

Cally Plan

Supplementary Planning Document
January 2014



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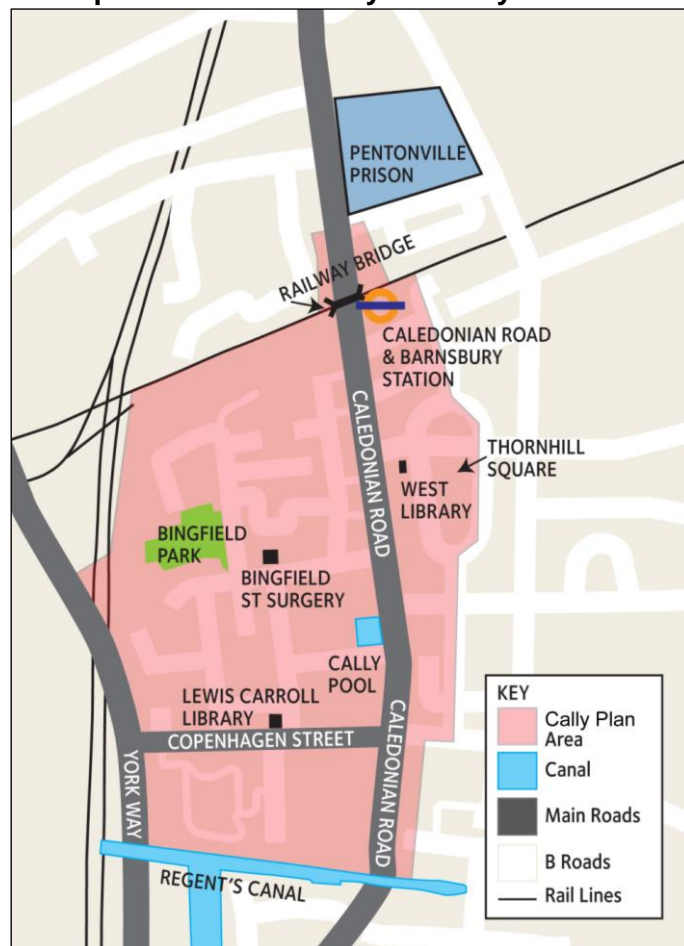
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1 Introduction

The Cally Plan was initiated to look at ways to improve a commercial section of Caledonian Road known as the Cally. A steering group made up of local residents, local business owners and Ward councillors led the production of the plan. The steering group agreed the Cally Plan would focus on a section of the Caledonian Road from Regent's Canal north to Pentonville Prison and set out a vision for the future of the Cally with practical steps for improving the area and achieving this vision. During production of the Cally Plan it became apparent that the area to the west of the Cally which connects the Caledonian Road to York Way and the King's Cross development will become increasingly important to the future success of the Cally and thus should also be included in the Cally Plan. The area covered by this Cally Plan is shown in **Map 1**.

This document is a Supplementary Planning Document (SPD). SPDs provide greater detail on the policies within the council's Development Plan Documents (DPDs). SPDs are a material consideration in the determination of planning applications. Planning decisions are also made with reference to the London Plan and to national planning policies and guidance, as well as other Supplementary Planning Documents produced by the council.

