views and how it will enhance the local townscape. It needs to demonstrate a comprehensive development approach and how the scheme will deliver tangible wider regeneration and community benefits.

Applicants seeking planning permission for tall buildings in the Borough must submit **full planning applications** for their proposals. Outline planning applications for tall buildings are not accepted.

Applicants for tall building proposals should undertake a visual impact assessment to illustrate and evaluate its impact on the context, especially on heritage assets and significant views. They should also undertake a physical impact assessment to illustrate the impact on micro climatic conditions (wind tunnel studies, sun path studies, overshadowing, heat island and glare studies), privacy and overlooking, telecommunications, and subterranean service infrastructure.

The above requirements are not withstanding the need to satisfy any other planning and development control requirements that would be expected from a development proposal of a similar scale, including Viability Study, Design and Access Statement, Movement Statement, Building Services Strategy and others.

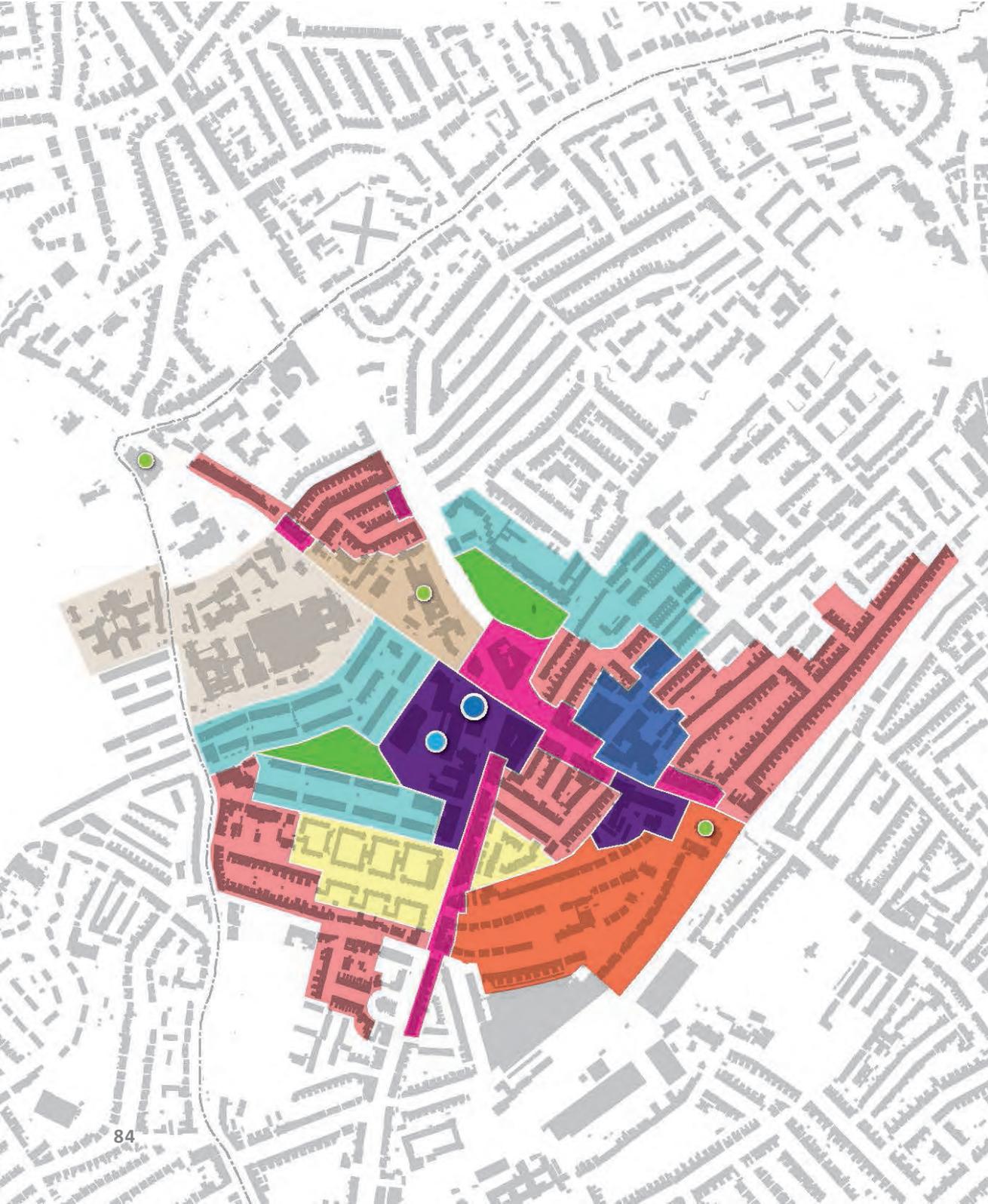


Figure 6.2: Archway - character areas

6.5 ARCHWAY

6.5.1 CHARACTER

Archway is a District Centre located in the north west of the Borough at the intersection of five roads: Holloway Road, Highgate Hill, Junction Road, Archway Road and St John's Way. The heart of the centre is focused around Archway Underground Station and the centre also functions as an important bus interchange and hub for residential areas to the north and east.

The centre is affected by road infrastructure and its character is both shaped by the coming together of strategic routes and by topography, with land rising to the north creating a number of vantage points both across the local area and the rest of the borough to the south.

Archway has a cluster of non-residential land uses around the station and along the main radial roads. These uses are primarily retail and local services and include a few offices.

The centre is characterised by a mix of Victorian high street frontages, a few late 19th century commercial / factory buildings and a number of post-war developments. The centre is dominated by a modernist complex of three point blocks connected by low-rise buildings (The Archway Centre). This is undergoing refurbishment with offices converted to residential and hotel uses with ground floor retail. A new public space has been established outside the Archway centre by



re-routing traffic and re-integrating the island site with the rest of the area.

The area to the rear of the Archway Centre includes the Archway Leisure Centre. Immediately to the north of the Centre is the Whittington Hospital. The Hospital Campus is comprised of a diverse collection of historic and modern

buildings. A fine Victorian former hospital building – the Archway Wing, is currently vacant and is allocated in the Local Plan for mixed use development including residential.

Archway Centre is surrounded by historic residential areas with Victorian terraces and villas, as well as post-war estates. The centre benefits from two small neighbourhood green spaces.

6.5.2 EXISTING HEIGHT AND TALL BUILDINGS

The majority of the centre and the surrounding neighbourhoods are of a relatively consistent height between three and five storeys. A few commercial and institutional buildings on Holloway Road and Highgate Hill, including parts of the Whittington Hospital complex are higher and range between 16 and 28m (equivalent of 6 to 9 storeys).

The tallest building in the centre is Archway Tower, a district landmark with a height of 56m above ground (18 storeys). This bulky office tower has been recently converted to residential use. Adjacent is Hill House, a former office building with a height of 37m (13 storeys). This has recently been converted to residential use, which included re-cladding and a two storey extension, bringing the height of the building to 15 storeys. The third building in the Archway centre complex, Hamlin House, is a 9 storey slab block with a height of 28m, and has recently been converted into a hotel.

A number of other taller structures are noteworthy, as they rise above the surrounding lower rise context:

- The central tower of the Victorian hospital building on Archway Road;
- An 8 storey residential tower on Archway Road;
- An 8 storey residential tower on St John's Grove to the back of Holloway Road.
- The tower of St John the Evangelist Church on Holloway Road / St John's Grove; and
- The dome of St Josephs Roman Catholic Church on Highgate Hill.

Figure 6.3: Archway - existing and permitted building heights



6.5.3 PLANNING DESIGNATIONS

The District Centre at Archway runs along Junction Road and Holloway Road. Primary shopping frontages are located around Archway Station with secondary frontages spanning further south along Junction Road and Holloway Road.

There are two allocated sites within the District Centre. These are the Archway Tower and Archway Island sites. The Site Allocations DPD sets a requirement for these sites to provide a mix of uses including residential, retail, employment, hotel and appropriate evening economy uses as well as an improved leisure/library facility.

To the north of the town centre is the Archway Campus site. This belongs to University College London and Middlesex University and contains a number of education and health and clinical research uses. There is some potential to consolidate uses on the site which would see existing uses retained along with the provision of D1, B1 and potential residential development.

To the north west of the town centre is the Whittington Hospital ancillary buildings site. This has been allocated for residential led development with some other uses possible including some hospital accommodation.

Apart from the new public space on the former archway gyratory there are several small pockets of designated open space in and around the town centre. These include Archway Park and the open space at Vorley Road.

There is an Employment Growth area to the south of the town centre at the Holloway Bus Garage. Here employment uses will be safeguarded.



Figure 6.4: Archway - planning policy designations

Planning sensitivities

There are several Conservation Areas in and around the town centre including part of the District Centre itself at Junction Road. There are also a number of historically significant buildings including the Grade 2 listed buildings at the Whittington Hospital and the Grade 2 listed St John's Church. There is also a locally protected view running across the centre from the Archway Bridge on Hornsey Lane towards St Paul's Cathedral.

- Conservation area
- Grade 1 listed property
- Grade 2* listed property
- Grade 2 listed property
- Locally Protected View
- Important view to local landmark
- Existing tall building of district landmark height (16-20 storeys)
- Existing tall building of local landmark height (13-15 storeys)
- Outstanding building feature

Figure 6.5: Archway - planning policy sensitivities



6.5.4 IMPORTANT TOWNSCAPE FEATURES AND LOCAL VIEWS

The main townscape features in Archway are:

- The Archway Centre complex with Archway tower marking the heart of the centre. Its current refurbishment has improved the image of the tower somewhat, although the bland and colourful refurbishment of Hamlin House detracts from the fine grain and historic character of Archway. The ground level of the Centre includes public walkways at different levels and public spaces that are poorly used and do not contribute to the centre's vitality;
- The new public space that reconnects the Island site and creates a welcome pedestrian space in the centre, albeit lacking a bit of animation and being affected by overshadowing from Archway Tower;
- The main shopping streets - Junction Road and Upper Holloway which are lined by a fine grain frontage of largely Victorian shops with a few modern infill developments;
- Fragments of low-rise historic development including the Archway Tavern in the centre of the former Archway gyratory. Public realm changes will serve to better link this with the Archway Centre and provide a new public space;
- The Victorian former Hospital building on Archway Road which is visually prominent;
- The more modern Whittington Hospital which has grown organically to establish a



Vista along Upper Holloway Road towards Archway Tower



Junction Road



View towards centre from Highgate Hill



Former Hospital Building on Archway Road

conglomerate of buildings without a coherent identity and which lack a welcoming front on Highgate Hill; and

- Saint John's Church which marks the southern entrance into the centre on Hollway Road.

The character of Archway is strongly influenced by topography with land rising rapidly to the north towards Highgate Ridge, emphasised by buildings 'stepping up the hill'.



View from Archway Bridge

Noteworthy local views are as follows:

- View from Archway Bridge on Hornsey Lane across Archway towards St. Paul's Cathedral and the skyline of the City of London. This unique vantage point is popular with local people and visitors, and provides one of the few opportunities to see Islington from above. Part of the view is designated and protected as a Local View;
- A framed view of the city and St. Paul's Cathedral from Archway Road;
- The view from Archway up Highgate Hill towards the prominent patina colored dome of Saint Joseph's RC Church;
- The view from Highgate Hill to Saint John's Church tower;
- Local views from approaching roads towards Archway Tower; and
- Close range views of the Archway Tavern, when approaching the centre from Holloway Road and Archway Methodist Church from Junction Road.

Figure 6.6: Archway - existing place features





6.5.5 IDENTIFICATION OF OPPORTUNITY SITES FOR TALL BUILDINGS

The sifting process has identified a number of potential tall building opportunities within Archway District Centre. These have the potential to significantly increase the density of development at this important transport hub, deliver a greater mix of uses, and support the ongoing regeneration of the town centre. Individual tall buildings can help to unlock complex sites, enhance the townscape and improve the internal permeability of the Archway central area.

Potential new tall buildings could expand the existing cluster of taller buildings to the west of Archway Tower. New tall buildings of lower height and greater architectural quality will enhance the visual appearance of the Archway cluster, as well as mitigate the impact of the bulky Archway Tower on the skyline. The potential compact cluster of tall buildings will enhance the visual primacy of the centre on the skyline while retaining valued skyline views across the tree-lined ridge towards local landmarks such as the spire of the Old Hospital on Archway Road from Parliament Hill (Hampstead Heath).

Potential tall buildings will support local legibility by enhancing the prominence of the town centre from the west at the open space that is part of the Gridlestone Walk Estate. Potential towers do not intrude in or detract from any of the identified existing townscape views. In particular the townscape view from Archway Bridge remains unchanged.

Figure 6.7: Archway - place features and potential tall buildings

Illustration of existing and potential tall buildings in Archway, image (c) Google

- Planning permission
- Potential local landmark up to 12 storeys
- Potential local landmark up to 15 storeys
- Potential district landmark



Tall buildings opportunities for Archway are identified in Table 6.1.

Reference	Location	Potential Height	Notes
A1	Hill House	District Landmark up to 52m (17 storeys)	Increasing the height of Hill House could help to enhance its visual qualities and slenderness and strengthen the cluster on the skyline. Any increase in height should be linked to bringing demonstrable regeneration benefits to the centre, for example establishing greater permeability with Vorley Road and an expanded retail mix. The building should stay subservient in height to the Archway Tower.
A2	Vorley Road Bus Station	Local Landmark of 40m to 46m (13 to 15 storeys)	Potential to develop an elegant point block to form part of the Archway Cluster. The building should assist overlooking of and wayfinding from the adjacent open space. Its location should mark a new entrance and internal route through the Archway Centre complex to connect with Junction Road. An appropriate design response to the neighbouring Gridlestone Estate should be found that limits and mitigates its impact on existing residential development.
A3	Southern end Macdonald Road	Local Landmark up to 37m (12 storeys)	Potential to develop a smaller landmark building opposite Archway Leisure Centre that forms part of the Archway Cluster. The building should only be considered in the context of a potential renewal and significant enhancement to the Salisbury Walk Estate. Here its role would be to landmark Archway Centre on an approaching route from the west (Dartmouth Park Hill and Salisbury Walk) and from the north (linking with the entrance to the Wittington Hospital). Further it would be expected to provide surveillance of the adjacent open space. This is entire hypothetical. The site was assessed simply to ensure full assessment coverage of the Archway area. The buildings should only be considered in the context of a potential renewal and significant enhancement to the Salisbury Walk Estate, which may or may not be explored in the long term, for example when the estate comes to the end of its natural life.

Table 6.1 Archway - table identifying potential tall buildings



- High street mixed
- High street Victorian fine
- Mixed use employment
- Victorian terrace
- Postwar estate
- Low-rise late 20th century
- Contemporary
- Park
- College
- Existing / permitted tall building of district landmark height (21-26 storeys)
- Existing / permitted tall building of district landmark height (16-20 storeys)
- Existing / permitted tall building of local landmark height (13-15 storeys)
- Existing / permitted tall building of local landmark height (10-12 storeys)
- Outstanding building feature

Figure 6.8: Finsbury Park - character areas

6.6 FINSBURY PARK

6.6.1 CHARACTER

Finsbury Park is a District Centre located on the eastern boundary of the Borough and adjacent to LB Hackney and LB Haringey. The original Victorian core of the centre focuses along three Victorian streets: Seven Sisters Road, Fonthill Road and Stroud Green Road which remain busy shopping areas with Fonthill Road in particular a focus for fashion retail. To the rear of these Victorian streets are a mix of Victorian terraced homes and post-war estates.

The centre is split in two by a broad expanse of railway lines carrying trains in and out of Kings Cross mainline station located to the south. The historic pattern of Victorian streets to either side is fragmented by the rail lines and pockets of mixed use employment and under utilised sites are located to the west of the station.

The centre has seen some recent change with new mixed use blocks developed on Stroud Green Road. Three new taller buildings at the City North Development adjacent to the station are under construction. Once complete these will terminate views from Fonthill Road and draw people towards the station.

Finsbury Park is a significant open space to the north-east of the centre and located within LB Hackney. However, access to the park from the centre is not legible. The public realm quality in the centre is generally of poor quality.



Fonthill Road



Finsbury Park Station - Station Place



View of centre from Finsbury Park



Sketch House - New student housing on Clifton Terrace

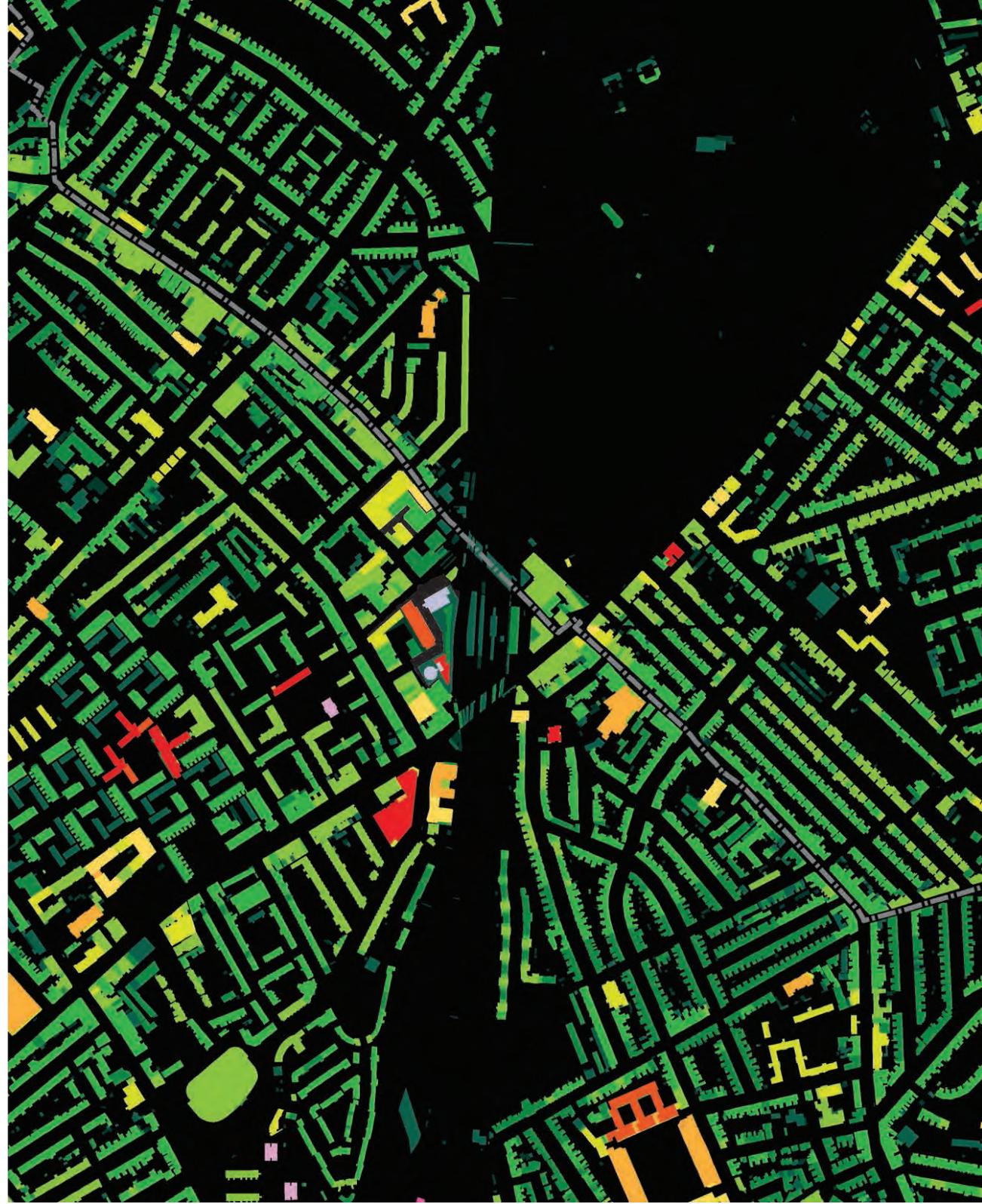
6.6.2 EXISTING HEIGHT AND TALL BUILDINGS

The majority of the buildings in the Finsbury Park area are between three and five storeys in height. Some newer development to the west of the station are taller – between six and eight storeys.

Planning permission has been granted for two 23 storey towers and a 12 storey building next to the railway station. These buildings will be very much higher than the existing built fabric and will redefine the skyline of the area. The only other tall buildings are post-war residential towers of 8, 12 and 18 storeys located on the fringe of the centre.



Figure 6.9: Finsbury Park - existing and permitted building heights



6.6.3 PLANNING DESIGNATIONS

The most significant designation is the District Town Centre. This covers most of the shopping areas along Seven Sisters Road, Stroud Green Road and Fonthill Road. This designation will seek to maintain and enhance the retail and service functions in this area.

Finsbury Park (LB Haringey) to the north-east, and Gillespie Park and Isledon Gardens to the south of the centre are the largest public open spaces.

There are small pockets of Employment Growth Areas to the west of the District Centre along Seven Sisters Road and at Tollington Park.

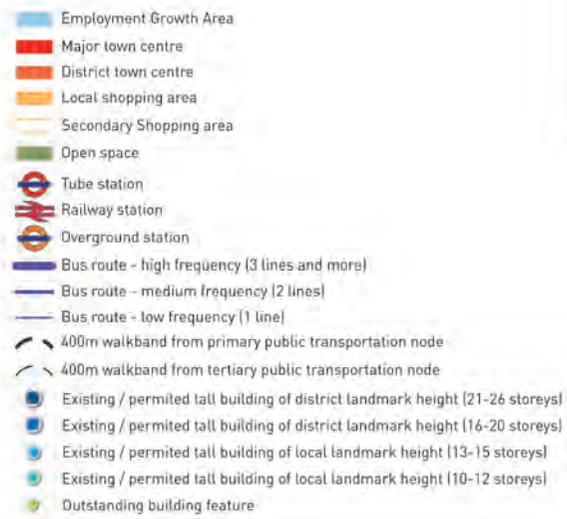
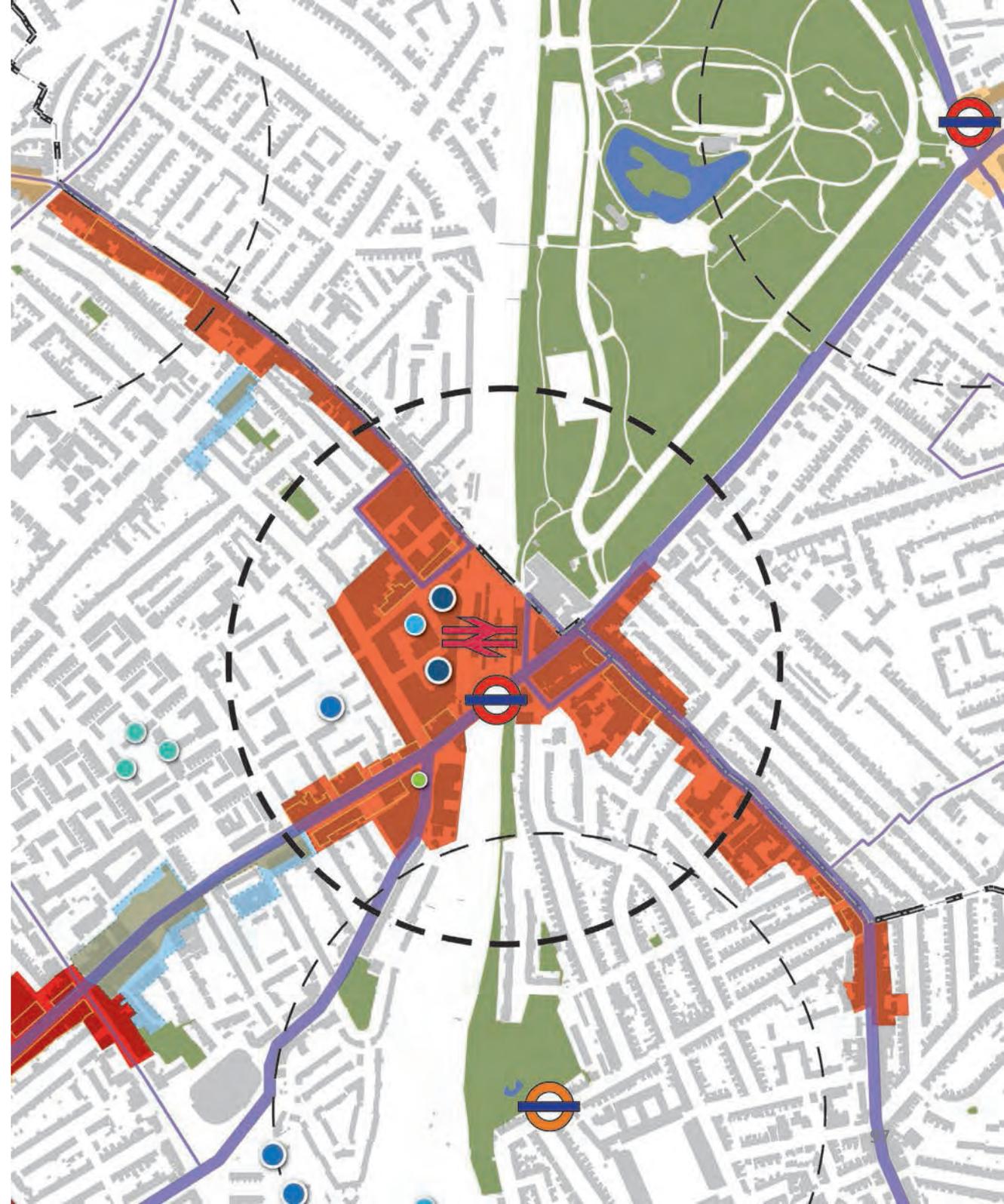


Figure 6.10: Finsbury Park - planning policy designations



A large part of the town centre around the station sits within the Finsbury Park Core Site (FP1). This is split into four sites:

- Site A - City North;
- Site B - 2-10 and 14 Morris Place and 9-15 The Parade, Stroud Green Road;
- Site C - Morris Place/Wells Terrace; and
- Site D - Finsbury Park Station and Island.