Map 1: Area covered by the Cally Plan SPD



1.1 Islington's planning policies for the Cally area

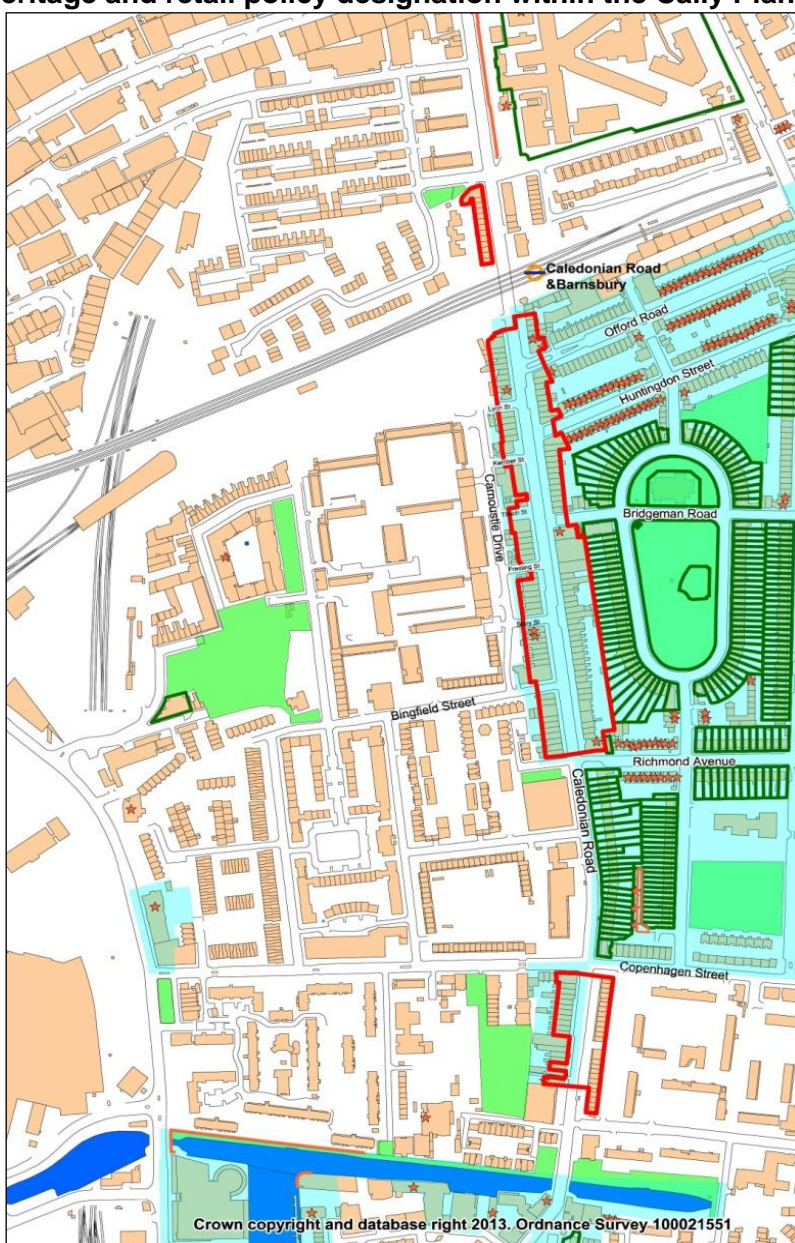
This SPD supports the implementation of Islington's Core Strategy Policies and in particular the policy for the King's Cross area (policy CS6) and policies in Islington's Development Management Policies and Site Allocations.

Core Strategy policy CS6 sets out the council's strategic spatial policies for the King's Cross area, and this includes the area covered by the Cally Plan SPD. Policy CS6 identifies the development of King's Cross as a major opportunity for regeneration, bringing new jobs and housing not only on the main railway lands site but also along York Way and Pentonville Road. The council seeks to bring the benefits of this regeneration into the Cally area by improving links and the urban fabric between Caledonian Road

and King's Cross and enhancing its function as an important local shopping area. The policy also identifies the area as having significant historic character and a number of heritage assets such as the Regent's Canal, which will all be conserved and enhanced.

The Development Management Policies contain criteria-based policies which are used to determine planning applications. The policies cover a range of subjects which need to be taken into consideration in the process of development. The policies for design (DM2.1 – DM2.2), heritage (DM2.3 – DM2.5) and shops (DM4.1 – DM4.10) are particularly relevant to the Cally Plan area. **Map 2** shows that much of the Cally Plan area is within a conservation area, and a significant area of the Caledonian Road is designated as a Local Shopping Area. Planning policy for Local Shopping Areas resists the change of use of a shop to another use. Map 2 also identifies the large number of statutory listed and locally listed buildings and structures within the area.

Map 2: Heritage and retail policy designation within the Cally Plan SPD area

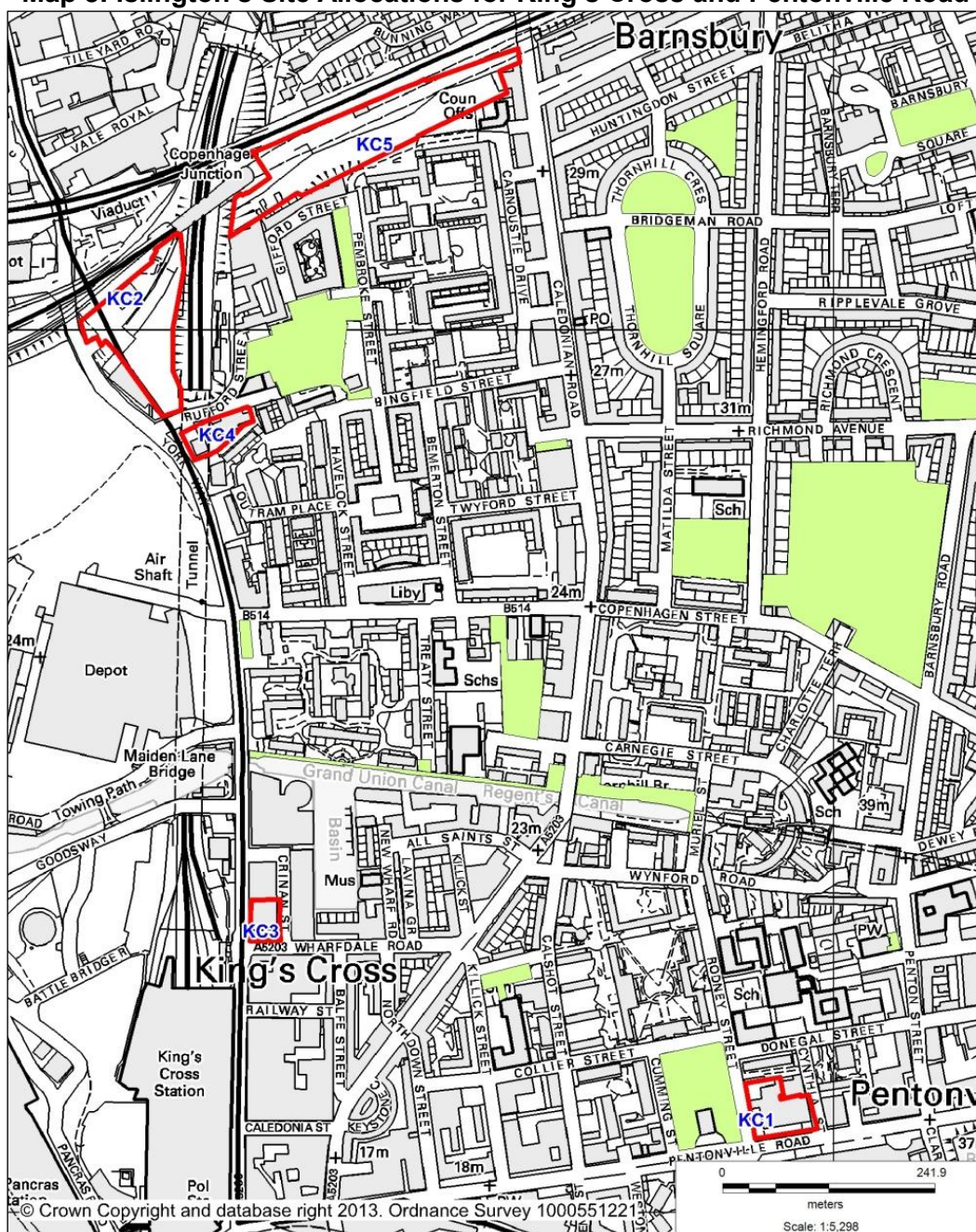


Key	
	Local Shopping Area
	Conservation Areas
	Listed buildings and structures
	Locally listed buildings and structures
	Parks and open spaces
	Waterways

The Site Allocations document allocated a few sites in the King's Cross area near the Cally for particular use or development. These sites are shown in **Map 3** and summaries of the relevant site allocation are given below:

- **KC2: King's Cross Triangle** – allocated for a major mixed use development including residential, shopping, food and drink and professional services.
- **KC3: 62-68 York Way** – allocated for mixed use redevelopment including retail, professional services, food and drink, offices and residential.
- **KC4: 176-178 York Way** – allocated for residential-led mixed use redevelopment including the re-provision of business floorspace and a small element of commercial uses such as retail and/or food and drink.
- **KC5: Gifford Street Railway Embankment** – allocated for residential development on the eastern portion of the embankment and to be considered in conjunction with any potential future improvements to the Bemerton Estate. A large area of site KC5 is a Site of Importance for Nature Conservation (SINC) (Borough grade 1), and the council will seek improvements to the nature conservation as a whole as part of any development of the site.