All of these sites have planning permission to be redeveloped and will comprehensively change the townscape in this area when/if built. Most other allocated sites are much smaller and relate to the redevelopment of individual building plots.

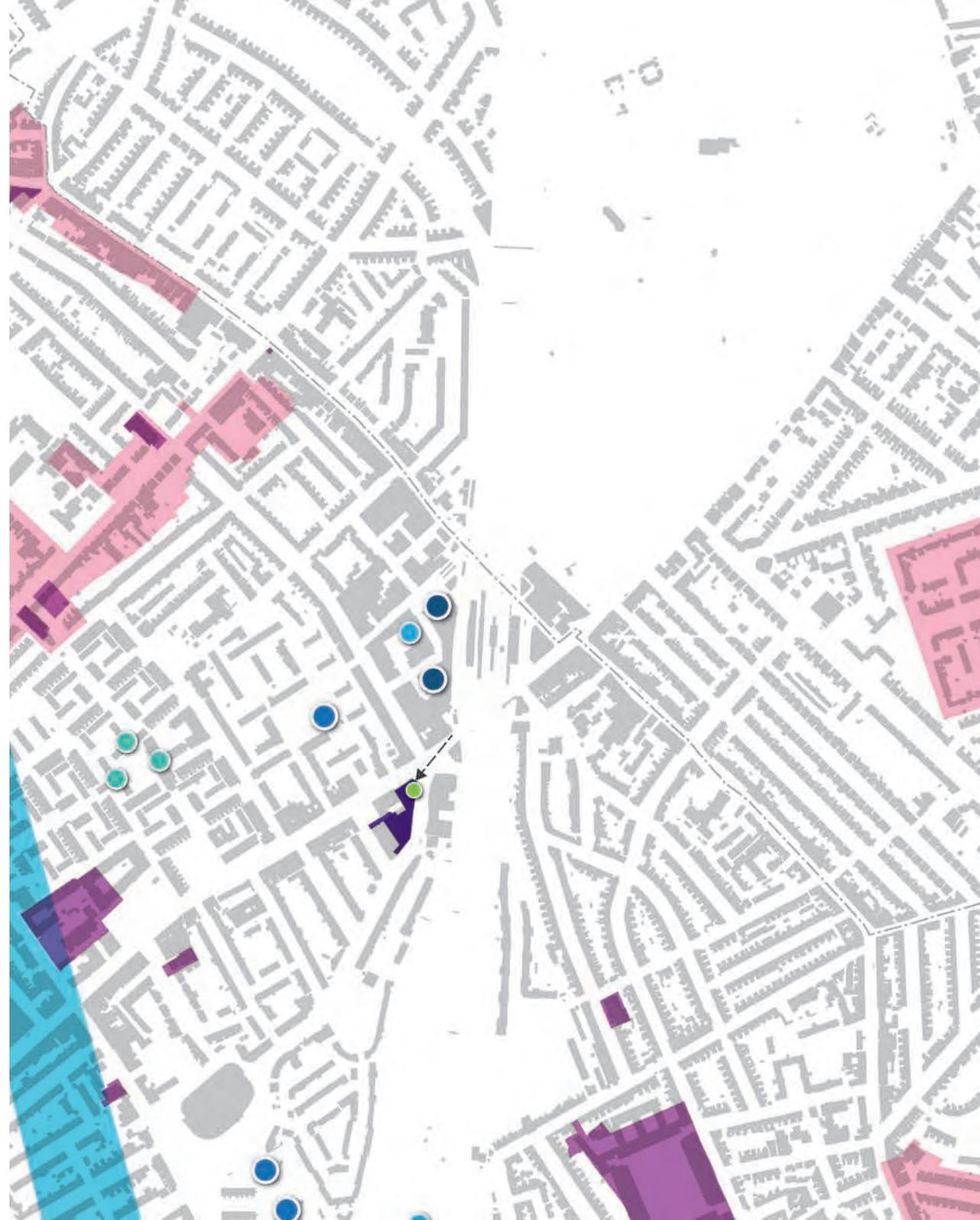
Planning sensitivities

There are no Conservation Areas within the centre however, there are two located further to the north at Tollington Park and on the border with LB Hackney at Apan Crescent.

There are comparatively fewer listed buildings or buildings with a particular character, compared to some other areas of search. The most significant is the Art Deco building at the junction of Seven Sisters and Isledon Road.



Figure 6.11: Finsbury Park - planning policy sensitivities



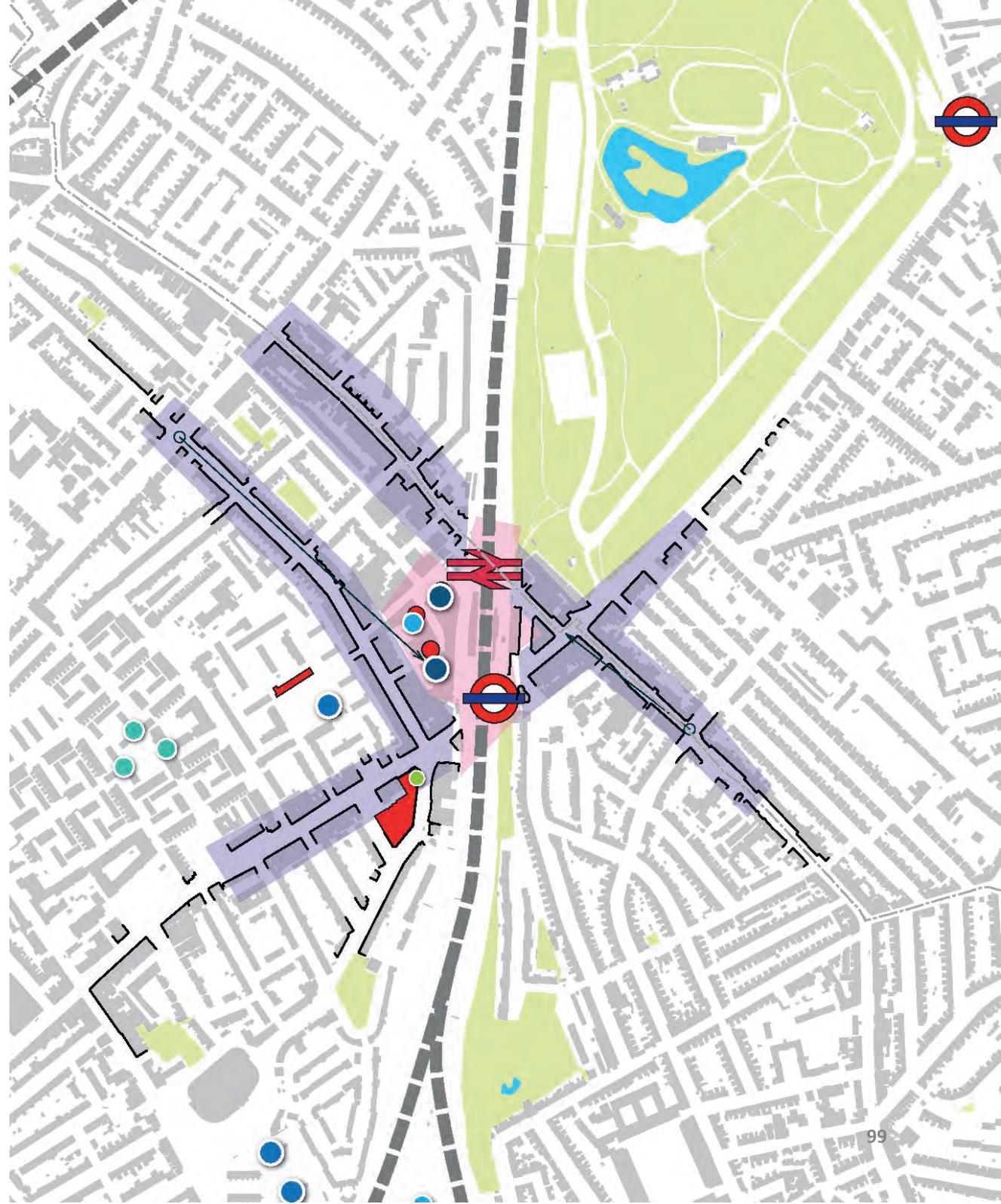
6.6.4 IMPORTANT TOWNSCAPE FEATURES AND LOCAL VIEWS

Finsbury Park is a busy centre focused around a number of Victorian shopping streets. Fonthill Road provides a specialist fashion shopping area and this has a strong identity and brings colour to the area.

The railway line severs the centre into two separate quarters with Seven Sisters Road and Stroud Green Road passing under long and inhospitable tunnels linking these two parts.



Figure 6.12: Finsbury Park - existing place features



Whilst there are many Victorian buildings within the centre there are few that are notable and the streets are traffic dominated. The most significant building in the centre is the Grade 2* Listed Rainbow Theatre - an Art Deco building on Seven Sisters Road which also forms a cultural focus for the centre. This forms a focus for views along Seven Sisters Road.

There are no protected local or city wide viewing corridors through the District Centre.

The area lacks distinct and outstanding features to act as a focal point for views to the centre. The construction of the new towers at City North will help to create a focal point at the end of Fonthill Road and may also serve to indicate the location of the centre from further afield including from Finsbury Park.



Grade 2* Listed Rainbow Theatre

6.6.5 IDENTIFICATION OF OPPORTUNITY SITES FOR TALL BUILDINGS

The centre has planning permission for two 21-storey district landmarks to the north of the station (City North), which will completely redefine the skyline and character of Finsbury Park.

Given the exceptional public transport accessibility of Finsbury Park and the need to intensify both business and housing provision in the Borough in areas with good public transport access, there is an opportunity to promote Finsbury Park as a new high density business led mixed use location. While in the present market speculative high-rise office buildings are unlikely to come forward outside of the CAZ, this may change over time, with business uses becoming more viable in locations such as Finsbury Park. The Local Plan will allocate sites for an appropriate mix of uses. This might help to increase the availability of Grade A and B office space in the centre and establish Finsbury Park as a strong new business location.

The Local Search identifies a number of tall building opportunities within the immediate vicinity of Finsbury Park Station that could be brought forward to develop a cluster of district and local landmark buildings that would underline Finsbury Park's role and image as mixed-use business hub.

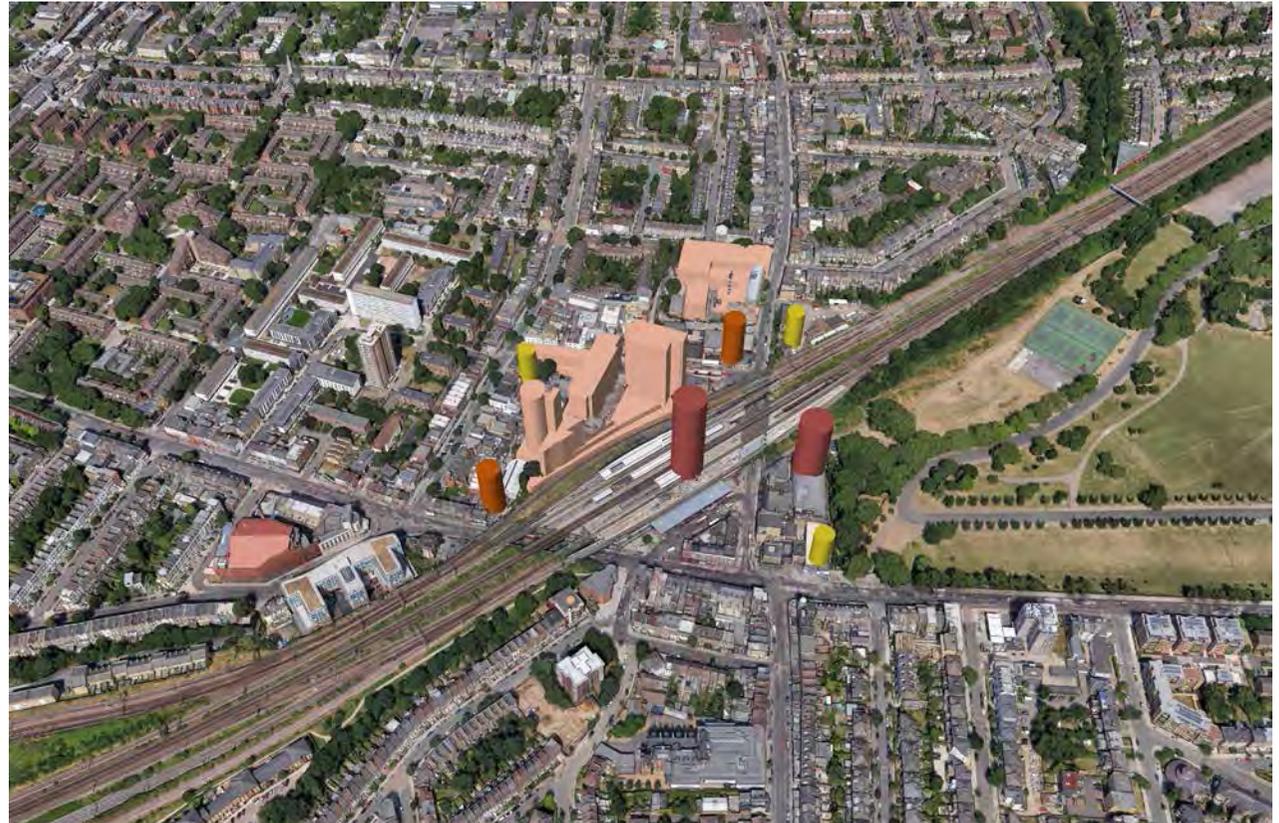


Illustration of permitted and potential tall buildings in Finsbury Park, image (c) Google

- Planning permission
- Potential local landmark up to 12 storeys
- Potential local landmark up to 15 storeys
- Potential district landmark

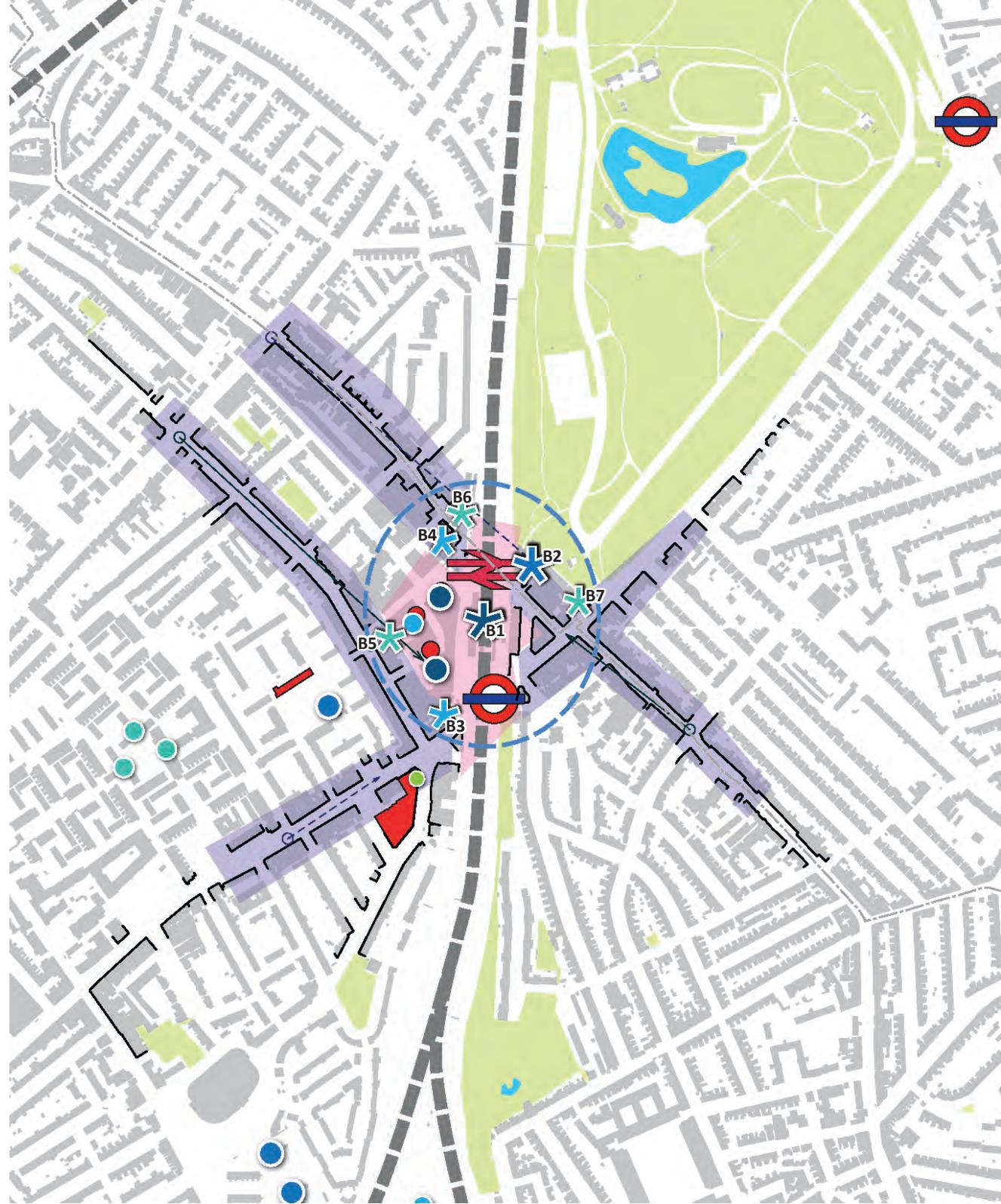
This study assumes that City North is built out as per its planning permission. The potential new tall buildings are located and calibrated with their height so as to complement the City North towers and to form a tall building cluster.

City North brings forward two district landmark to the north of the station. This will be complemented by another district landmark on the south side of the railway line in LB Hackney that provides a new focus on Finsbury Park. There is a further future opportunity for another district landmark to rise directly above the station, although values would need to improve significantly to make this a viable proposition. This could be the highest building in the cluster and provide central emphasis to the cluster right in the heart of the Finsbury Park Centre.

Other identified potential tall buildings are local landmarks. They define the extent of the taller building precinct and step down in height from the potential district landmarks to mediate with the surrounding context height. They landmark key corners, emphasise local vistas and enhance the legibility of Finsbury Park Centre.



Figure 6.13: Finsbury Park - place features and potential tall buildings



Reference	Location	Potential Height	Notes
B1	Finsbury Park Station	District Landmark up to 76m (25 storeys)	Albeit unlikely to be viable in the short to medium term this potential tall building is in line with the London tradition of building above railway stations, such as at Liverpool Station, Charing Cross, Fenchurch Street and Cannon Street. This could become a spectacular district landmark, providing a significant concentration of office space in a highly accessible location. The building could rise up to a height of 75m to form the centre of the Finsbury Cluster. The tall element of the building should express a strong sense of verticality and become an iconic marker for Finsbury Park Centre.
B2*	Stroud Green Road (Tenpin Bowling)	District Landmark of 46m to 61m (15 to 20 storeys)	Potential to develop a district landmark that helps re-balance height on the southern side of Finsbury Park Station. The site offers a significant redevelopment opportunity for a sizable mixed-use scheme. As it is located further away from the centre of the cluster at the station its height should be lower than the permitted City North scheme at 15 to 20 storeys. As part of a comprehensive scheme this development should open direct access and a visual connection from Station Parade into Finsbury Park. The potential tower should create a welcoming landmark at the edge of the park, help wayfinding between the park and the station, and provide passive supervision to the park.
B3	221-233 Seven Sisters Road, Corner with Fonthill Road	Local Landmark of 40m to 46m (13 to 15 storeys)	This site offers an opportunity for the development of a local landmark building of up to a height of 15 storeys that forms part of the cluster. In local views the building would help to visually mediate between the height of the City North Building to the rear with the lower surrounding context height. It will also be an important landmark for the centre in views along Seven Sisters Road and Isledon Road. The siting, layout and design of the development needs to be respond appropriately to the Grade 2* listed Rainbow Theatre opposite to not detract from the value of this heritage asset. The tall building should be linked to the comprehensive development of the entire site. It needs to deliver significant amount of business floor space and help transform this site into an attractive gateway into Finsbury Park.
B4	Wells Terrace East, Morris Place East, Yellow Car Wash site	Local Landmark of 40m to 46m (13 to 15 storeys)	This site offers an opportunity for the development of a local landmark building of up to a height of 15 storeys that forms part of the cluster. In local views the building would help to visually mediate between the heights of the City North Buildings to the south with the lower surrounding context height. It will also be an important landmark for people arriving at the north side of the station as well from Seven Sisters Road across the station, guiding people towards Stroud Green. The tall building should be linked to the comprehensive development of the entire site. It needs to provide significant amount of business floor space and deliver significant regeneration benefits and environmental improvements.

* Sites B2, B6 and B7 are in LB Haringey. It will up to the local planning authority in question to determine appropriate height, massing, use etc. Sites were included in the townscape analysis and their potential assessed because it is impractical to artificially divide the local area according to borough boundaries.