Map 3: Islington's Site Allocations for King's Cross and Pentonville Road



1.2 Summary of Opportunities and Challenges for the Cally

This plan aims to address some of the challenges, as well as build upon the strengths of the area to improve the Cally and help it realise its full potential. The sections below summarise the main strengths and challenges facing the Cally and Map 4 summarises the main proposals of the Cally Plan as addressed in greater detail in following sections.

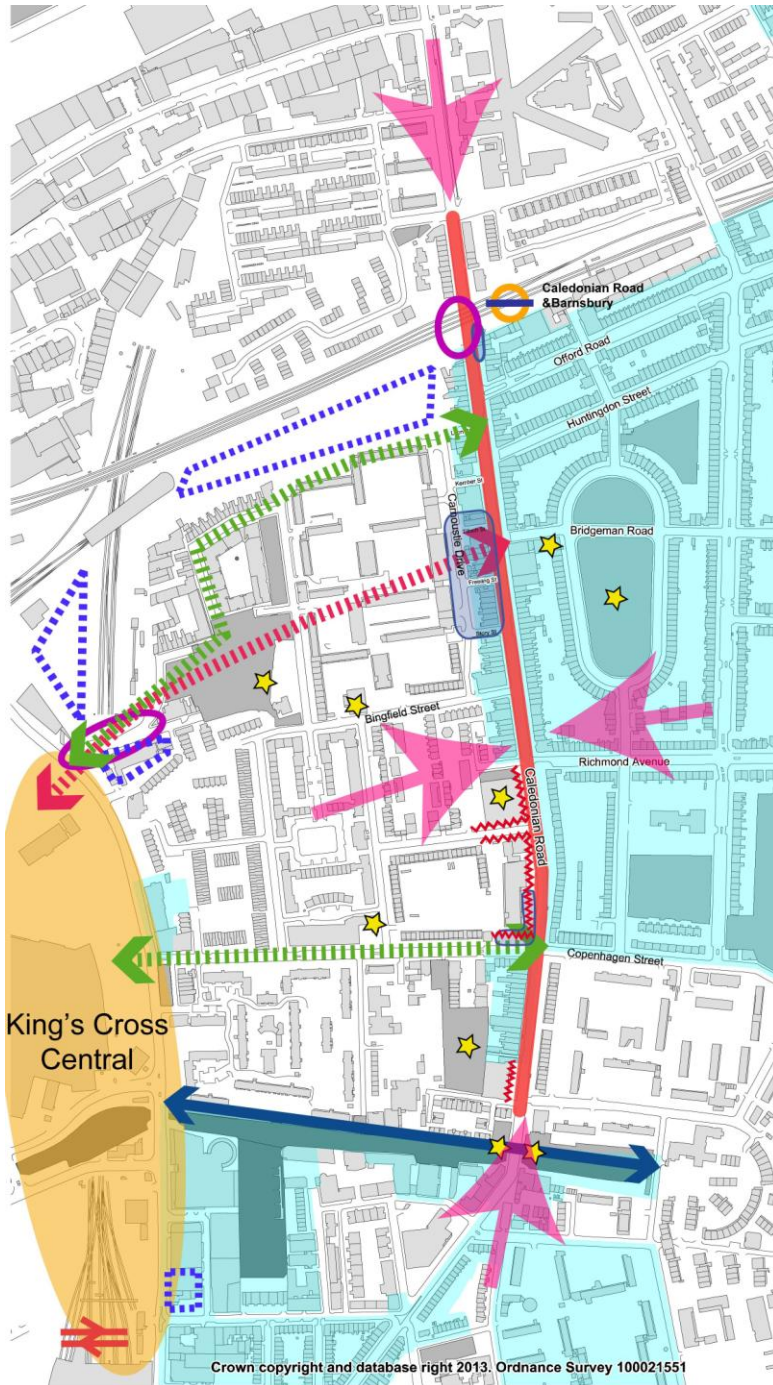
Opportunities and strengths of the Cally