Table 6.2 Finsbury Park - table identifying potential tall buildings (Part One)

Reference	Location	Potential Height	Notes
B5	113-119 Fonthill Road and land to rear	Local Landmark up to 37m (12 storeys)	This site offers an opportunity for the development of a local landmark building of up to a height of 12 storeys that forms part of the cluster. In local views the building would help to visually mediate between the heights of the City North Buildings directly to the east with the lower surrounding context height. The tall building should be positioned so as to terminate the view along Lennox Road to provide a landmark to the centre. The site forms part of the Fonthill Road specialist fashion shopping area. The development should provide significant amount of business floor space and provide continuity of business for its current occupants during and after the development. It needs to deliver significant regeneration benefits and environmental improvements.
B6*	18a-20 Stroud Green Road	Local Landmark up to 37m (12 storeys) (height measured above street level, not site level)	This site offers an opportunity for the development of a local landmark building of up to a height of 12 storeys that forms part of the cluster. The height of the building is measured above street level on Stroud Green Road, the actual permissible height might be lower as the actual site is higher than the street. In local views the building would help to visually mediate between the taller buildings in the cluster to its rear and the lower surrounding context height. The tall building should be positioned so as to terminate the view along Stroud Green Road (between Tollington Park Road and Ellis Road) to provide a visual cue to the centre. The development should respond sensitively to the residential housing to the north. The site is adjacent to site B4. The tall building needs to be set back from the street frontage by at least 20m to avoid the creation of a tunnel effect on Stroud Green Road. The development should provide a significant amount of business floor space and deliver other regeneration benefits.
B7*	2-8 Stroud Green Road and frontage onto Seven Sisters Road	Local Landmark up to 37m (12 storeys)	This site offers an opportunity for the development of a local landmark building of up to a height of 12 storeys that forms part of the cluster. In local views the building would help to visually mediate between the taller buildings in the cluster to its rear and the lower surrounding context height. The tall building should be positioned so as to form an landmark to the centre on Seven Sisters Road when viewing from the east. The building should establish a sensitive response to the Twelve Pins Pub by retaining its visual prominence on the street corner and within the view from Black Stock Road. The development should deliver comprehensive change and improvements to the eastern gateway into Finsbury Park.

* Sites B2, B6 and B7 are in LB Haringey. It will up to the local planning authority in question to determine appropriate height, massing, use etc. Sites were included in the townscape analysis and their potential assessed because it is impractical to artificially divide the local area according to borough boundaries.

Table 6.3 Finsbury Park - table identifying potential tall buildings (Part Two)

6.7 HOLLOWAY ROAD / CALEDONIAN ROAD / EMIRATES STADIUM

6.7.1 CHARACTER

Nag's Head is a busy and vibrant Major Town Centre offering a variety of shops and services, divided by the busy Holloway Road (A1), and intersected by Seven Sisters Road and Tollington Road. The wider stretch of Holloway Road also provides an important business and residential function.

Both Holloway and Seven Sisters Roads are dominated by traffic and the public realm is in poor repair. Although both roads are very well defined there is a lack of focus or centrality.

The character along the A1 is very varied with a mix of styles of architecture and uses. Most buildings have an element of commercial space at ground floor level. However, there are some purely residential blocks.

The character of Seven Sisters Road and Holloway Road are very different. Seven Sister's Road is a fine grain Victorian high street with shops at ground floor and residential above. Holloway Road is much grander in its proportions and style. The buildings are larger and have bigger footprints, the street is wider and lined with trees.



Vista along Holloway Road



Corner of Holloway Road with Seven Sisters Road



Recent mixed use development on Holloway Road



Former Jones Brothers department store



Residential development adjacent to the Emirates Stadium



Emirates Stadium



Residential development opposite Caledonian Rd Station



Caledonian Road Station

To the rear of the street frontage on Seven Sisters Road and Holloway Road are Victorian terraces and a few pockets of later development of different styles built during the course of the 20th Century. Further east the urban fabric is fragmented at the Harvist Estate and Sobell Leisure Centre.

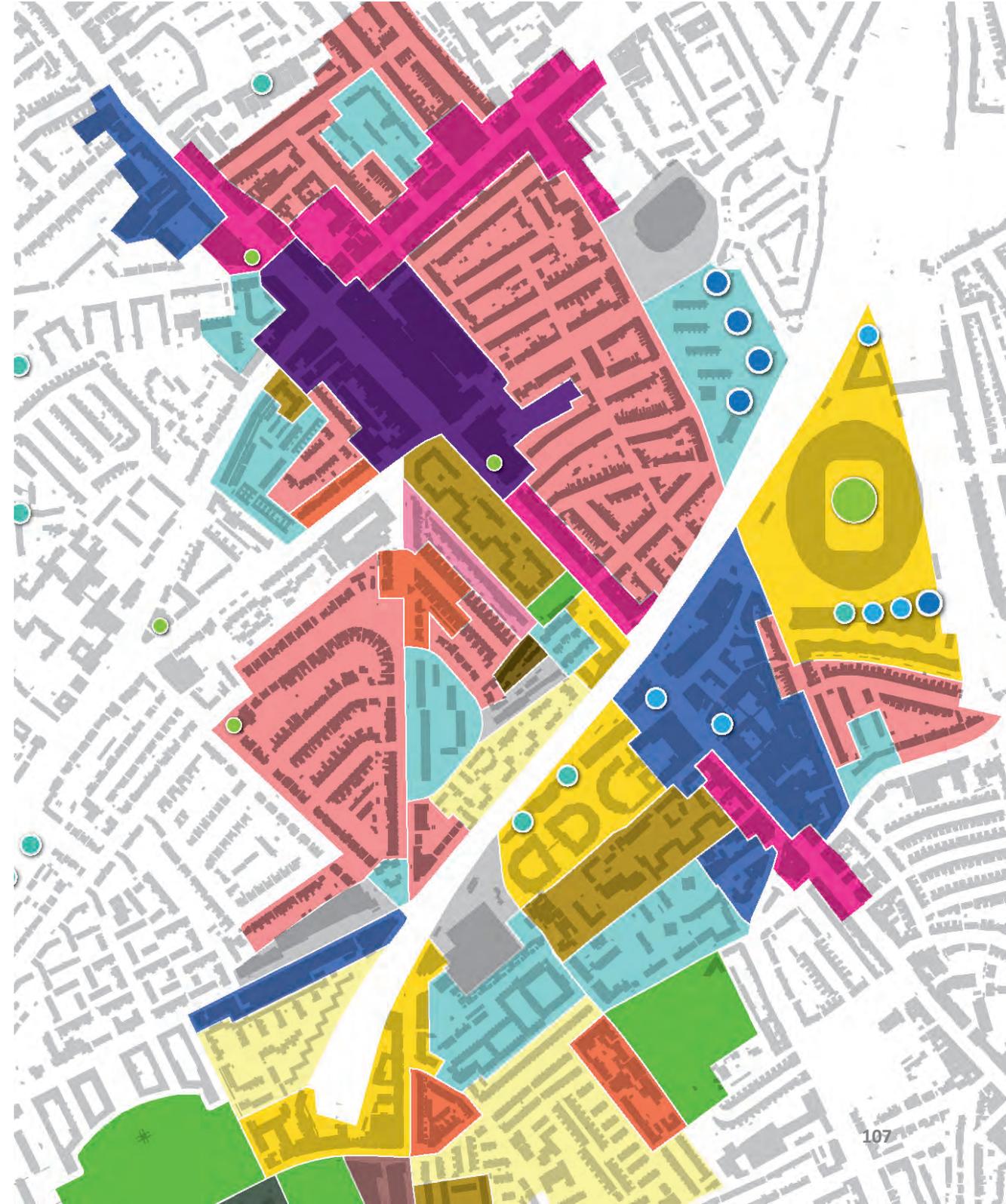
The character of the area changes to the south of the railway line. During the early part of the 21st century the redevelopment of former railway sidings and industrial areas along the railway corridor between Caledonian Road Station and the Emirates Stadium has introduced higher density apartment and student housing blocks with a different scale.

The Emirates stadium was delivered as part of a mixed use development providing student housing, residential and commercial uses. The footprint and size of these more recent buildings is notably larger than the finer grain Victorian fabric to the south and east. The stadium itself, whilst a structure of significant scale, is carefully positioned and shielded by surrounding development so that whilst it is visible from elevated land to the north and along a number of local streets it does not dominate or overbear on the surrounding area.

In contrast the Metropolitan University tower on Holloway Road is highly visible on the main street and serves to mark the location of Holloway Road Station. Both the Emirates stadium and the Metropolitan University are important destinations in the area.



Figure 6.14: Holloway Road / Caledonian Road / Emirates Stadium - character areas



6.7.2 EXISTING HEIGHT AND TALL BUILDINGS

Buildings on Holloway Road are typically between four and six storeys in height. However on Seven Sisters Road height drops to three storeys and many of the properties in the surrounding residential streets are two storeys often with additional accommodation in the roofspace.

Height increases towards the rail corridor and to the south of the line newer development is typically four to six storeys with some higher buildings of up to ten storeys.

The tallest building on Holloway Road is the Metropolitan University Tower which stands at approximately 56m in height.

The Emirates Stadium rises to 40m and a number of taller residential buildings (up to 14 storeys in height) surround the stadium.

Four twenty storey towers dating from the 1960's are located on the Harvist Estate on Hornsey Road.

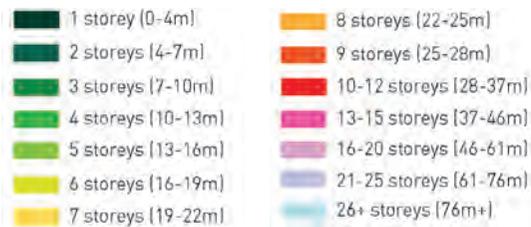


Figure 6.15: Holloway Road / Caledonian Road / Emirates Stadium - existing and permitted building heights



6.7.3 PLANNING DESIGNATIONS

The Major Town Centre allocation follows the alignment of Seven Sisters Road and Holloway Road. Designated shopping areas continue along Holloway and Seven Sisters Road beyond the Town Centre designation.

There are a number of small Employment Growth Areas located along major routes.

In and around the Nags Head/Upper Holloway Town Centre there are a number of allocated sites, some of which could deliver significant change in the centre. These include:

- Site N1 – The Morrison’s Supermarket on Hertslet Road which has the potential to be redeveloped as a retail led mixed development;
- Site NH2 on the corner of Holloway Road and Tollington Road which has the potential to be redeveloped with retail at ground floor and other business uses above;
- Site NH3 on Holloway Road just to the north of the Railway Line. This is quite a large site with potential to deliver an improved retail and business offer with potentially an element of residential development; and
- Site NH4 – further to the north and currently occupied by warehousing. This has the potential to deliver mixed use development, including residential.



There are further development opportunity sites to the south of the railway line on the London Metropolitan University Campus. Most of these are likely to be consolidated and improved as part of the University's Estate Strategy.

There are few designated open spaces in the area. These include Paradise Park to the south west of the area and Biddestone Park on Holloway Road.

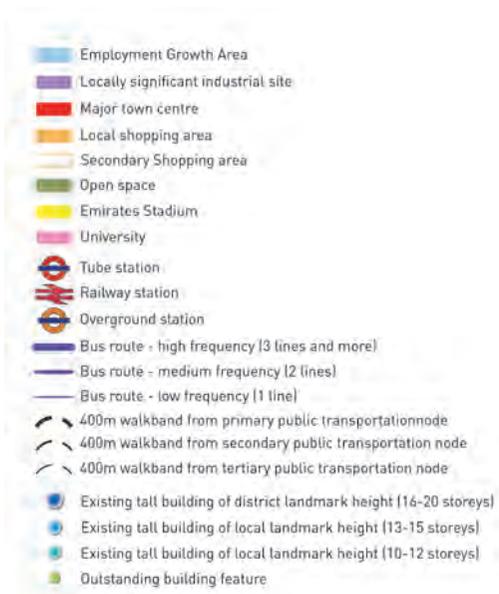
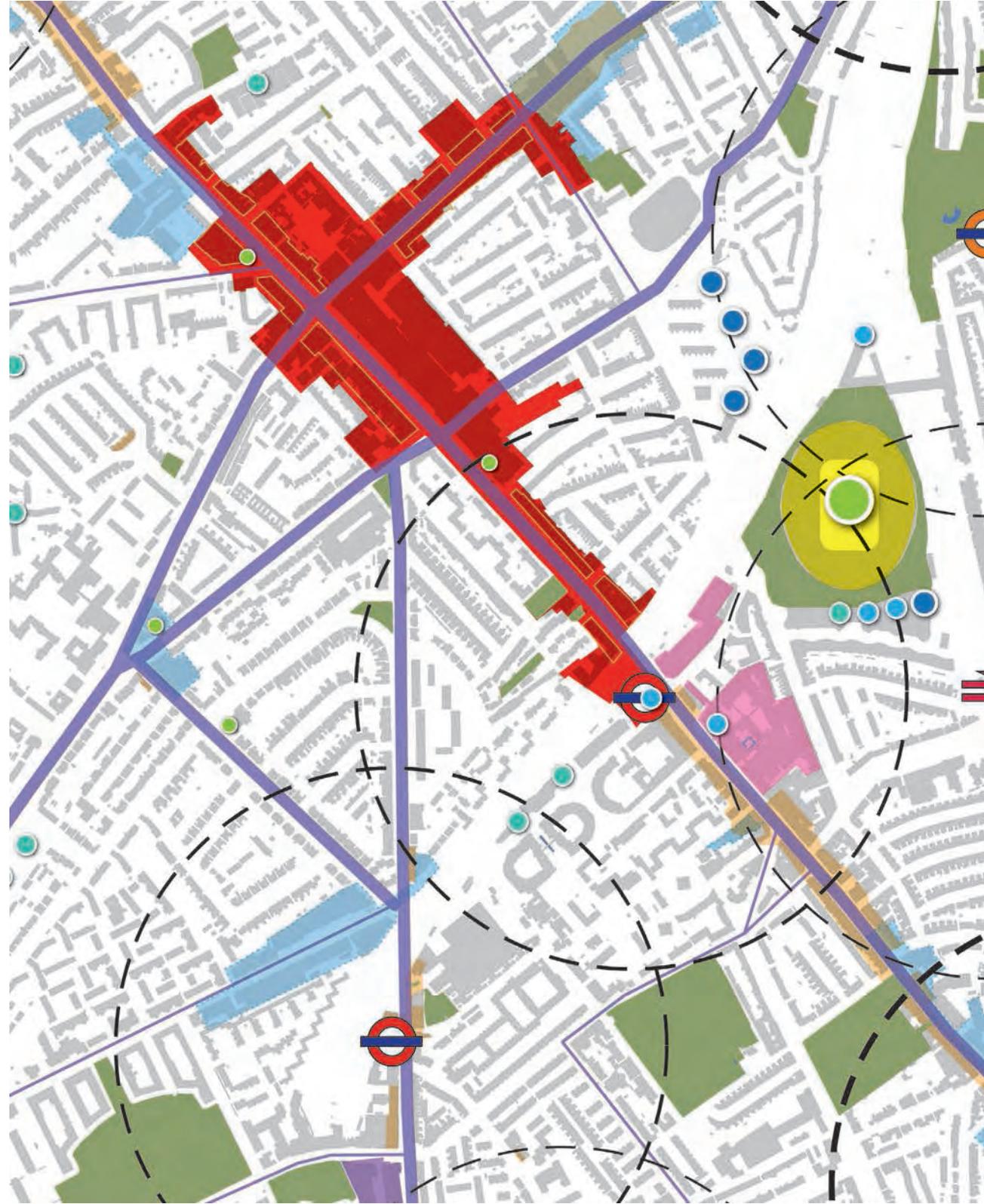


Figure 6.16: Holloway Road / Caledonian Road / Emirates Stadium - planning policy designations



Planning sensitivities

There are two significant Conservation Areas located along Holloway Road. These are located to the north of Tufnell Park Road and to the south of the railway line. Behind the western edge of Holloway Road to the north of the railway line there are a further three Conservation Areas.

Part of the area are within the London Plan Protected Vista from Alexandra Palace to St Pauls Cathedral.

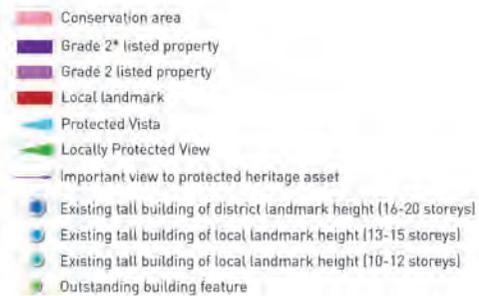


Figure 6.17: Holloway Road / Caledonian Road / Emirates Stadium - planning policy sensitivities



6.7.4 IMPORTANT TOWNSCAPE FEATURES AND LOCAL VIEWS

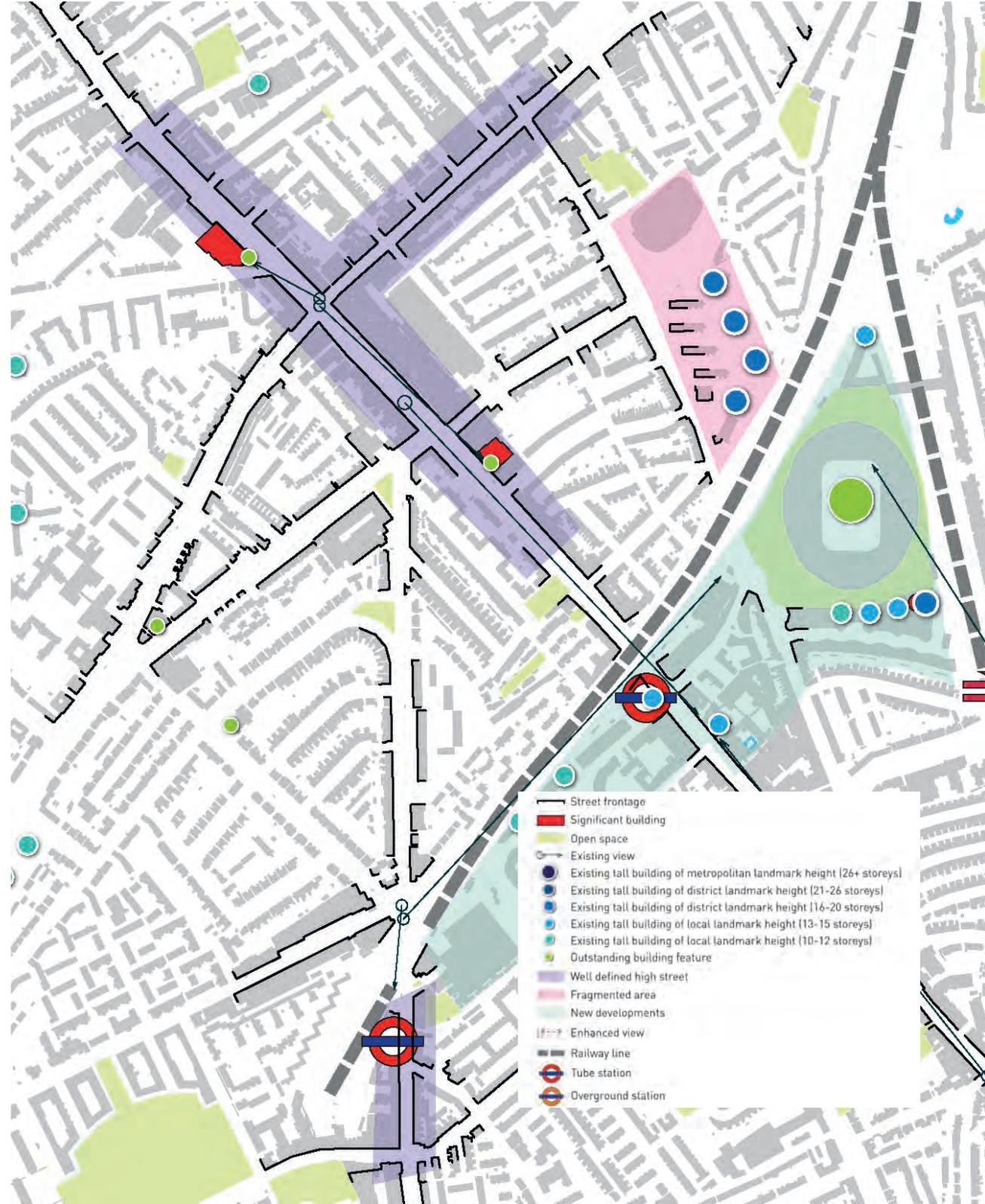
Holloway Road and Seven Sisters Road are busy shopping streets lined by active frontages and forming a focus for the area.

Holloway Road is the main route through the area. This broad street is tree lined with generous pavements. To the south the Metropolitan University tower is prominent and this tall building is forms a focus for views from the north and south. Other significant buildings along the main street are the former Jones Brothers department store, with its decorative tower, in the heart of the Major Centre and the Odeon Cinema building on the junction with Tufnell Park Road.

The Emirates Stadium is a significant structure and attraction within the area yet despite its scale and height it is not prominent from Holloway Road. It is best appreciated from Hornsey Street where a public space provides a forecourt to the stadium. The stadium is important to the identity of the area and further glimpsed views are to be had along many of the local streets. Passers by on trains to and from Kings Cross station also appreciate good views.

Recent development at Caledonian Road and on Hornsey Street and Eden Grove has brought change to the area. A number of buildings are prominent in views from the north but this does little to strengthen the areas identity.

Figure 6.18: Holloway Road / Caledonian Road / Emirates Stadium - existing place features



6.7.5 IDENTIFICATION OF OPPORTUNITY SITES FOR TALL BUILDINGS

Holloway Road / Nag's Head centre

The Holloway / Nag's Head area is an important major retail and service hub central to the Borough in Islington that serves a large hinterland. It is served by two intersecting bus corridors. Holloway Road and Seven Sisters Road widen in the centre but otherwise there is little spatial expression that highlights the important role of the centre.

The local search identified a number of opportunities for Local Landmark buildings that can enhance the legibility and strengthen the identity of the centre. The potential tall buildings should not come forward in isolation but should form part of a comprehensive development that helps re-vitalising the centre, increasing its density and mix of uses including residential, and enhancing its overall environment and sense of place.

The potential tall buildings are situated at the intersections of Holloway Road with Seven Sisters Road, and Holloway Road with Camden Road/ Tollington Road. They bookmark the core of the town centre on Holloway Road and strengthen its spatial definition. They also enhance or terminate views along main approaching corridors and support local legibility and way-finding to the centre.