- The Cally Festival brings locals together and attracts visitors, and has left distinctive, high quality artwork.
- Most of the area falls within the Barnsbury Conservation Area and many of the shops have benefited from Heritage Economic Scheme grants for the repair to the building frontages, forecourts and the installation of new traditional shopfronts.
- Sections of the Cally have a good mix of shops and low vacancy rates e.g. the shops south of Copenhagen Street.
- The Saturday street market brings a new variety of goods to the Cally.
- The area is home to long-term businesses and employers.
- The Regent's Canal provides an important leisure and recreation space, and connects pedestrians and cyclists from Camden Town and King's Cross to the Cally.
- There is good public transport access including the Caledonian Road & Barnsbury Overground station.
- The Cally is very close to the West End, the City and the King's Cross development with lower rents, making it a good location for creative industries and start-ups servicing those areas.
- The King's Cross development potentially offers significant benefits for the Cally with new customers and businesses.

Challenges for the Cally

- The Cally currently lacks a clear positive identity with which to attract new visitors.
- It is mostly used as through route, but not a destination.
- Vacant units and some occupied units operate with shutters permanently closed, giving the area a 'rundown' feel.
- There are still some poor quality shopfronts.
- Although antisocial behaviour has significantly reduced over recent years, some, such as cycling on pavements, still continues.
- There are some neglected buildings and sites along the road, and the street frontage is degraded by earlier redevelopments creating blank frontages and disused setback areas.
- The twentieth century redevelopments of the area between York Way and the Caledonian Road have created confusing street layouts and blocked routes through the area, which discourages pedestrian and cycle movement.
- The area has poor signage to public buildings and key destinations.
- The redevelopment of King's Cross is a potential threat by attracting activity away from the Cally with its offer of shops and leisure activities, unless the Cally responds to this challenge.
- Part of the Caledonian Road south of Richmond Road is identified as a Local Flood Risk Zone and thus is susceptible to surface water flooding.

Map 4: Summary of the Cally Plan proposals



- Key:**
-  - Strengthen the high street function of the Cally and improve the success of its businesses and the management of the street
 -  - Attract people to the Cally from the surrounding areas
 -  - Create new and improve existing public spaces
 -  - Improve the public realm to address current deficiencies
 -  - Improve wayfinding and direct people to key amenities
 -  - Improve cycle routes between King's Cross and the Cally
 -  - Improve pedestrian routes between King's Cross and the Cally
 -  - Improve access and signage onto and along the canal towpath
 -  - Repair broken and dead street frontages
 -  - King's Cross Central development is a major opportunity for the Cally
 -  - Sites Allocated for particular use or development in planning policy
 - - Enhance the Cally's historic buildings which are a major asset for the Cally

1.3 Vision and Plan Structure

The vision for the Cally (shown below) developed from an analysis of the challenges facing the area, its strengths, and available opportunities. The Cally will succeed through developing its identity. The identity of the Cally relates to the success of its businesses, its appearance, and how the area is perceived by the people who live and work around. The plan aims to improve the area by capitalising on the Cally's strengths in creative industries and institutions, its existing businesses and heritage, and its highly accessible location. This plan sets out practical projects, policies and guidance that together can shape the identity of the Cally.

The document is divided into four main sections containing the plan's objectives which together will help achieve the vision and improve the Cally. Some of the objectives have specific projects or programmes linked to their implementation, while others relate to implementing guidance given in this plan.

Vision for the Cally

To reinforce a strong positive identity for the Cally and strengthen the high street to attract new businesses and visitors, and unite the communities and businesses on the east and west of the Cally in a sense of ownership, pride and shared responsibility for its success.