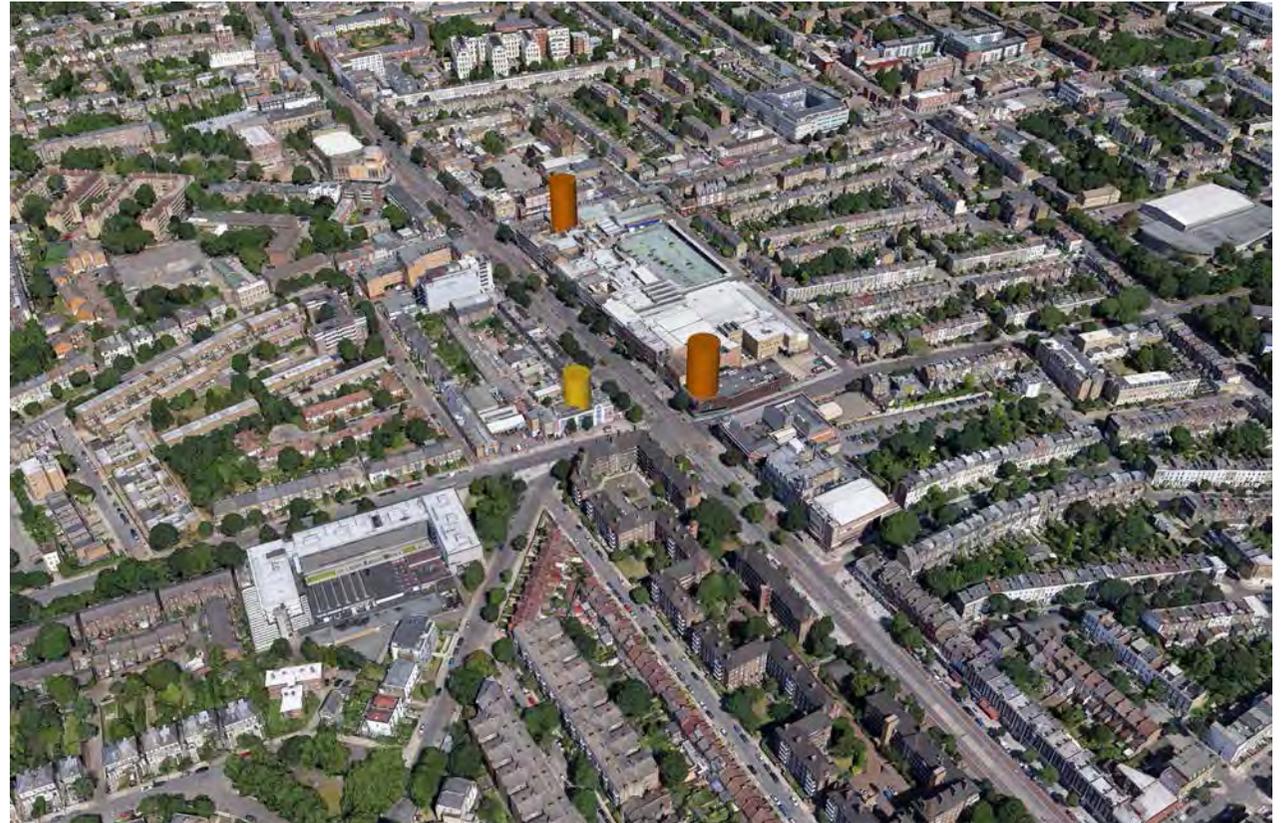
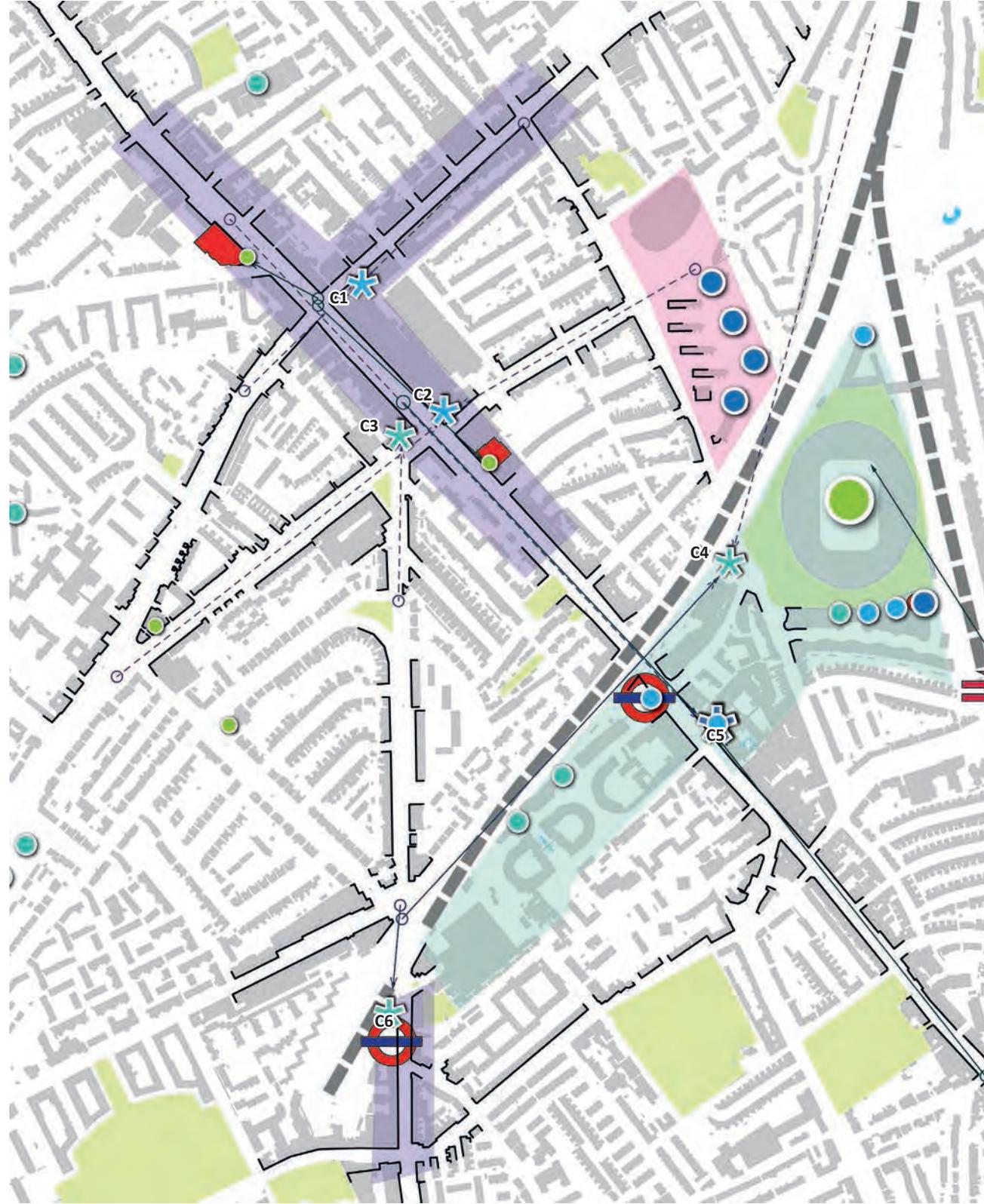


Illustration of potential tall buildings in the Holloway Road / Nag's Head centre image (c) Google

- Potential local landmark up to 12 storeys
- Potential local landmark up to 15 storeys

-  Street frontage
 -  Significant building
 -  Open space
 -  Existing view
 -  Existing tall building of metropolitan landmark height (26+ storeys)
 -  Existing tall building of district landmark height (21-26 storeys)
 -  Existing tall building of district landmark height (16-20 storeys)
 -  Existing tall building of local landmark height (13-15 storeys)
 -  Existing tall building of local landmark height (10-12 storeys)
 -  Outstanding building feature
 -  Well defined high street
 -  Fragmented area
 -  New developments
 -  Enhanced view
 -  Railway line
 -  Tube station
 -  Overground station
 -  Potential district landmark
 -  Potential local landmark
 -  Potential local landmark (up to 12 storeys)
- [Potential maximum heights are contained in table]

Figure 6.19: Holloway Road / Caledonian Road / Emirates Stadium - place features and potential tall buildings



The following tall building opportunities have been identified in the Holloway Road / Nag's Head Centre:

Reference	Location	Potential Height	Notes
C1	8-32 Seven Sisters Road and backland on Hertlet Road	Local Landmark of 40m to 46m (13 to 15 storeys)	<p>This site offers an opportunity for the development of a local landmark building of up to a height of 15 storeys as part of a comprehensive mixed use development of sites along Seven Sisters Road, Hertlet Road and to the back of Holloway Road.</p> <p>This tall building will provide a notable height accent that marks the intersection between the two main retail streets, Seven Sisters Road and Holloway Road. The tall building should be set back from the Seven Sisters Street frontage to avoid over-dominating the street. The building should respond appropriately to the listed corner building opposite as well as to the adjacent fine grain historic development directly on the street corner.</p>
C2	372-376 Holloway Road at corner with Tollington Road (Argos)	Local Landmark of 40m to 46m (13 to 15 storeys)	<p>This site offers an opportunity for the development of a local landmark building of up to a height of 15 storeys as part of a comprehensive mixed-use development of the Argos Store and lands to the back of Tollington Road up to Hertlet Road.</p> <p>The potential tall building would mark the intersection between Tollington Road and Holloway Road and the southern extent of the town centre core. The tall building should be situated on the corner, where it can terminate the vista along Camden Road and Tollington Road as a landmark in the Holloway / Nag's Head town centre.</p>
C3	379 – 391 Camden Road and 341 – 345 Holloway	Local Landmark up to 37m (12 storeys)	<p>This site offers an opportunity for the development of a local landmark building of up to 12 storeys height as part of a comprehensive mixed-use development of the KwikFit and Sports Direct site.</p> <p>The potential tall building would mark the southern extent of the town centre core on the west side of Holloway Road and also provide a landmark for the centre in the vista along Caledonian Road.</p> <p>The building should be situated central to the vista along Caledonian Road and stay behind the street frontage on Holloway Road.</p>

Table 6.4 Holloway Road / Nag's Head - table identifying potential tall buildings

Illustration of existing and potential tall buildings at Holloway Road Station / Emirates Stadium image (c) Google

Holloway Road Station / Emirates Stadium

This area is the location of two major institutions in Islington: the London Metropolitan University and Arsenal Football Club who's home is the Emirates Stadium.

Recent development activity has targeted the sites immediately adjacent to Holloway Road Underground Station. Student housing up to ten storeys has recently been completed and a Local Landmark building of 12 storeys has been permitted on the street corner with Hornsey Street. The area has seen significant development and intensification over the last decade and there are few potential development sites. The local search has identified the following two opportunities for taller buildings:



Reference	Location	Potential Height	Notes
C4	45 Hornsey Road	Local Landmark up to 37m (12 storeys)	<p>This site offers an opportunity for the development of a local landmark building of up to a height 12 storeys on the site adjacent to the Emirates Stadium. This tall building completes the assembly of taller buildings that mark the extent of the stadium in the railway triangle.</p> <p>The building needs to find an appropriate response to the stadium, which remains the principal landmark in this location. The building at 45 Hornsey Road should be clearly subordinate to the stadium. It also needs to respond sensitively to the residential environment directly to the north of the railway tracks.</p>
C5	Metropolitan University Tower on Holloway Road	District Landmark of up to 76m	<p>The London Metropolitan University tower is a key landmark in the area, prominent in views along Holloway Road. However, its brutalist architecture together with poorly considered later additions undermine its quality and detract from the image of the area. There is an opportunity here to increase the height of this building up to 76m (increase of ca 20m) and to transform it into a truly elegant District Landmark for the Met University and the wider area, including as the gateway to the Emirates Stadium. The building should remain in predominantly education use with supporting or ancillary uses to be in keeping with the role and original function of the tower, while potential higher value uses in the upper and additional floors could help pay for the refurbishment and expansion works.</p>

Table 6.5 Holloway Road Station / Emirates Stadium - table identifying potential tall buildings

Illustration of a potential tall building at Caledonian Road image (c) Google

- Planning permission
- Potential local landmark up to 12 storeys
- Potential local landmark up to 15 storeys
- Potential district landmark

Caledonian Road

The area around Caldeonian Road Underground Station has seen substantial development in recent years, predominantly residential and student housing with retail uses at ground floor. The area is an important local transport hub and entrance to its residential hinterland. While recent developments have pushed development heights up to 10 storeys they have failed to create a sense place or centrality.

The Local Search has identified one opportunity to provide a single local landmark adjacent and potentially using the air rights above Caledonian Road Underground Station that could provide a strong visual focus on Caledonian Road Station as the central node in the context of surrounding higher development.

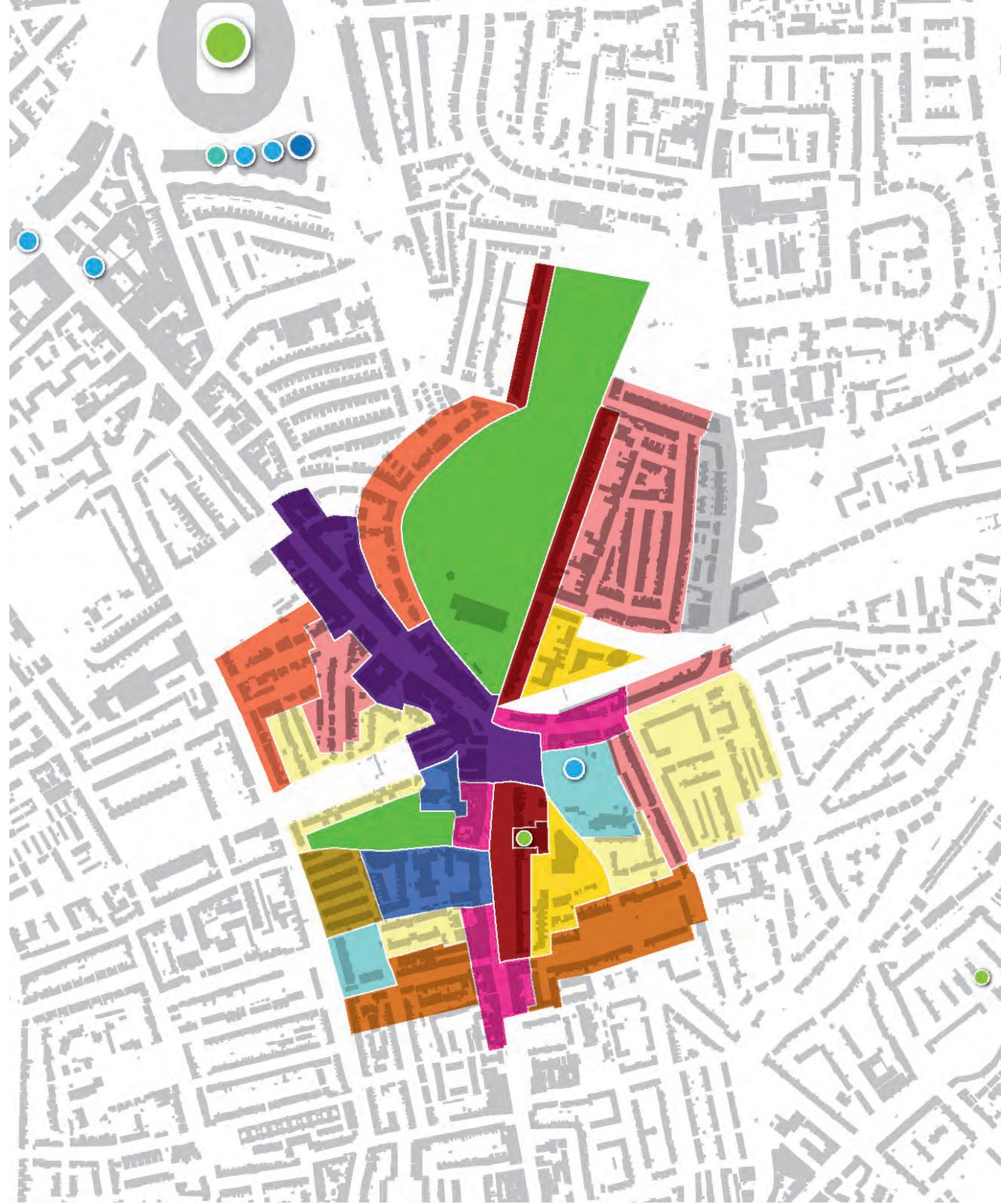


Reference	Location	Potential Height	Notes
C6	Former railway sidings adjacent and potentially including Caledonian Road Station	Local Landmark up to 37m (12 storeys)	This site on former railway sidings and potentially involving the use of air rights above the Grade II listed station could accommodate a special local landmark building up to a height of 12 storeys. This would enhance the townscape of the Caledonian Road Station Hub and contribute to a unique identity of this important gateway.

Table 6.6 Caledonian Road - table identifying potential tall buildings

- High street mixed
- High street Victorian fine
- Mixed use employment
- Georgian (grand)
- Georgian terrace
- Victorian villa
- Victorian terrace
- Postwar estate
- Low-rise late 20th century
- Contemporary
- Mixed
- Park
- Existing tall building of district landmark height (16-20 storeys)
- Existing tall building of local landmark height (13-15 storeys)
- Existing tall building of local landmark height (10-12 storeys)
- Outstanding building feature

Figure 6.20: Highbury and Islington - character areas



6.8 HIGHBURY CORNER

6.8.1 CHARACTER

The focal point of this area is the intersection of four strategic road corridors at Highbury Corner roundabout. Highbury and Islington Station is located just to the north-west of the roundabout and provides high public transport accessibility with rail, underground and overground rail services.

Highbury Corner is the meeting point of Canonbury Road, Upper Street, Holloway Road and St Paul's Road. Upper Street, Holloway Road and St Pauls Road are well defined high streets.

The character on each of the routes are different. Both St Paul's Road and Upper Street are in the main fine grain high streets lined with a mix of Victorian and Georgian buildings. Holloway Road is more mixed with a greater proportion of 20th Century additions to the street. Its fragmented character extends to the station and the traffic dominated Highbury Corner area.

This contrasts starkly with the tranquil environment at Highbury Fields immediately to the north. This green space, largely hidden from the main streets, is one of LB Islington's largest and is fronted on all sides by fine Victorian and Georgian buildings and includes many mature trees. The land rises towards the north of the space and affords fine views southwards.



Highbury and Islington Station lacks prominence



Union Chapel on Compton Terrace



Georgian buildings around Highbury Fields



Tower block overlooking Highbury Island

6.8.2 EXISTING HEIGHT AND TALL BUILDINGS

A majority of the buildings in the Highbury and Islington area are between three and five storeys in height with some higher buildings (6-7 storeys) along main approach roads. There is one 15 storey residential tower (45m) to the south east of Highbury Corner Roundabout. The other tall structure in the area is Union Chapel on Upper Street. The tower of this attractive building is 36m tall, making it a significant local landmark.

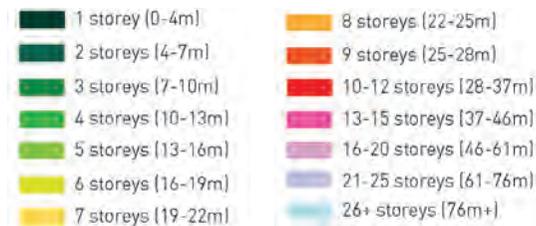


Figure 6.21: Highbury and Islington - existing and permitted building heights



6.8.3 PLANNING DESIGNATIONS

The high streets of Holloway Road, Upper Street and St Paul's Road are not designated as town centres. Instead they are designated as either employment growth or Local Shopping Area.

Highbury Fields is the most significant public open space. However, there are a number of smaller spaces in the area including St Mary Magdalene Garden, Laycock Street open space and the green space at the centre of the Highbury Island roundabout.

There is a significant allocated site along the eastern edge of Holloway Road – Site HC2. This has the potential to be developed/refurbished to deliver D1, A1, A2, A3, A3 and B1 uses. Planning permission has already been given to part of this site. Highbury and Islington Station has also been allocated as a potential development/redevelopment site.



Figure 6.22: Highbury and Islington - planning policy designations



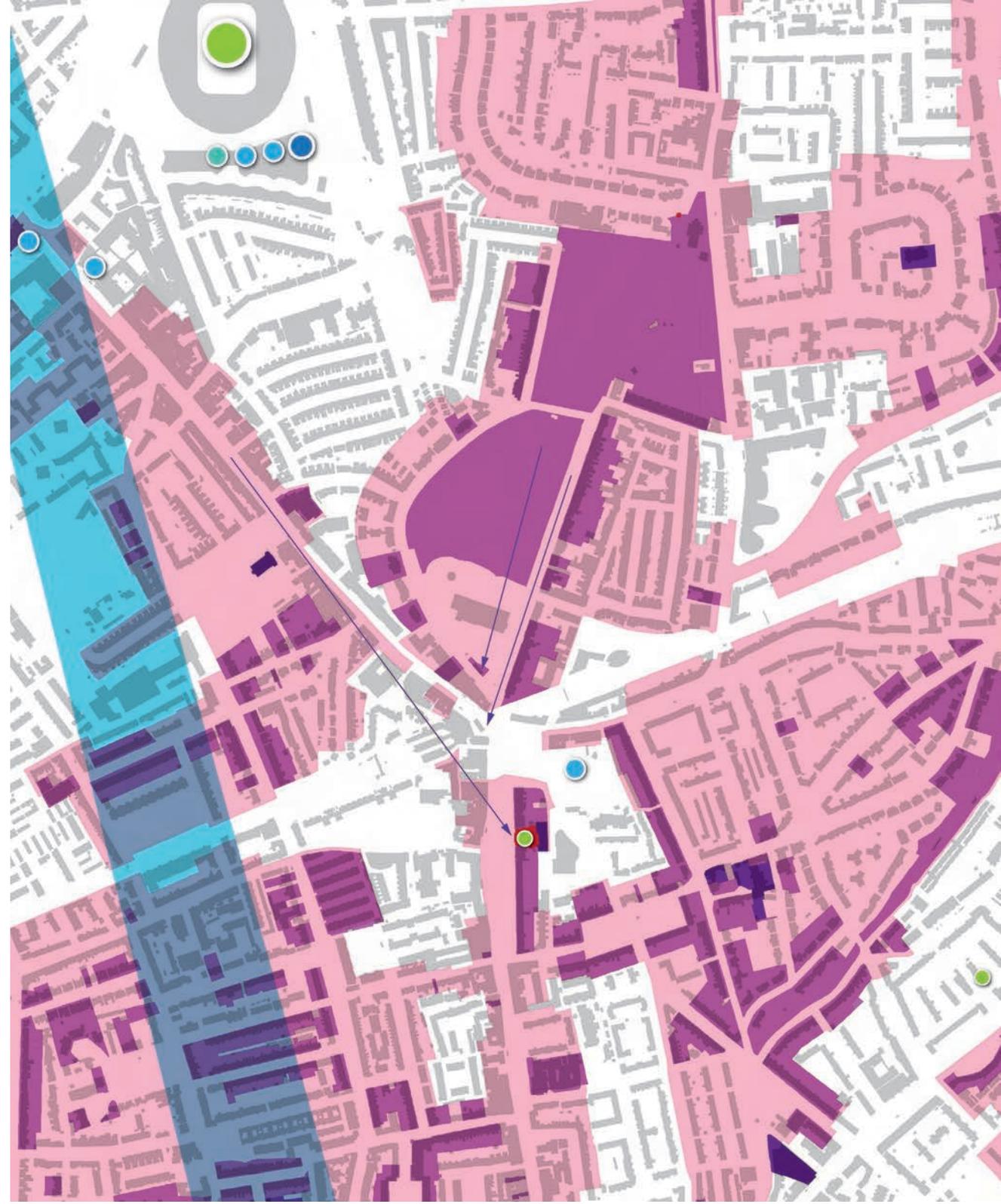
Planning sensitivities

A large proportion of the area is designated as Conservation Area. A significant exclusion is Holloway Road and the rail corridor that cuts east-west through the area. There are also a large number of listed buildings in the area.

The strategic viewing corridor from Alexandra Palace to St Paul's Cathedral passes to the west of the area.

- Conservation area
- Grade 2* listed property
- Grade 2 listed property
- Local landmark
- Protected Vista
- Important view to protected heritage asset
- Existing tall building of district landmark height (16-20 storeys)
- Existing tall building of local landmark height (13-15 storeys)
- Existing tall building of local landmark height (10-12 storeys)
- Outstanding building feature

Figure 6.23: Highbury and Islington - planning policy sensitivities



6.8.4 IMPORTANT TOWNSCAPE FEATURES AND LOCAL VIEWS

Important local landmarks in the area include the tower of the Union Chapel on Upper Street and Highbury Island Roundabout. These sit along key routes and help people navigate around the area.