Section 2 Promoting the Cally

Objective

1. Promote the Cally through a coordinated arts programme

Project

Arts and culture projects for promoting the Cally

Section 3 Improving the design and streetscape of the Cally

Objectives

2. Improve the streetscape of the Cally and make walking and cycling through the area safer and easier
3. Improve the design of shopfronts and buildings on the Cally

Projects

- Improving public spaces
- Cycling improvements
- Improving the pedestrian environment
- Sites to be improved
- Regent's Canal area improvements

Guidance

- Shopfront design guidance
- Guidance for alterations and extensions to existing buildings

Section 4 Improving the management of the Cally

Objectives

4. Encourage the formation of a Cally business and landlords' network
5. Improve the management of waste on the Cally
6. Improve the inclusive design and general accessibility of the Cally

Project

Waste recycling project

Guidance

Accessibility and inclusive street management guidance

Section 5 Developing successful businesses

Objectives

7. Encourage new businesses through more efficient use of large ground floor commercial units
8. Improve the success of independent businesses on the Cally with business advice programmes

Programme

Business advice programmes

1.4 Funding and implementation

This plan includes a number of projects and programmes to improve the Cally. Once the plan has been finalised these projects will be integrated into the Caledonian Ward Improvement Plan. This will enable funding to be secured from a range of sources including council funding, s106 contributions, external funding bodies and TfL. The pace of delivery of the plan will depend on how quickly these funding resources can be secured. Given the current funding constraints, delivery is likely to take place over several years. However, this document is intended to ensure that individual projects contribute to a coherent vision and plan for the Cally.

To aid implementation projects and programmes have been given an indicative priority to identify which projects should be implemented first when funding becomes available. The priority is based on consultation feedback on which projects were considered the more important, current funding availability, ease of implementing the project, and which projects are likely to have the quickest impact on improving the Cally. However, funding availability will be the main determiner of when a project is implemented.

2 Promoting the Cally

Promoting what makes the Cally distinctive from other competing commercial areas, particularly the developing King's Cross area, will be key to the area's future success. Simple improvements in signage and wayfinding make it easier for visitors to find the Cally, which can play an important role in attracting people. Given the area's large number of arts and creative establishments this section focuses on using arts and culture to promote the Cally, as well as engaging the local community in creating a distinctive positive identity.

2.1 Using arts to promote and improve the Cally

The arts can help shape and define places and communities and make exciting places to live, work and visit. They help individuals and communities make sense of the world around them and to reflect upon, articulate and express their views and thoughts. Critically, the arts have a major role to play in attracting inward investment and promoting the liveability and opportunities of an area to local residents and visitors.

The Cally Festival is an example of how a creative event can attract new visitors, support businesses, bring together communities that live to the east and west of the road, and build a strong positive impression of the area. The Cally is surrounded by strong arts and cultural infrastructure. Caledonian ward contains many key cultural organisation and facilities including: King's Place and King's Place Music Foundation, Pangolin London, London Sinfonietta, Nitro, Orchestra of the Age of Enlightenment, Henri Oguike Dance, The Hub King's Cross, Aurora Orchestra, Yaram Pursuits Ltd, London Canal Museum, West Library and Lewis Carroll Children's Library.

Within a short distance of the Caledonian Road lie a broad range of other key arts organisations such as the University of the Arts, Cubitt and Cubitt Education, The Young Actors Theatre, Crafts Council, British Society for Music Therapy, Claremont Project, CSV Media and the Pleasance Theatre. The majority of this infrastructure lies to the south of the ward at King's Cross.

By bringing together individuals who might otherwise not spend time together, art projects can strengthen community cohesion by facilitating dialogue and working towards a shared goal. Art projects offer a positive activity to individuals who may otherwise lack opportunities to work, engage and participate in their community. Two examples of such arts projects that have been conducted in the Cally are:

- Cubitt Education's Public Wisdom programme, which is an action-research programme exploring how to build productive connections and relationships between older people and the public realm, through creative projects. (<http://cubittartists.org.uk/education/eldersandcommunity/>).
- Cally Calls, led by Team Cally and AIR from the University of the Arts Campus at York Way. Cally Calls paired seven artists with people who live and work in the Cally to consider how a place is defined by the lives lived there. Artworks responding to these conversations were exhibited in a vacant shop as part of the Cally Festival in September 2013. (<http://www.airstudio.org/partnership-projects/Cally-Calls/>)

2.2 Coordinating the promotion of the Cally

Arts and cultural projects and events can be used to promote and enhance of the Cally in many ways (see Table 1 below), but coordination would maximise their benefits for the area. The council's Arts Service can play a key role in the coordinating these projects and events. The Cally festival provides a vehicle to support a broad range of public art and community based arts activities, providing a conduit between key cultural partners and local residents in the area.