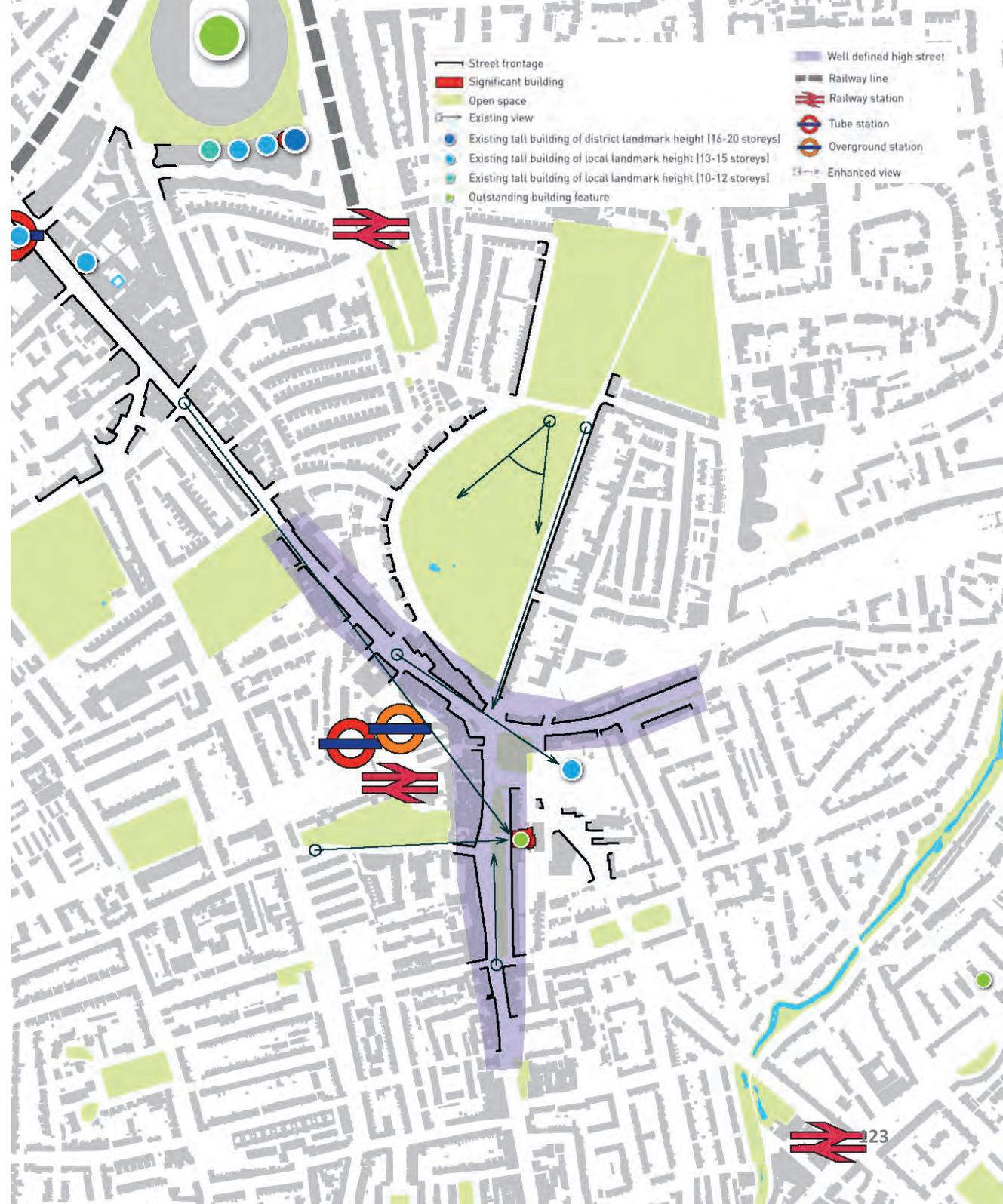
Highbury Fields is also an important local feature however the open space is not visible from key arrival points or road infrastructure. The view along Highbury Place (along the eastern edge of the park) to Holloway Road is very important as it is the only visual connection between the two. It is currently terminated by the low rise Famous Cock Public House adjacent to the station. This does not detract from the fine Georgian terraces along the edge of the park. It also respects the datum of buildings around the open space which are consistently lower in height than the tree line.

Views across Highbury Fields are contained and no buildings currently rise above the canopies of the mature trees that define the edges of the space.

Highbury and Islington station is poorly designed and the public realm surrounding for a long time has been uninviting. The station is set back from the main road and is lower in height than adjacent buildings. A new public realm scheme has now opened up views to the station and created a small breathing space outside the station. Works on the Highbury Island gyratory are expected to bring significant enhancement to the street scene and amenity in the area.

The view from Holloway Road towards the Union Chapel tower is important in terms of wayfinding.

Figure 6.24: Highbury and Islington - existing place features





6.8.5 IDENTIFICATION OF OPPORTUNITY SITES FOR TALL BUILDINGS

Highbury and Islington station is one of the highest public transport accessibility in the Borough outside the CAZ yet the station lacks prominence and is difficult to find. There is a potential opportunity here to enhance the legibility of the station with an appropriately designed local landmark that marks the station entrance and square at Highbury Corner, and provides a prominent visual focus at this important intersection of Holloway Road, St Paul's Road, Canonbury Road and Upper Street.

The Local Search identifies two potential taller building sites adjacent to Highbury Islington Station. These are:

- D1: 1-2 Highbury Corner, part of the station development; and
- D2: 257-258 Upper Street, Northway House.

Both sites are surrounded by fine historic townscape and historic open spaces that are designated as Conservation Areas and include a significant number of listed buildings. The impact of any higher or taller building in these locations needs to be carefully considered and tested.

Whilst theoretically the identified locations for potential higher or taller buildings may be acceptable, this would be conditional on all of the following sensitivities being carefully explored. On each issue, an acceptable conclusion would be necessary, and only if all of the issues can be addressed would the potential locations be

Illustration of potential tall buildings at Highbury and Islington Station image (c) Google



Any tall building not to rise above the tree canopies at Highbury Fields

considered acceptable. Potential higher or taller buildings should not:

- Obscure or detract from the view from Holloway Road towards the tower of the Grade I listed Union Chapel;
- Detract from the setting of the Georgian Terraces on Highbury Place;
- Rise above the tree canopies when viewed from Highbury Fields; and
- Adversely affect the setting of nearby listed buildings with its height and scale.

The appropriateness of a higher or local landmark building on either or both of the identified sites will need to be established through a more detailed urban design and heritage impact study for Highbury Corner, that tests the impact of different height and massing scenarios on these sites in respect of their impact on designated heritage assets. Without further detailed assessments it is not possible to make a judgement on the suitability of sites even in principle.

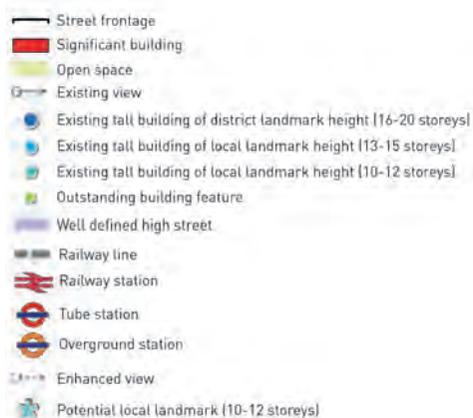
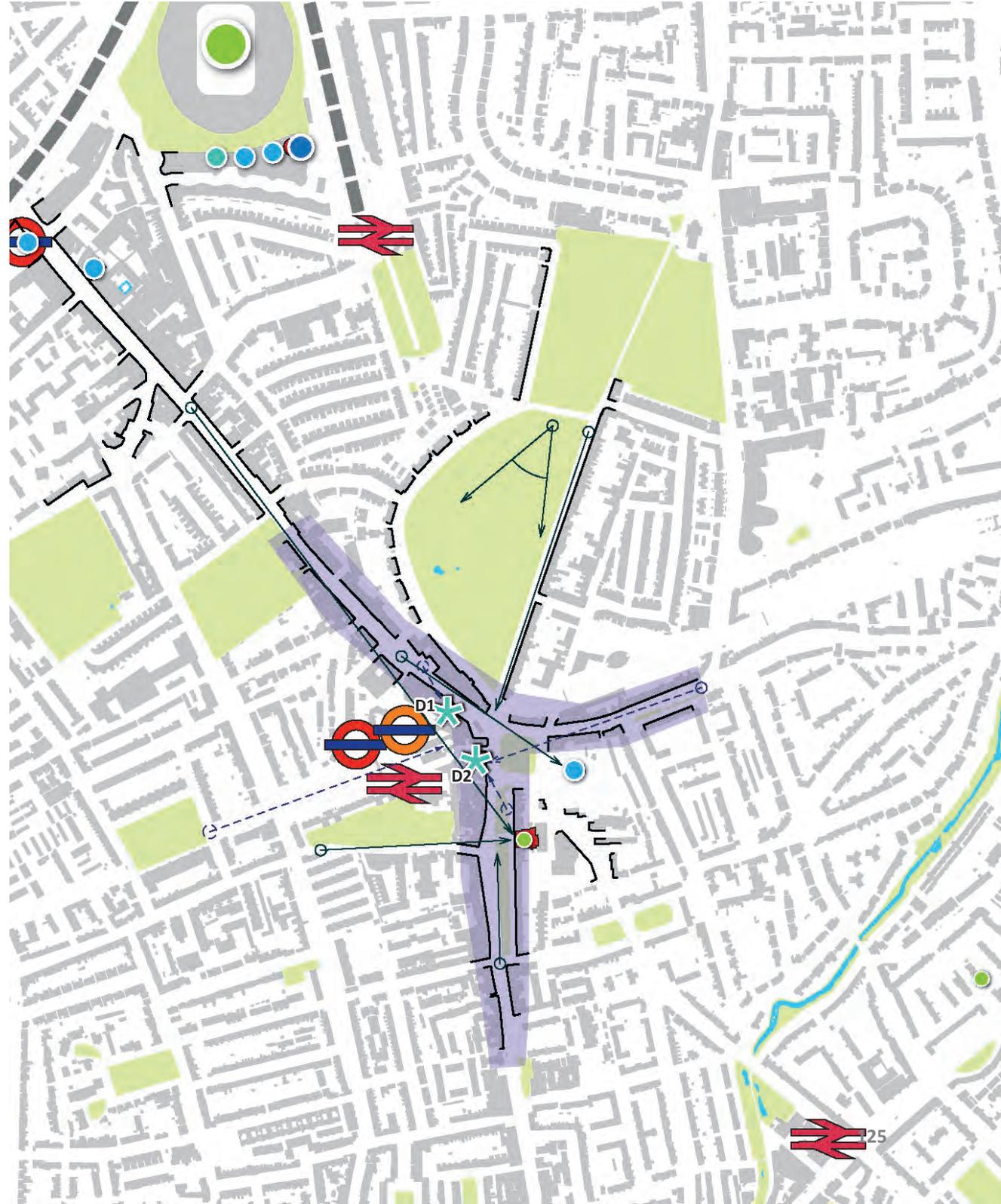
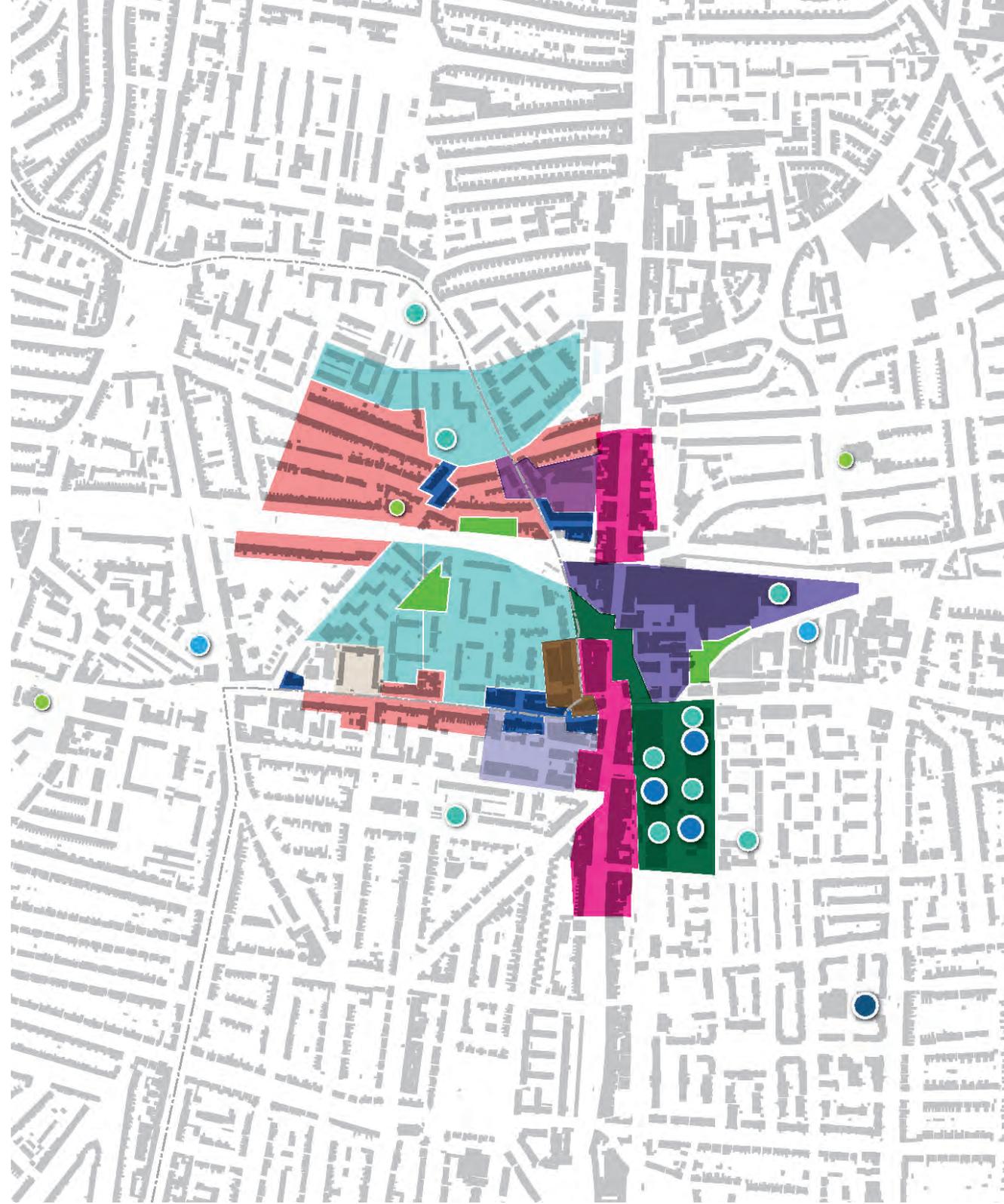


Figure 6.25: Highbury and Islington - place features and potential tall buildings



- Mixed use centre
- Employment - light industry, storage
- Mixed use
- Employment - urban scale
- Park
- Postwar estates
- Victorian terraces
- Non-mixed use centre
- Historic
- Secondary retail
- Victorian retail frontage
- Existing tall building of district landmark height (21-26 storeys)
- Existing tall building of district landmark height (16-20 storeys)
- Existing tall building of local landmark height (13-15 storeys)
- Existing tall building of local landmark height (10-12 storeys)
- Outstanding building feature
- Existing cluster of tall buildings

Figure 6.26: Dalston Fringe - character areas



6.9 DALSTON FRINGE

6.9.1 CHARACTER

Dalston town centre lies adjacent to the eastern boundary of Islington within LB Hackney. Dalston has undergone considerable change in recent years and is a focus for development in LB Hackney. The character of the centre is changing and this will have impacts on land within LB Islington.

Dalston town centre is focused around the crossroads formed by the north - south Kingsland Road (A10) and the east - west Balls Pond Road. The main focus is the Kingsland Road corridor and there are limited breaks to the street frontage or open spaces that act as focal points or locations for people to gather. Ground floor uses are almost exclusively given over to commercial uses, predominantly retail. Most of the buildings date back to the Victorian era and are constructed in brick with traditional sash windows and decorative white stucco around the window frames.

The centre has seen considerable change around Dalston Junction station. This development is noticeably taller in height than the surrounding area. It helps to create a focal point and sense of arrival in the area.

Beyond the main town centre frontages there are several distinctive pockets of architecture; for instance the historic De Beauvoir Town to the south west and several post war estates. These estates have more open layouts with buildings set in open space and separation between vehicular and pedestrian routes. Some of estates to the west of Kingsland Road are isolated by the London Overground rail line that runs through the area.



Balls Ponds Road



Burder Close Housing Estate



Taller buildings above Dalston Junction Station



Kingsland Green Telephone Exchange

6.9.2 EXISTING HEIGHT AND TALL BUILDINGS

The area is generally consistent in terms of height with most buildings being between three and five storeys. This creates a very uniform character that is emphasised by the strong linear street frontages along Kingsland and Balls Pond Roads. However the more recent development adjacent to Dalston Junction Station is of a different scale with considerable bulk and rising to a height of up to 20 storeys. This cluster is highly visible from across the wider area and acts to identify Dalston town centre from further afield. Tall buildings are set behind the main street frontage of Kingsland Road and have little impact on the local streetscene.

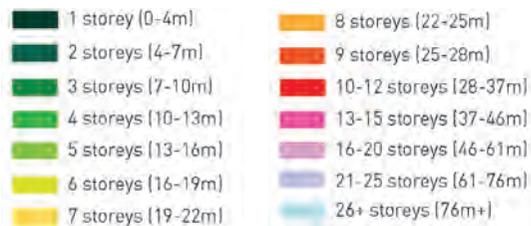


Figure 6.27: Dalston Fringe - existing and permitted building heights



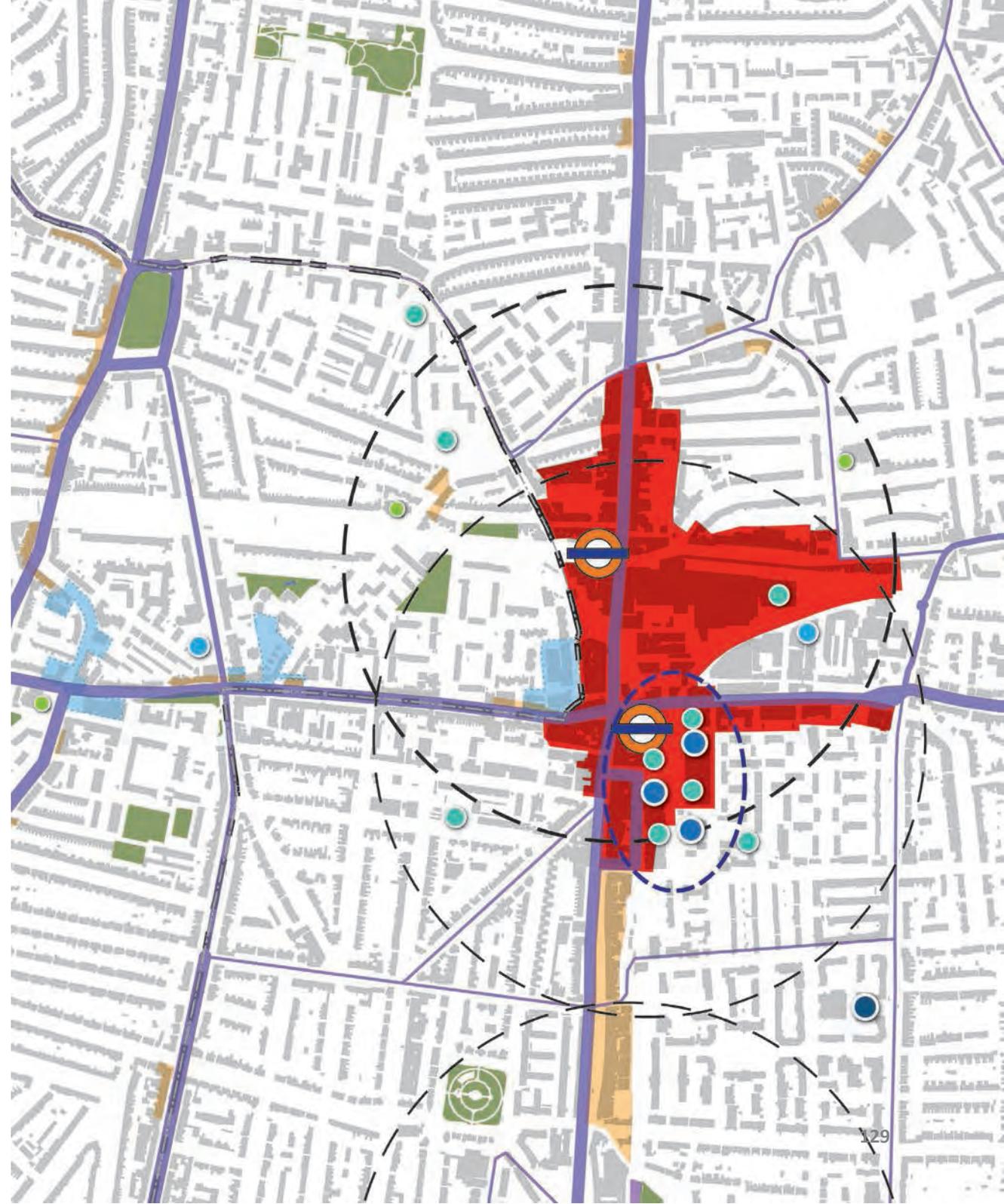
6.9.3 PLANNING DESIGNATIONS

Hackney’s Major Town Centre designation is focused around Dalston Kingsland Station. It forms a T-shape running along Kingsland Road from Crossway to Forest Road and along Dalston Road from Kingsland to Cecelia Road. To the south Kingsland Road largely falls in to Shopping Area and Employment Growth Area designations.

Despite its high street character, to the north of the town centre designation, Kingsland Road has only a few stretches of street within Employment Growth or Shopping Area designations.



Figure 6.28: Dalston Fringe - planning policy designations



There are several areas of Estate Renewal in LB Hackney tucked behind Kingsland Road.

There are two small allocated open spaces at De Beauvoir Square and Stonebridge Gardens. Larger open spaces are further afield and include London Fields to the east and Hackney Downs to the north east.

Planning sensitivities

Whilst Dalston town centre is not designated there are several large Conservation Areas in the vicinity including De Beauvoir Town to the south west and Newington Green to the north west.

There are a number of listed buildings in the area including the Grade II Metropolitan Benefit Almshouses on Balls Pond Road and Grade II ST Jude and ST Paul Church on the junction of Mildmay Grove and King Henry's Walk.

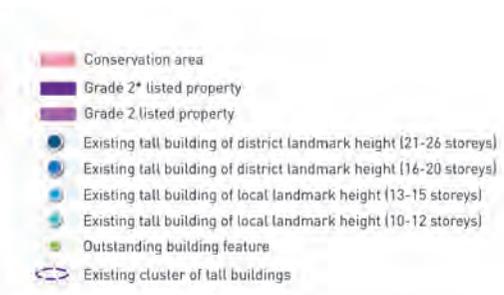


Figure 6.29: Dalston Fringe - planning policy sensitivities



6.9.4 IMPORTANT TOWNSCAPE FEATURES AND LOCAL VIEWS

Kingsland Road forms a strong linear spine through Dalston and is a significant street linking Tottenham, Stamford Hill and Stoke Newington in the north through to Shreditch in the south. There are a number of attractions along this street including Kingsland Shopping Centre, Ridley Road Market, and Gillet Square.

The main focus of the town is concentrated between the two stations: Dalston Junction and Dalston Kingsland.

More recently Dalston has seen significant change and the new Dalston Square development and Dalston Eastern Curve space are distinctive features of the area and act as focal points for activity. The Dalston Square development in particular is highly visible in the approach to Dalston from Islington as it rises above the Victorian context of the centre.

London Overground rail lines passing through the centre serve to isolate post war estates to the west of the centre.

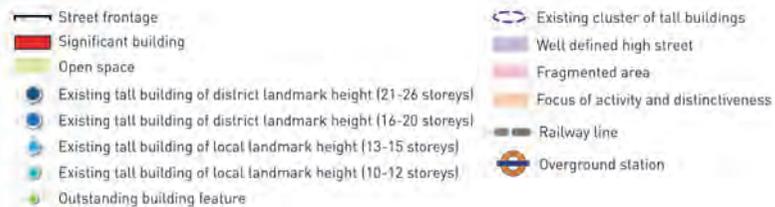
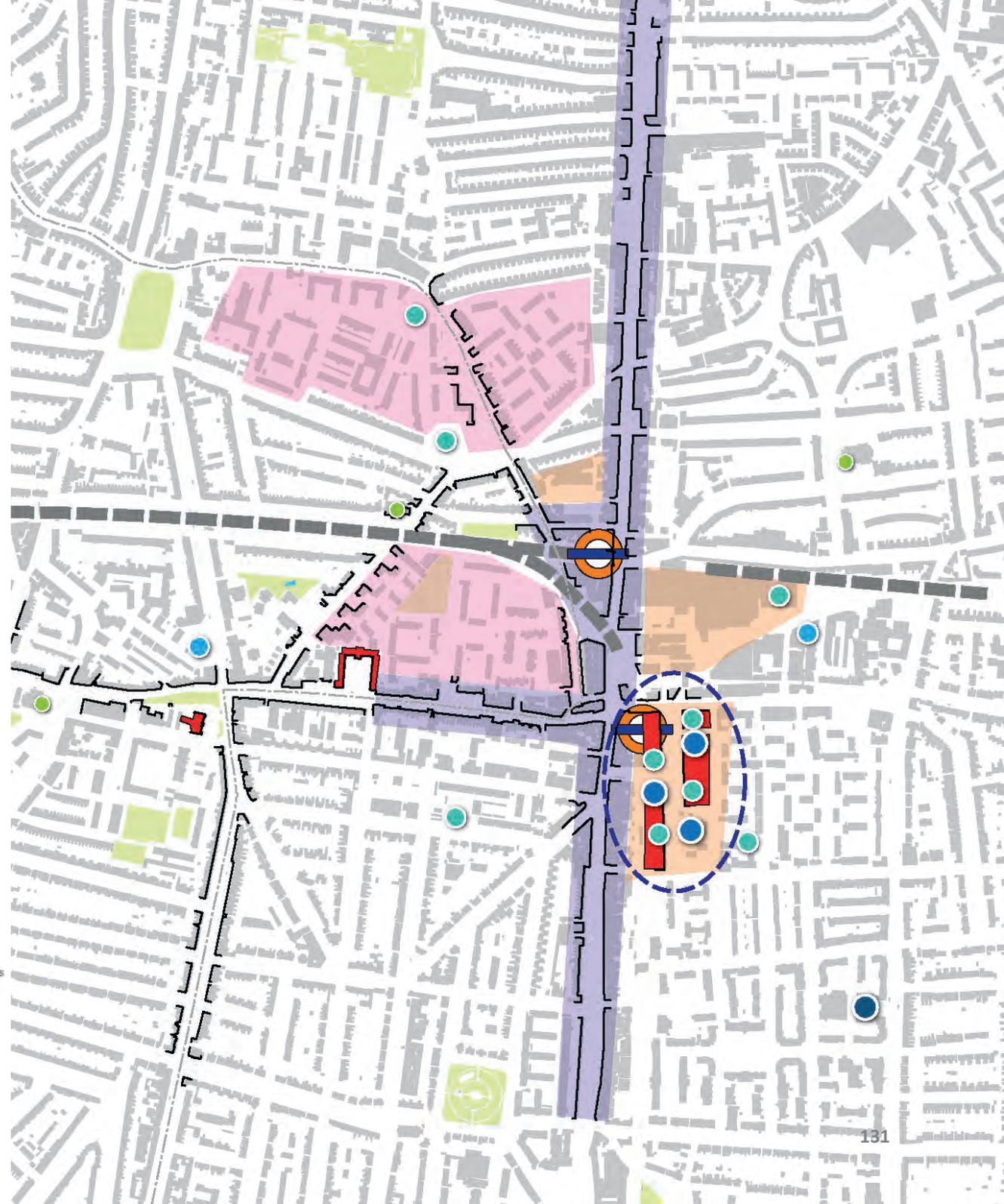


Figure 6.30: Dalston Fringe - existing place features





Burder Close Estate adjacent to Dalston town centre does not offer an opportunity for tall buildings

6.9.5 IDENTIFICATION OF OPPORTUNITY SITES FOR TALL BUILDINGS

The Local Search explored a number of hypothetical opportunity sites for tall buildings within the Dalston Town Centre Fringe area on the Islington side. All of the potential tall buildings sites would have an adverse impact on the existing character and the residential environment of the Burder Close Estate.

The delivery of these potential tall buildings sites therefore would be predicated on an estate renewal project that brings forward comprehensive redevelopment of the area with full involvement of local residents and stakeholders, and the transformation of the area as an integral part of Dalston town centre. There are currently no plans by the council to drive such a project forward.

Over the long term, changing economic conditions might necessitate a fresh look at this area including potentially preparing a cross-border comprehensive plan for expansion of Dalston town centre. This might offer an opportunity to review the potential for tall buildings again in the relevant spatial, socio-economical and political context.

In the present context this study concludes that there are no suitable sites for tall buildings in the Dalston Town Centre Fringe area.

6.10 KINGS CROSS FRINGE / PENTONVILLE ROAD

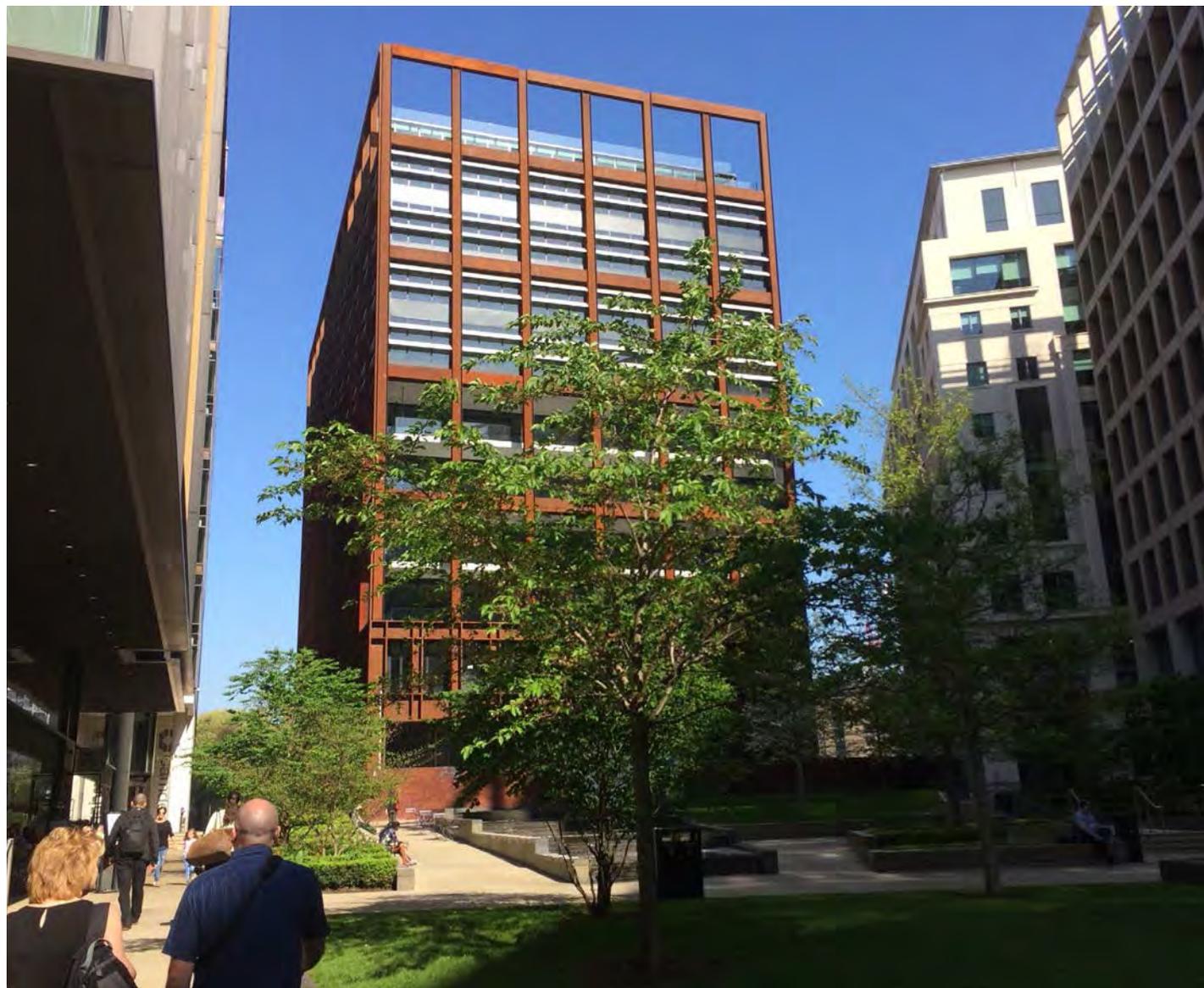
6.10.1 CHARACTER

The area around Kings Cross is diverse in character and in places is undergoing significant change. Immediately to the west of the Borough in LB Camden the Kings Cross Opportunity Area has been masterplanned to create a cohesive grid of new mixed used development. The blocks have been designed to relate to and include historic buildings that are retained as part of the development. The scale and massing of new development is greater than the prevailing context and introduces a number of taller buildings and new architectural styles to the area. This helps to differentiate the area from its surroundings and relates to the scale of the CAZ.

York Way separates the Kings Cross Opportunity site from the wider area to the east. Further to the north railway lines mark the transition from central London to the more residential areas in Camden and Islington.

The area to the east of the Kings Cross Opportunity varies. To the south a mixture of building styles, characters and uses are present to either side of Caledonian Road. This area has a more historic finer grain architecture and contains a mix of commercial and residential property.

North of the Regents Canal the area is characterised by large housing estates dating from the post-war period onwards.



Kings Cross Development across the Islington border brings a step change to the area

- High street Victorian fine
- Mixed use employment
- Georgian (grand)
- Georgian terrace
- Postwar estate
- Low-rise late 20th century
- Contemporary
- Mixed
- School
- Park
- Creative industry
- Warehouse style employment
- Existing / permitted tall building of metropolitan landmark height (26+ storeys)
- Existing / permitted tall building of district landmark height (21-26 storeys)
- Existing / permitted tall building of district landmark height (16-20 storeys)
- Existing / permitted tall building of local landmark height (13-15 storeys)
- Existing / permitted tall building of local landmark height (10-12 storeys)
- Outstanding building feature

Figure 6.31: Kings Cross Fringe / Pentonville Road - character areas



The railway lines to the north and east form a significant barrier to movement in the area. Routes crossing the lines lack overlooking or natural surveillance and present a hostile environment for pedestrians as a result.

Pentonville Road is the main east west route through the area and leads directly towards St Pancras and Kings Cross stations and the new Pancras Square. The route rises as it passes eastwards towards Angel and as it does so the character changes with the larger scale commercial buildings replaced by finer grain historic frontages further up the hill. This mixed fabric extends into the areas to either side with finer grain Georgian and Victorian streets interspersed with post war estates and more recent housing.



Poor Interface of estate development with York Way



Emerging tall buildings cluster in the north of the Kings Cross Development



Pentonville Road with a mix of low to medium rise development and two converted towers with student housing



Kings Cross Development sets a context for a different scale of development on York Way



Office ground scrapers of 10 to 13 storeys at Kings Cross

6.10.2 EXISTING HEIGHT AND TALL BUILDINGS

Typical development in this area is between three and seven storeys high. Buildings in Kings Cross Opportunity Area are higher, averaging ten storeys with a few buildings significantly higher. Heights around the historic St Pancras Station are restricted to between 11 and 13 commercial storeys (maximum permitted height of 51m), to preserve the setting of the station building.

There are other tall buildings in the wider area including the 18 storey student housing towers on Pentonville Road.

The area has reasonably high levels of public transport accessibility to the south in proximity to the city and Kings Cross / St Pancras. This decreases to the north where the area suffers from relatively poor accessibility with limited access to the rail and underground networks.



Figure 6.32: Kings Cross Fringe / Pentonville Road - existing and permitted building heights



6.10.3 PLANNING DESIGNATIONS

The most significant planning designations in this area are:

- The CAZ;
- The Kings Cross Opportunity Area;
- The Employment Growth Area at the southern end of York Way and western end of Pentonville Road;
- The Locally Significant Industrial Site at York Way/Brewery Road to the north; and
- The Local Shopping Area along Caledonian Road.



Figure 6.33: Kings Cross Fringe / Pentonville Road - planning policy designations



There are very few designated open spaces and these are relatively modest in scale. The most significant is Bingfield Park within the residential area to the north of the area which includes an adventure playground, and Joseph Grimaldi Park on Pentonville Road. Barnard Park and the more formal Thornhill Square are located to the north east.

Planning sensitivities

A significant part of the southern portion of the area (including most of the Kings Cross Opportunity Area) is designated as Conservation Area. These cover the historic streets and blocks around Kings Cross and St Pancras stations, along York Way and south of Pentonville Road. There are numerous listed buildings within these areas.

The area is also affected by London Plan protected vista viewing towards ST Paul's Cathedral from Parliament Hill and Kenwod House and Local Views from Dartmouth Park Hill and Archway Bridge.

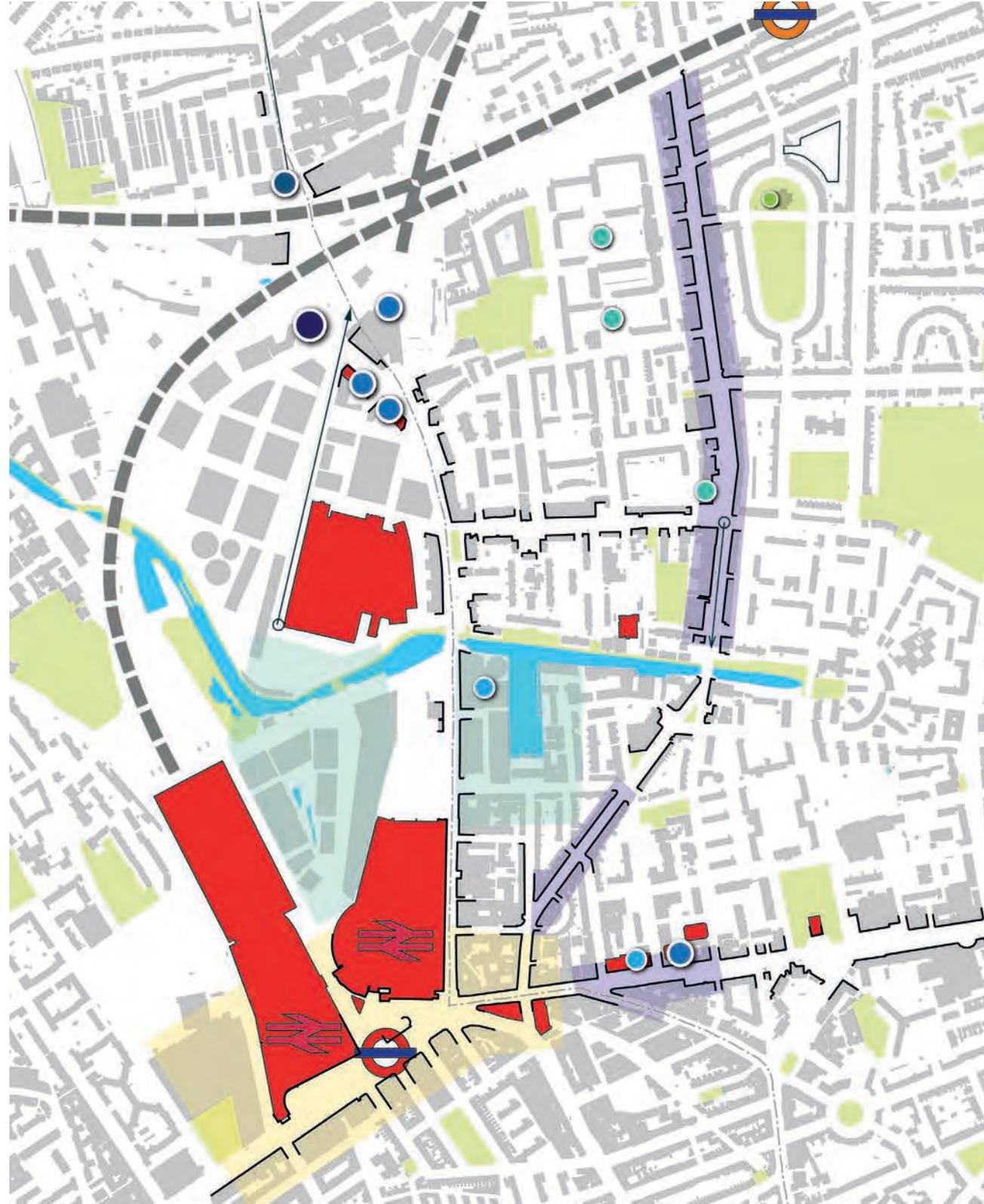


Figure 6.34: Kings Cross Fringe / Pentonville Road - planning policy sensitivities



-  Street frontage
-  Significant building
-  Open space
-  Existing view
-  Existing / permitted tall building of metropolitan landmark height (26+ storeys)
-  Existing / permitted tall building of district landmark height (21-26 storeys)
-  Existing / permitted tall building of local landmark height (16-20 storeys)
-  Existing / permitted tall building of local landmark height (13-15 storeys)
-  Existing / permitted tall building of local landmark height (10-12 storeys)
-  Outstanding building feature
-  Well defined high street
-  New developments
-  Major destination
-  Enhanced view
-  Railway line
-  Railway station
-  Tube station
-  Overground station

Figure 6.35: Kings Cross Fringe / Pentonville Road - existing place features



6.10.4 IMPORTANT TOWNSCAPE FEATURES AND LOCAL VIEWS

The areas historic buildings and features are especially important to its character. Buildings such as Kings Cross and St Pancras Stations and Central St Martins fronting onto Granary Square have been well integrated into new development and are important landmarks.

York Way, Caledonian Road and Pentonville Road are the main streets through the area and whilst they have different character are all important to the legibility of the area. York Way runs alongside Kings Cross Station at its southern end and this area is characterised by converted warehouses in the Regents Quarter to the south and the Kings Cross development further north.

Pentonville Road is an important east west route with a mixed frontage of large floor plate commercial uses and fine grain Victorian shopping parades. The fine view along Pentonville Road towards St Pancras Station provides a clear and legible entry into Kings Cross from the east.



Granary Square

Caledonian Road is finer grain in character and is lined by small shops and homes for the majority of its length.

The Regent's Canal passes through the area and is an important movement corridor and amenity. Activities along its edge have been revived over recent years as new development has reanimated the waters edge.

The topography of the area rises from south to north but dips as York Way passes under the railway line. Views across the new Kings Cross development are afforded from the north of the area on York Way. A number of taller buildings in the northern part of the Kings Cross development are prominent both from here and from further afield.



6.10.5 IDENTIFICATION OF OPPORTUNITY SITES FOR TALL BUILDINGS

Kings Cross / York Way

The Regeneration of the Kings Cross area has significantly changed the profile of Islington's interface with LB Camden along York Way and expanded the CAZ into this area. There is a major opportunity to build on the success of the Kings Cross development and to bring positive change to the east side of York Way. However, development needs to respond sensitively to the established neighbourhoods where housing is of a more modest scale to the east.

The Kings Cross development brings forward a number of tall buildings of up to 26 storeys in the north-eastern corner of the site on York Way. To the north of the railway LB Camden has developed an extension to the Maiden Lane Estate that includes a tall building of 21 storeys.

The Kings Cross site is a self-contained brownfield site, separated from its surroundings by railway infrastructure and located a distance away from existing residential accommodation. It is considered that the Kings Cross area is a suitable location for tall buildings as their impact on existing neighbourhoods is limited; the design and layout of the new quarter can appropriately respond to and mitigate the impact of this height; and taller buildings could form part of the character of the new area.

The Local Search has identified a number of opportunity sites for tall buildings to complement existing and permitted towers and to help form a

coherent cluster of taller buildings in the location to the south of the railway line as identified in Figure 6.36. The cluster would clearly mark the northern extent of the Central Activity Zone and gateway into Kings Cross.

Potential new tall buildings in the cluster should perform the following aims:

- To strengthen the central focus of the cluster with an additional district landmark opposite the Urbanest student housing tower;
- To visually connect and integrate the Maiden Lane Estate tower with two local landmark towers located in-between the two railway tracks;
- To mediate the impact of height of the taller buildings in the centre of the cluster with tall buildings that are generally of lower height than more central ones; and
- To provide a local landmark that enhances the view up York Way from Kings Cross and announces the cluster.

The tall buildings should form part of comprehensive development and bring forward a mix of uses.

The promoted additional height is sought to help with the delivery of more complex and challenging sites, especially next to and in-between the railway tracks. Bringing these sites forward will help to connect the Kings Cross Area with the areas to the north of the railway tracks. York Way is a strategic

walking and cycling corridor and creating a quality and overlooked environment is critical to making this a safe and pleasant route. Development should support the delivery of active ground floors to help define and animate the street. Buildings can provide a range of business uses in order to expand and intensify the business and industrial function of this area.

Although the area's PTAL rating is low, it is in close proximity to Kings Cross St Pancras, one of the most accessible locations in London, and accessibility is anticipated to improve with the opening of more connections across the Kings Cross site. The expectation is that new taller developments will contribute significantly to the enhancement of the public transport provision in the area, potentially including the consideration of re-opening the York Road Station on the Piccadilly Line and / or better bus provision.

The recently completed Maiden Lane Tower immediately to the north of the rail tracks on York Way terminates the vista along York Way from the north. It is a prominent landmark that marks the gateway and transition point between the fine grain, low to medium rise residential and industrial areas to the north and the metropolitan large scale development of the Kings Cross site to the south.