As demonstrated by the examples above artists engaged by the Cally Festival as part of its broader community and education outreach programme throughout the year can play a key role in developing, promoting and galvanising 'A sense of place', 'Community Pride and Cohesion' as well as pathways into training and employment.

Objective 1: Promote the Cally through a coordinated arts programme

The council will seek to maximise the benefit of physical and social projects taking place in the area to promote the Cally and create a clear sense of place. This will be done by ensuring the varied projects work together to support an overarching arts and cultural programme for the Cally.

The council's Arts and Creative Development team and the Cally Festival team will be the lead for coordinating this programme and involve local arts organisations.

This objective supports the implementation of the following Local Plan policies:




Islington's Core Strategy: Policy CS6 King's Cross, and Policy CS14 Retail and services.



Development Management Policies: Policy DM2.1 Design.

Projects to promote the Cally

The table below provides a list of projects and activities that can be used to engage the communities around the Cally in creating a positive identity and promoting the area (the photos are for examples only). Some of these projects link to streetscape improvements set out in section 3 of the Cally Plan.

Table 1: Arts and cultural projects for promoting the Cally

Project Ref. & (Priority)	Project	Location	Project Description	Services involved in implementation	Examples
A1 (Medium)	Bridge lighting scheme	Bridge at Caledonian Road & Barnsbury station	Improve the bridge environment under the Caledonian Road & Barnsbury Overground Station bridge through a creative lighting scheme.	LBI Arts and Creative Development/ LBI Public Realm/ LBI Spatial Planning and Transport/ Network Rail	 Under bridge lighting on Mare Street, Hackney.
A2 (Higher)	Community street planting	Along Caledonian Road	Encourage regular community involvement and sense of ownership of the street by installing planters along the street which particular groups of people agree to look after. These can be linked to particular properties along the road or marked with the name of the community group that looks after on them.	LBI Arts and Creative Development/ LBI Greenspace and Leisure/ LBI Traffic and Safety/ Local community groups	 Planters combined with seating.
A3 (Higher)	Bicycle parking	Along Caledonian Road	Install bespoke cycle stands that create a sense of identity for the Cally (these could be designed through a competition with local involvement)	LBI Traffic and Safety/ LBI Arts and Creative Development	 Bike stands in New York City designed to relate to their location in the city.

Project Ref. & (Priority)	Project	Location	Project Description	Services involved in implementation	Examples
A4 (Higher)	Wall Planting/ Murals	Selected dull blank walls and frontages	Improve dull blank frontages by growing plants up them. Locations will need to be agreed by landowners.	Landowners/ LBI Planning and Development/ LBI Arts and Creative Development	
A5 (Higher)		Selected dull blank walls and frontages	Brighten up the duller frontages and areas of the Cally by painting murals on agreed locations (e.g. Cally Pool wall), as has been done during the Cally Festival. Locations will need to be agreed by landowners. The artwork could change on a regular basis.		 Cally Festival mural
A6 (Higher)	Improve wayfinding	Key locations around the Cally and on main connecting streets	Install wayfinding boards and signs to direct people to key amenities and popular destination such as green space, libraries, station, doctor's surgery, churches, King's Cross, etc. and direct people to the Cally.	LB Spatial Planning and Development	 Wayfinding board
A7 (Higher)	Community notice boards	Outside key facilities e.g. libraries, station, doctors surgery etc.	Install community notice boards that provide information about local groups and events happening around the Cally.	LB Spatial Planning and Development/ service responsible for land where board is located.	
A8 (Higher)	Temporary Street art	Along Caledonian Road	Artist/facilitator can work with a group of local people (e.g. young people from the Bemerton) to create a piece of art to be temporarily displayed around the Cally.	LBI Arts and Creative Development/ Team Cally	
A9 (Higher)	Skill building	Around Caledonian Road	Projects that build core, transferable skills such as the Word Festival.	LBI Arts and Creative Development	
A10 (Higher)	Animating the street	Along Caledonian Road	Events on the street that can vary in scale and culminate in Cally Festival. These events attract locals and visitors to the Cally.	LBI Arts and Creative Development/ Cally Festival Team.	