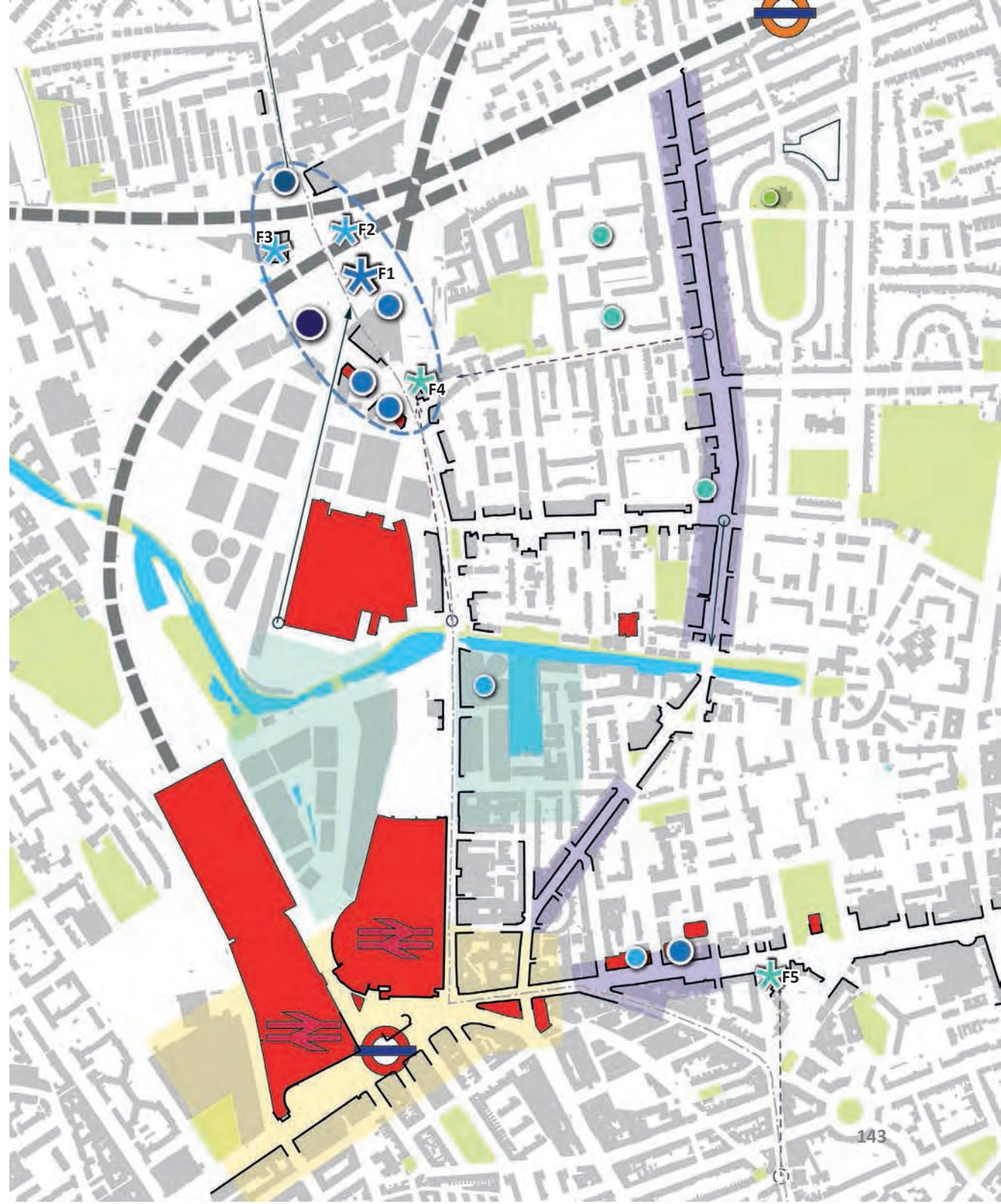
It is considered that any other additional tall building to the north of the railway would detract from the role and prominence of the Maiden Lane tower, weaken the cluster and be incongruous to the character of the Royal Vale industrial area and

the residential environment in LB Camden, and therefor would not be acceptable.

Any development directly opposite the Maiden Lane tower on York Way will need to be clearly sub-ordinate in height. Given the narrow street profile there is a risk of creating an adverse canyon effect on street, which should be avoided through appropriate scaling and setting back of development in relations to the street space.



Figure 6.36: Kings Cross Fringe / Pentonville Road - place features and potential tall buildings



The following potential tall building locations have been identified in the Kings Cross / York Way area:

Reference	Location	Potential Height	Notes
F1	Railway land and Sub Station on York Way opposite student housing tower	District Landmark - up to 61m (20 storeys)	This district landmark of up to a height of 20 storeys will complement and strengthen the centre of the cluster adjacent of the student-housing tower. The tall building element will need to be set back from the street frontage on a plinth to avoid the creation of a tunnel effect on York Way. A strong street frontage with active uses and overlooking should be developed along York Way. The building should provide a significant amount of non-residential and business floor space.
F2	Railway land between Overground and HS1 tracks, east of Yorkway	Local Landmark of 40m to 46m (13 to 15 storeys)	This local landmark of up to a height of 15 storeys will complement the cluster and help to visually integrate the Maiden Lane tower as part of the cluster. The tall building element will need to be set back from the street frontage on a plinth to avoid the creation of a tunnel effect on York Way. A strong street frontage with active uses and overlooking should be developed along York Way. The building should provide a significant amount of non-residential and business floor space.
F3	Depot site between Overground and HS1 tracks, west of Yorkway (LB Camden)	Local Landmark of 40m to 46m (13 to 15 storeys)	This local landmark of up to a height of 15 storeys will complement the cluster and help to visually integrate the Maiden Lane tower as part of the cluster. The tall building element will need to be set back from the street frontage on a plinth to avoid the creation of a tunnel effect on York Way. A strong street frontage with active uses and overlooking should be developed along York Way. The building should provide a significant amount of non-residential and business floor space.
F4	176-178 York Way, Car wash site	Local Landmark up to 37m (12 storeys)	This local landmark of up to a height of 12 storeys will help to mediate the height of the tall buildings of the cluster and in particular opposite on York Way with the lower rise residential development further east. The building will also acts as a focal point on York Way and helps to announce the special character of the area. The tall building element will need to be set back from the street frontage on a plinth to avoid the creation of a tunnel effect on York Way. A strong street frontage with active uses and overlooking should be developed along York Way. The building should provide a significant amount of non-residential and business floor space.

Table 6.7 Kings Cross / York Way area - table identifying potential tall buildings



Illustration of potential tall buildings at Kings Cross / York Way
image (c) Google

- Planning permission
- Potential local landmark up to 12 storeys
- Potential local landmark up to 15 storeys
- Potential district landmark

Pentonville Road

Pentonville Road is an important road corridor along the edge of the Central Activity Zone. The council aims to strengthen its role as an employment corridor linking Kings Cross, Angel and Tech City at Old Street and will support the development of new business opportunities.

Development of tall buildings along Pentonville Road is significantly constrained by protected vistas and strategic views to St. Pauls Cathedral, as well as by the adjacent sensitive historic townscape within Conservation Areas.

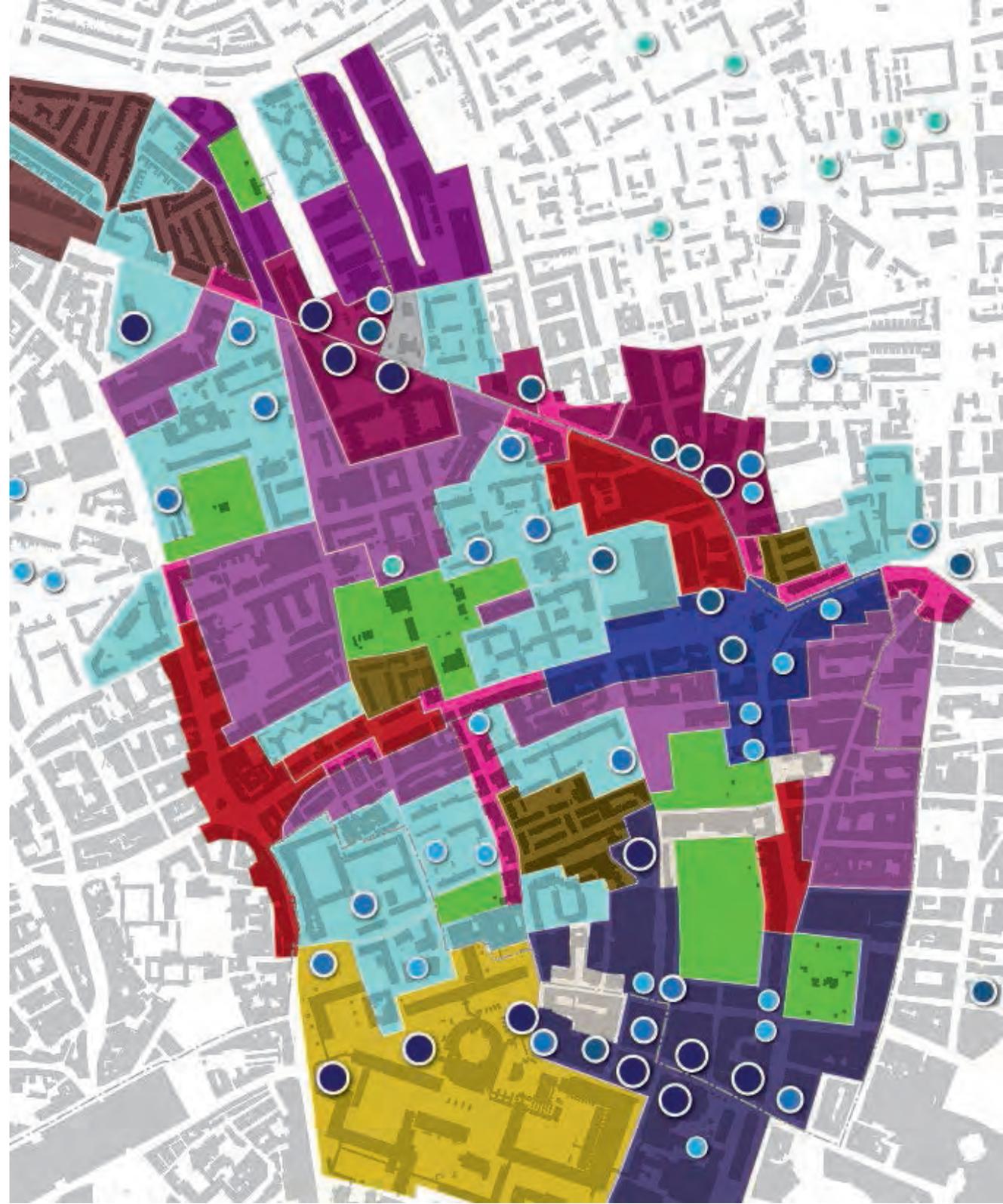
The local search identified only one opportunity for a tall building in the area:

Reference	Location	Potential Height	Notes
F5	Penton Rise Estate, corner Weston Rise with Pentonville Road	Local Landmark up to 37m (12 storeys)	If this housing estate were to be targeted for comprehensive redevelopment there would be an opportunity to mark this street corner with a local landmark and to help terminate the view northwards from Kings Cross Road. Redeveloping the site could bring wider regeneration to this very fragmented and underused area, reintroduce a more street based development and establish a sense of place. Any estate renewal proposal will need to be developed through engagement with local residents and stakeholders. Commercial floor space should be promoted along the ground and lower floors along Pentonville Road.

Table 6.8 Pentonville Road area - table identifying potential tall buildings

- Office (grade II)
- Victorian mixed use
- Victorian fine grain
- New residential led
- New residential led (high density)
- Historic area
- Georgian street
- Urban centre
- Mixed use urban blocks
- Postwar estates
- Barbican Estate
- Park
- Interwar estate
- Other
- Existing / permitted tall building of metropolitan landmark height (26+ storeys)
- Existing / permitted tall building of district landmark height (21-26 storeys)
- Existing / permitted tall building of district landmark height (16-20 storeys)
- Existing / permitted tall building of local landmark height (13-15 storeys)
- Existing / permitted tall building of local landmark height (10-12 storeys)
- Outstanding building feature
- Existing cluster of towers

Figure 6.37: Central Activity Zone and City Fringe - character areas



6.11 CENTRAL ACTIVITY ZONE AND CITY FRINGE

6.11.1 CHARACTER

The City Fringe area lies in the Borough's south east corner and within the Central Activities Zone and the City Fringe Opportunity Area.

The area extends from Goswell Road in the west to Old Street roundabout in the east. City Road marks the northern boundary and Finsbury Square and the Barbican the southern.

The area has a very mixed and fragmented character both in terms of its uses and built form. Historic Victorian buildings front many of the main streets including parts of Goswell Road, City Road and Old Street providing a fine grain and, in places, attractive urban environment. Commercial development is focused to the south and at the eastern end of Old Street in the form of large floorplate offices. Elsewhere the area provides a mix of compact mixed use blocks laid out on a conventional street pattern interspersed and contrasting with post-war estates, many including high rise towers that locate buildings within space and provide poor street definition.

The most notable estates are The Barbican and Golden Lane Estate towards the southern edge of the area.



Fine grain historic development is juxtaposed with modern tower blocks



Contemporary infill development with medium rise buildings



Historic and new commercial buildings of a grand scale surround Finsbury Square



Modern townscape with slab blocks and open spaces characterise part of the area

Development intensifies around the Old Street roundabout and to the south of Old Street. Within Islington the character of the Old Street corridor is very mixed. There is a great variety of building styles from new apartment blocks, fine grain Victorian high street buildings with retail uses at ground floor and larger converted warehouse buildings towards Clerkenwell. Most of the buildings have commercial uses at ground floor level and the street frontages are continuous which creates a strong edge along the road corridor. The mix of styles and ages of buildings is an important part of the character of the area.

City Road is similarly mixed, however it has a less regular street frontage. Several sites along City Road have recently been developed with intensive schemes including several tall buildings. Two have recently been completed at City Basin and a further two are near completion. Another cluster of taller buildings has been developed further east as City Road approaches the Old Street roundabout (in LB Hackney). These developments are changing the character of this area.

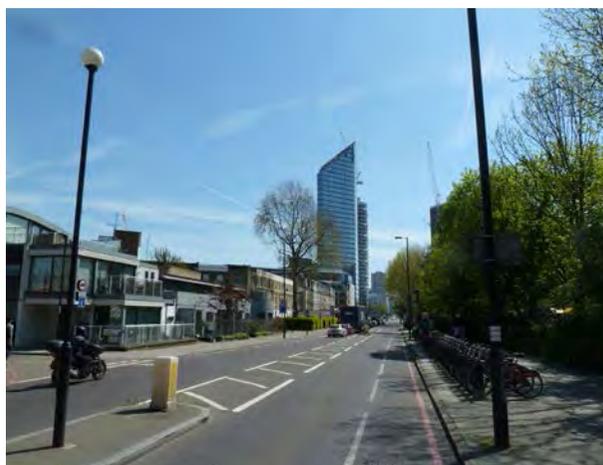
There are a number of green spaces within the area including the linked St Lukes Garden and Bartholomew Square north of Old Street, Bunhill Fields and Finsbury Square Gardens. The fragmented structure of the surrounding areas and lack of frontage to some of these spaces reduces their role and importance in the area.



Taller buildings on Old Street roundabout



Emerging tall buildings cluster at City Road and East Road



Emerging tall building cluster at City Road Basin



The Barbican - acclaimed 'Brutalist' Estate

Figure 6.38: Central Activity Zone and City Fringe
- existing and permitted building heights

6.11.2 EXISTING HEIGHT AND TALL BUILDINGS

There is a great variation in building height within the area although the majority of buildings are between four and eight storeys. This increases to between 9 and 15 storeys at the immediate City of London Fringe. There are several post-war estates that have residential towers and these rise as high as 23 storeys. These are spread across the area.

Tall buildings are a feature of this area. Many recently constructed, or approved buildings, are over 30 storeys.

Recent tall buildings include:

- The Atlas Building, Old Street 39 storeys (complete);
- Canaletto Apartments, City Road, 31 storeys (complete);
- Lexicon Tower, City Road, 36 storeys, (complete);
- City Forum City Road), 43 storeys (under construction);
- the commercial 17 storey White Collar Factory (complete);
- the Bower, a 17 storey refurbishment of an existing office block (complete);
- 20 Ropemaker, a 27 storey office building at Moorgate (permission);
- Finsbury Tower on Bunhill Row, a 12 storey extension to a 16 storey office buildings (permission);
- 84-86 Great Eastern Street, a 24 storey mixed use / Hotel building (LB Hackney, permission); and
- 225 City Road, a 22 storey mixed use tower (LB Hackney, permission).



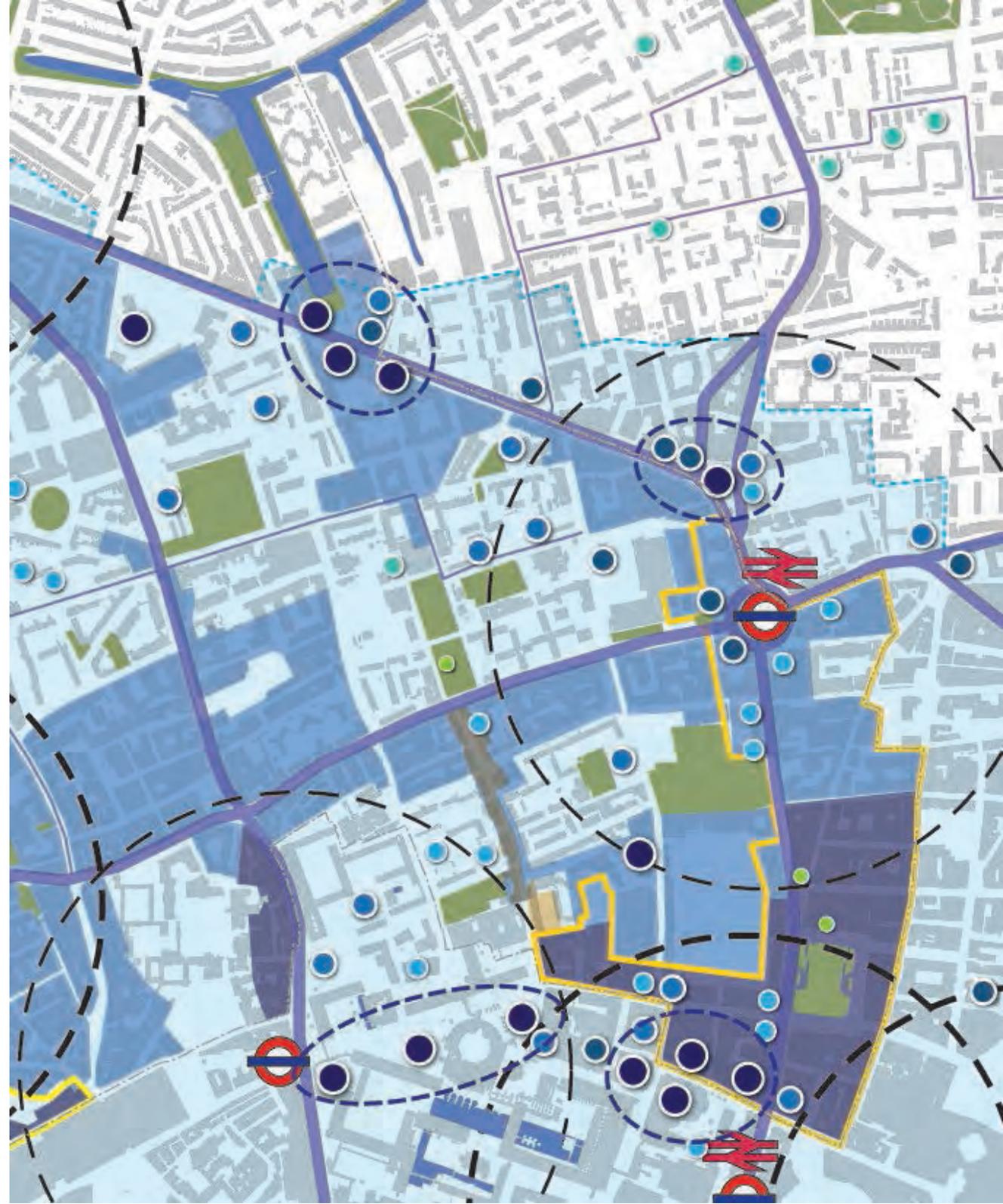
6.11.3 PLANNING DESIGNATIONS

The most important Planning Designations in the area are the London Plan's Central Activities Zone and City Fringe Opportunity Areas designations. These emphasise the important role that this area has to play as part of the wider city. They also, by definition, make this area a target for tall buildings applications.

Important open space designations include Bunhill Fields and Finsbury Square Gardens.

-  Central Activities Zone
-  Employment Priority Area (Office)
-  Employment Priority Area (General)
-  City Fringe Opportunity Area
-  Open space
-  Tube station
-  Railway station
-  Bus route - high frequency (3 lines and more)
-  Bus route - low frequency (1 line)
-  400m walkband from primary public transportation node
-  400m walkband from secondary public transportation node
-  Existing / permitted tall building of metropolitan landmark height (26+ storeys)
-  Existing / permitted tall building of district landmark height (21-26 storeys)
-  Existing / permitted tall building of district landmark height (16-20 storeys)
-  Existing / permitted tall building of local landmark height (13-15 storeys)
-  Existing / permitted tall building of local landmark height (10-12 storeys)
-  Outstanding building feature
-  Existing cluster of towers

Figure 6.39: Central Activity Zone and City Fringe - planning policy designations



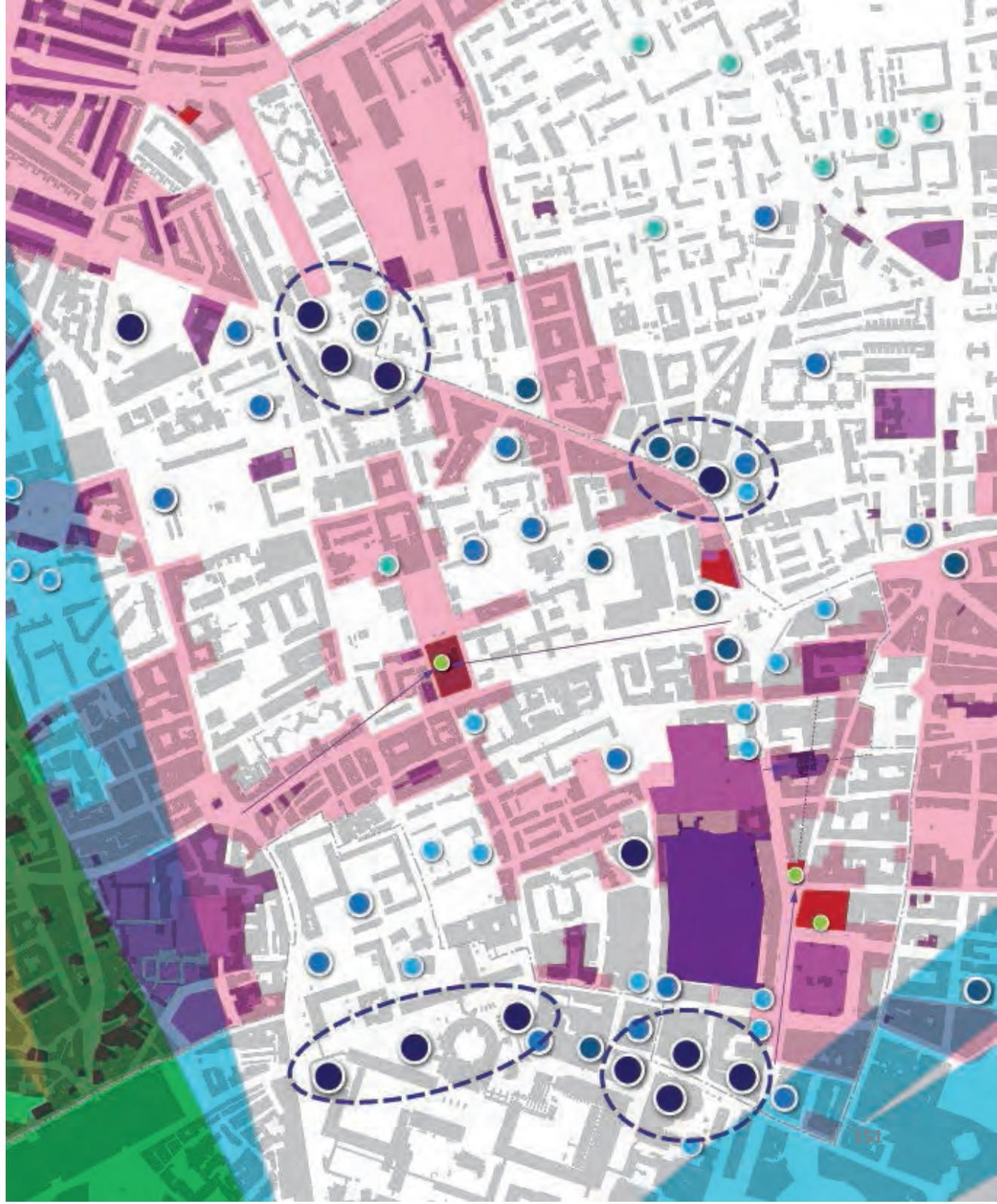
Planning sensitivities

Parts of the area are designated Conservation Area however this designation is restricted to the older built fabric along Old Street, City Road and Goswell Road and around St Lukes Church and Ironmonger Row in the heart of the area and Whitecross Street and Finsbury Square to the south east.

Given its central location there are relatively few listed buildings. Significant buildings are the Grade I listed St Lukes Church on Old Street, part of which was designed by Nicholas Hawksmoor, and the Grade I Wesley's Chapel on City Road. There are also a number of early 20th Century office buildings of note including the Grade II listed Loundes House and Alphabeta Buildings on City Road close to Finsbury Square.

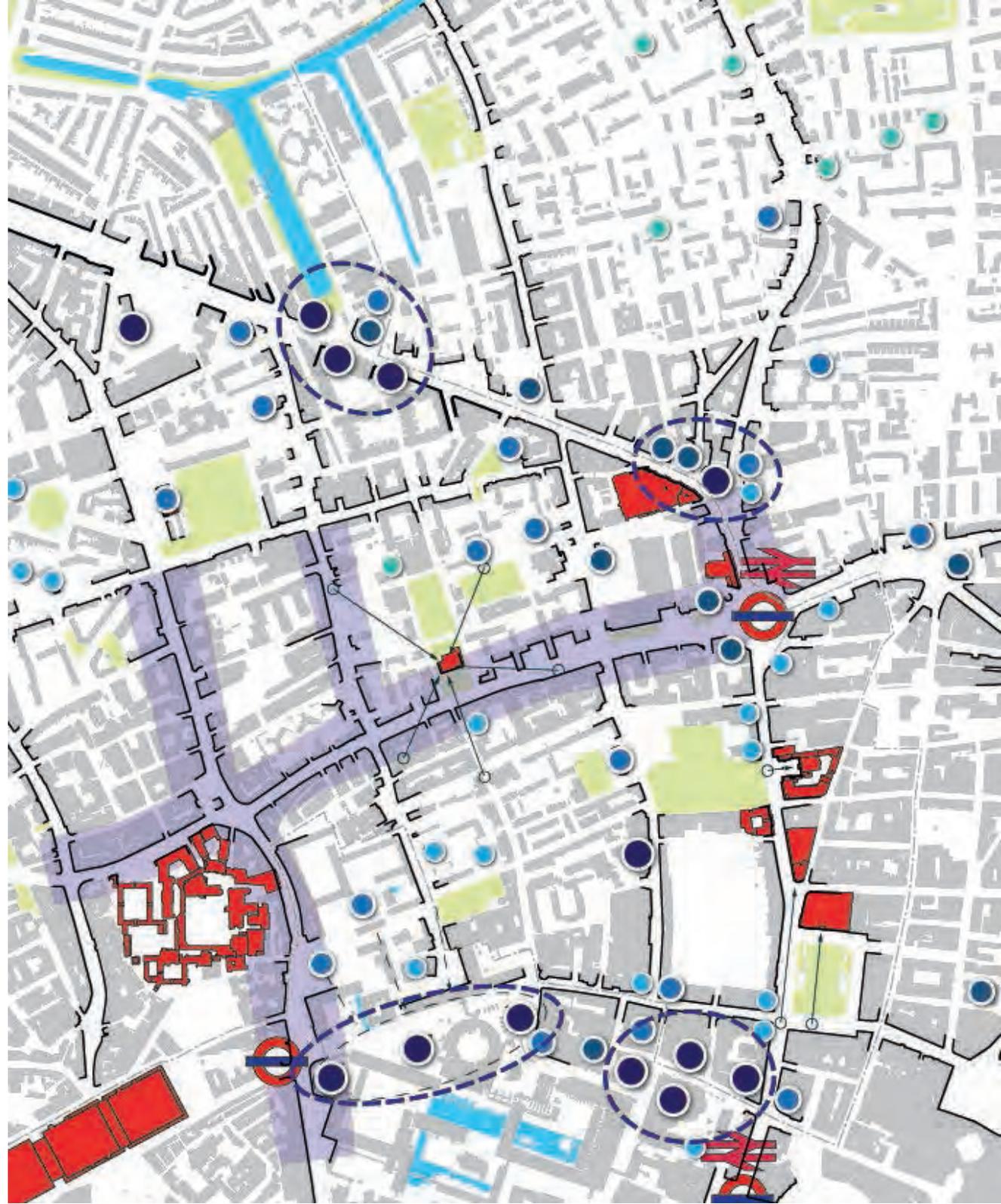


Figure 6.40: Central Activity Zone and City Fringe - planning policy sensitivities



- Street frontage
- Significant building
- Open space
- Existing view
- Existing / permitted tall building of metropolitan landmark height (26+ storeys)
- Existing / permitted tall building of district landmark height (21-26 storeys)
- Existing / permitted tall building of district landmark height (16-20 storeys)
- Existing / permitted tall building of local landmark height (13-15 storeys)
- Existing / permitted tall building of local landmark height (10-12 storeys)
- Outstanding building feature
- Existing cluster of towers
- Well defined high street
- ⊞ Railway station
- ⊞ Tube station

Figure 6.41: Central Activity Zone and City Fringe - existing place features



6.11.4 IMPORTANT TOWNSCAPE FEATURES AND LOCAL VIEWS

The area is defined by three road corridors, City Road, Goswell Road and Old Street. These are the main movement corridors through the area and important in defining legibility. Much of the area between is less distinctive and the fragmented urban fabric reduces the areas identity further.

There are however a number of important elements in the area that strengthen its character and identity. These include:

- St Luke’s Church and garden on Old Street;
- Wesley’s Chapel (opposite Bunhill Fields);
- The fine grain character and market on Whitecross Street;
- The modernist estates including The Barbican and Golden Lane Estate;
- Moorfields Eye Hospital on City Road;
- The recently refurbished Ironmonger Row Baths on Ironmonger Row;
- The Artillery Ground and Finsbury Square to the south east of the area;
- Lowndes House (at the intersection of City Road and Worship Street);
- Alphabeta Building on the northern edge of Finsbury Square (also known as Triton Court);
- The new tall buildings at City Road Basin; and
- The cluster of tall buildings around Old Street, City Road and Moorgate.



Moorfields Eye Hospital



St Lukes Church

There are a number of important views in the area. These include:

- Metropolitan views to the Barbican Centre and its three towers;
- Views to St Lukes Church Spire - mostly glimpsed from surrounding streets;
- The local view to Wesley’s Chapel
- View to Lowndes House and Triton Court;
- Views to the cluster of towers at City Road Basin; and
- Views along City Road towards the cluster of tall buildings near the junction with East Road.



Wesley’s Chapel

6.11.5 IDENTIFICATION OF OPPORTUNITY SITES FOR TALL BUILDINGS

The Central Activity Zone and City Fringe is one of the main areas for significant business growth in the Borough due to its central location, high public transport accessibility and proximity to established employment hubs. However, the area also includes a number of residential neighbourhoods and new development will need to balance growth pressures with an appropriate and sensitive response to existing residential communities.

Furthermore the area's rich history is reflected in a number of fine historic buildings and townscapes that are designated as Conservation Areas. A considered and sensitive response to these will also be required.

The Local Areas Search sifting process has narrowed down the areas where tall building could be appropriate by applying the following principles:

01 TRANSPORT ACCESSIBILITY

No tall buildings should be located further than 400m from one of the underground stations that serve the area or in an area with PTAL of 5 and below.

02 CONSERVATION AREAS

Tall buildings should not be situated within Conservation Areas where the prevailing height characteristics is low or medium rise and where tall buildings do not form part of the valued character, unless there are strong planning benefits that would outweigh the harm on the significance of the conservation area and its setting and it would result in an enhanced and legible townscape.

03 EXISTING LOCAL LANDMARKS

No tall building is to encroach into the viewing corridor towards and the backdrop of the following landmarks,

- Backdrop to the view from City Road to Wesley's Chapel;
- Backdrop to the view from Finsbury Square to Lowndes House; and
- Views to St Lukes Church Spire.

04 EXISTING CHARACTER AREAS WITH CONSISTENT HEIGHT

Tall buildings are generally considered out of character on infill sites within the following character areas:

- Victorian High Street fabric;
- Mixed use Victorian buildings,
- Inter-war estate; and
- Mixed-use urban blocks.

These areas have a largely consistent height of 6 to 10 storeys and do not currently include tall buildings. Development of up to ten storeys offers sufficient flexibility for context sensitive high density solutions that are appropriate to the need for intensification and growth within the CAZ while being in keeping with its compact urban character as presented in these character zones.

05 POST WAR ESTATES CHARACTER AREAS

Tall building proposals within post-war estate areas are considered out of character as existing taller buildings in this character zone are part of a carefully planned ensemble of higher and lower rise buildings which included the trade-off of accepting greater height to deliver generous open spaces.

New tall building proposals are likely to undermine the legibility of the modern townscape, its concepts and designs, while they may also affect the quality of existing lower rise residential development.

The principle for no additional tall buildings should prevail in these areas unless comprehensive estate redevelopment is planned which establishes a character of its own and which could accommodate local landmarks.

06 URBAN CENTRES AND PREDOMINANT OFFICE AREAS

The impact of taller buildings on the character of urban centres and predominant office areas can be acceptable due to the varied scale and massing found in these areas including the presence of existing taller buildings. Tall buildings in these character areas should generally be clustered around major transport hubs or at the intersections of major corridors.

TALL BUILDING CLUSTERS ON CITY ROAD AND OLD STREET

Recent taller buildings have established three new clusters of towers: on City Road Basin, on City Road / East Street and on Old Street roundabout, while the recent permission on Ropemaker Place will cement the existing cluster at Moorgate.

These four clusters provide strong new townscape features that will be intrinsically linked with the changing character of this part of Islington.

The extension or merging of clusters should be resisted to keep them separate and distinct on the skyline. This is particularly relevant between neighbouring City Road / East Street Cluster and existing Old Street cluster. No further towers should be permitted between clusters along City Road to avoid a string of taller buildings linking and weakening the clusters.

PROPOSED CLUSTER INTENSIFICATION

City Road Basin

The City Road Basin cluster is the only one of the four that does not have a town centre function or is located in close proximity to a transport hub. As such, its expression and height is uncoupled from the role of the areas within the wider context and as a consequence detract from the legibility of the urban fabric. Therefore this cluster should not be expanded.

City Road / East Street Cluster

No new tall building should be proposed opposite the existing tall buildings in the City Road street frontage to avoid creating a canyon effect on City Road or breaking the continuity and consistency of the southern street frontage, which is part of the Moorfields Conservation area. Any development on City Road should respect the existing parapet height and scale of the street frontage and ensure day and sunlight provision to the street space is kept at the same level as before.

However, as part of a comprehensive redevelopment of the Moorfields Eye hospital site there may be an opportunity to introduce higher and taller development that is well set back from the City Road street frontage. New development would need to respond appropriately to the Moorfields Conservation area and avoid unacceptable harm to its character and appearance.

This study identifies the opportunity for two taller commercial buildings on the Moorfields Site that can complement and help to soften the one-sided nature of the City Road / East Street cluster. They are set back well from the City Road frontage to avoid an imposing impact on City Road. With their height they step down from the Atlas Building that is the high point in the cluster. The taller elements of these buildings should be situated on top of street blocks and set back behind adjoining respective street frontages. This will allow parapet lines to continue and provide a sense of the original scale and feel of the street space. Development will need to duly consider how its

impact on the Moorfields Conservation area is minimised and mitigated.

The staggered arrangement of the two proposed tall buildings avoids overbearing on one side of the development and responds to the location of other taller buildings in the surrounding. It helps to retain an open outlook and allows varying views towards and in-between the buildings as one moves through the area, supporting the impression of a lively skyline.

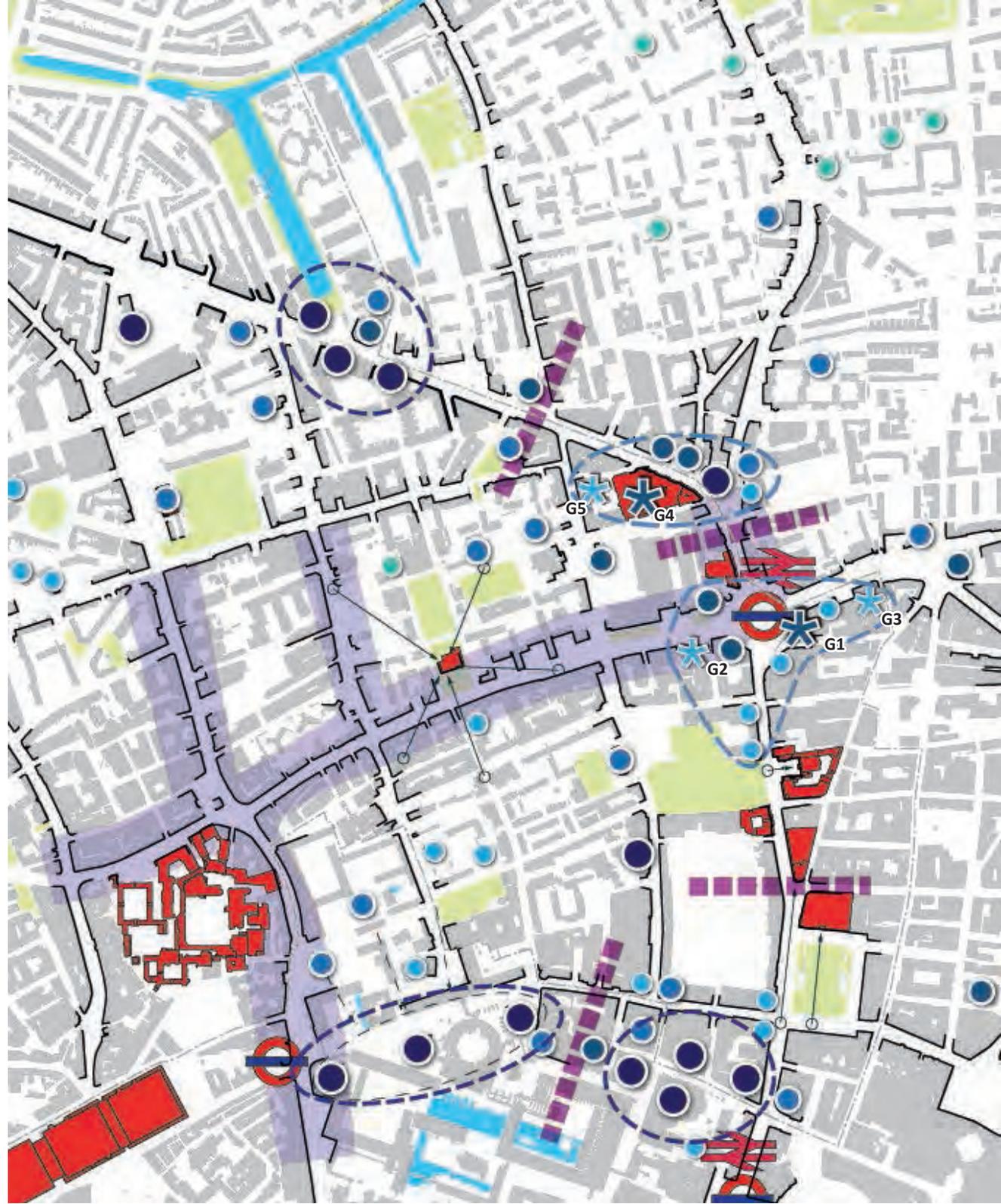
No tall building should be located on the street corner of Peerless Street with Bath Street, where together with Galway House and Godfrey House it would create a wall of development that would be overly dominant and out of character with both adjoining character areas and their interface.

Old Street Cluster

With the White Collar Factory and the Bower developments a cluster of more commercial taller buildings has started to emerge around Old Street roundabout. There is an opportunity to expand this cluster on the south side of the Old Street with carefully placed taller buildings that reinforce the cluster. This could include up to three additional taller buildings that help to bring regeneration of the area and support its employment function in the Tech City Cluster. The tallest of the three buildings would be located on the site of Inmarsat House. It could rise slightly above the height of the Bower and the White Collar Factory up to 106m establishing a new central focus of the cluster. However the massing and design of this building must ensure it does not create unacceptable harm to views onto Lowndes House from City Road.

-  Street frontage
-  Significant building
-  Open space
-  Existing view
-  Existing / permitted tall building of metropolitan landmark height (26+ storeys)
-  Existing / permitted tall building of district landmark height (21-26 storeys)
-  Existing / permitted tall building of district landmark height (16-20 storeys)
-  Existing / permitted tall building of local landmark height (13-15 storeys)
-  Existing / permitted tall building of local landmark height (10-12 storeys)
-  Outstanding building feature
-  Existing cluster of towers
-  Well defined high street
-  Railway station
-  Tube station
-  Enhanced view
-  Potential metropolitan landmark
-  Potential district landmark
-  Potential local landmark
-  Potential local landmark (up to 12 storeys)
- (Potential maximum heights are contained in table)
-  Potential cluster of tall buildings
-  Ensured separation of tall building clusters

Figure 6.42: Central Activity Zone and City Fringe - place features and potential tall buildings



The height of the other two taller buildings will be less than the White Collar Factory and visually mediate between the surrounding context height and the height in the centre of the cluster.

Tall buildings around the Old Street public space should create a distinctive setting with well defined street frontages to this principal gateway into the Tech City Cluster. Development should minimise overshadowing and other environmental impacts on the amenity of the proposed Old Street open space in the centre of the junction.

No tall building in the centre of Old Street roundabout is acceptable, as this would block views

along the historic thoroughfares of Old Street and City Road; undermine legibility; and transform what could be a valued public and breathing space (in an area with open space deficiency), into an overshadowed and claustrophobic canyon of streets.

Moorgate Cluster

With the recent permission of 20 Ropemaker Place the opportunity for further intensification of this cluster within LB Islington appear limited. Any additional proposal for a tall building in this area will need to respect the central establishes focus of the cluster and demonstrably step down from this to avoid a vertical spread or fragmentation of

this cluster on the skyline. Encroachment of tall buildings towards the ensemble of three Barbican Towers is to be avoided to protect their legibility as distinct skyline compositions and landmarks in Central London.

Any proposal here will need to be sensitive to, and calibrate height in respect of its impact on nearby heritage assets, such as the Artillery Grounds, Finsbury Square and Lambs Passage.

The purpose of any taller building in this cluster should be to firmly support the role of the City of London by providing primarily office accommodation.

The potential landmark locations and tall building clusters are shown in Tables 6.9 and 6.10. below:

Reference	Location	Potential Height	Notes
G1	Southeast corner Old Steet City Road junction - Inmarsat House	District Landmark - no more than 106m (aprox. 26 office storeys) - subject to impact on Lowndes House views	To become the central focal building of the Old Street Cluster. Potential for redevelopment of Inmarsat House. Tall building should be predominately office space to support the Tech City district. Height and form of the building needs to be calibrated to not encroach into and detract from the view onto Lowndes House from City Road. Development should minimise overshadowing and avoid environmental impacts that could undermine the amenity and attractiveness of the public space at Old Street. The tall building would need to be of high quality and outstanding architecture that adds distinctiveness to the centre of the cluster and set a worthy counterpoint to the Atlas Building opposite.
G2, G3	Shell Station site on Old Street; and Albert House on Old Street;	Local Landmark up to 46m (aprox. 11 commercial storeys)	Each potential site would support the Old Street Cluster and should be clearly subordinate in height to the taller buildings in the centre of the cluster. The role of the local landmark building is to visually mediate between the taller buildings in the centre of the cluster and the medium rise height of the surrounding context, without over-dominating the street space. The function of potential development should be to provide significant provision of office space to support the growth of the Tech City Cluster. Each development needs to find an appropriate design response to its immediate fine grain development context and respond sensitively to historic buildings and the character of the area.

Table 6.9 CAZ / City Fringe - table identifying potential tall buildings (Part 1)



-  Planning permission
-  Potential local landmark up to 15 s
-  Potential district landmark

Illustration of potential tall buildings at the CAZ / City Fringe area
image (c) Google

Reference	Location	Potential Height	Notes
G4	Moorfields Eye Hospital site (East - Peerless Street)	District Landmark - no more than 70m (aprox. 17 commercial storeys)	<p>Opportunity for a taller office building to complement and help to balance the one-sided nature of the City Road / East Street cluster. Building only to come forward as part of the comprehensive redevelopment of the Moorfields Eye Hospital complex and the establishment of a distinct new place that links in with and contributes to the developing tech city district, by providing office space, active ground floor uses and a high quality public realm.</p> <p>The building is to be situated about half way on Peerless Street, sufficiently away from the City Road frontage to avoid an imposing visual impact on City Road. At this point it should mark a new pedestrian connection across the site. Its height needs to clearly step down from the other tall buildings in the cluster. Despite its stipulated office use, the form and massing of the tall element cannot be squat but must express a sense of verticality and elegance.</p> <p>Principally the taller element of this building should rise from within the street block with its mass clearly set back behind adjoining respective street frontages to avoid a sheer wall of height rising up and overbearing the public realm, and to retain a human scale and sense of proportion in the street space. It needs to thoroughly consider and minimise its impact on the Moorfields Conservation area.</p>
G5	Moorfields Eye Hospital site (West - Bath Street / Cayton Street)	Local Landmark - no more than 50m (aprox. 12 commercial storeys)	<p>Opportunity for a taller office building to complement to the City Road / East Street cluster. Building only to come forward as part of the comprehensive redevelopment of the Moorfields Eye Hospital complex and the establishment of a distinct new place that links in with and contributes to the developing tech city district, by providing office space, active ground floor uses and a high quality public realm.</p> <p>The building is to be situated at the corner of Bath Street with Cayton Street, announcing the new commercial place in views down Bath Street from City Road. Its height is significantly lower than G4, further stepping down and mediating with the surrounding context.</p> <p>The tall building should principally rise out of the street block, with its taller element being set back clearly behind adjoining respective street frontages to avoid a sheer wall of height rising up and overbearing the public realm. Development should ensure that it retains a human scale and sense of proportion in the street space. It needs to thoroughly consider and minimise its impact on the Moorfields Conservation area.</p>

Table 6.10 CAZ / City Fringe - table identifying potential tall buildings (Part 2)