3 Improving the design and streetscape of the Cally

The look and function of buildings, public spaces and general street environment influence how an area is perceived. This section addresses the design and streetscape of the Cally in the following ways:

1. Details of environmental projects and the improvement of the streetscape of the Cally. These include the creation of new and improved public spaces and links through the area, and tidying up the public realm streetscape. Locations are identified where redevelopment could improve the Cally.
2. Design guidance is provided for the development of the historic buildings on the Cally to enhance the character and respect the historic fabric of the area. The guidance covers alterations to shopfronts and buildings.

3.1 Improving the streetscape, public spaces and routes through the area

Objective 2: Improve the streetscape of the Cally and make walking and cycling through the area safer and easier.

The council, working with external organisations, will implement and support projects to: improve the way the Cally looks and functions; create and improve public spaces and routes through the area; and promote the improvement of buildings and sites which have a negative effect on the streetscape.

This objective supports the implementation of the following Local Plan policies:

Islington's Core Strategy: Policy CS6 King's Cross, Policy CS9 Protecting and enhancing Islington's built and historic environment, Policy CS10 Sustainable design, Policy CS14 Retail and services, CS15 Open space and green infrastructure, Policy CS Play space, CS18 Delivery and infrastructure.

Development Management Policies: Policy DM2.1 Design, Policy DM2.2 Inclusive Design, Policy DM2.3 Heritage, DM6.6 Flood prevention, Policy DM8.3 Public transport, DM8.4 Walking and cycling, and Policy DM9.1 Infrastructure.

The tables on the following pages detail a wide range of projects to improve the Cally. Their successful implementation will rely upon a range of council services as well as external organisations. The projects cover the creation of new public spaces and improving links between King's Cross and the Cally, as well as tidying up and improving the look of the Cally. Longer term projects are also proposed for sites where redevelopment could repair the damaged streetscape.

Following the tables is Map 5 which identifies the locations of many of the projects (if they have specific locations).

3.1.1 Reducing flooding with Sustainable Drainage Systems (SUDS)

Islington is a highly urbanised borough with few permeable surfaces. As a result it is deemed to have a high risk of surface water flooding, which is likely to be increased by further growth and intensification of the built environment as well as the projected increase in heavy rainfall due to climate change. The Drain London project has mapped a number of Critical Drainage Areas (CDAs) and Local Flood Risk Zones (LFRZs) in Islington. The Caledonian Road from near the junction with Richmond Road south to Caledonia Street has been identified as a Local Flood Risk Zone and thus developments and streetscape improvements along the Cally need to be designed to minimise rainwater runoff.

Sustainable drainage systems (SUDS) are preferable to conventional drainage methods for minimising surface water flood risk. Besides reducing flood risk they provide co-benefits, including contributing to a higher quality, more attractive public realm by creating attractive landscape features. Islington is predominantly built on clay which limits the opportunities to use SUDS techniques based on infiltration, such as soakways. However, a range of SUDS features can still be used to provide attenuation and filtration (e.g. green roofs, rain gardens, permeable pavements with sub-base storage, swales). More

information on and SUDS and relevant planning policies can be found in the council's **Environmental Design Planning Guidance SPD** and its companion guide.

Table 2: Improving public spaces

Project Ref. & (Priority)	Project	Location	Project description	Services involved in implementation
PS1a (Lower)	Create new public space	Carnoustie Drive and Freeling Street	Close Freeling St and part of Carnoustie Drive (between Freeling and Tilloch St) to traffic and create new public space with seating, landscaping and cycle route. <i>This project would only go ahead if supported after detailed public consultation</i>	LBI Public Realm / LBI Spatial Planning and Transport
PS1b (Lower)		Story Street	This project option is an extension to project PS1a. Pedestrianise Story Street along with a longer section of Carnoustie Drive.	
PS2a (Higher)	Improve existing public space	Corner of Orkney House (Caledonian Road and Copenhagen St)	Make use of the redundant space on the corner of Orkney House with high quality public space, possibly with a small commercial kiosk, and planting.	Bemerton Villages Management Organisation/ LBI Housing
PS2b (Higher)		Tilloch Street	To reduce antisocial cycling through the pedestrianised Tilloch Street, investigate use of street furniture, planting or other design measures to prevent this behaviour.	LBI Public Realm
PS3 (Medium)	Create meeting spaces	East side of Caledonian Road near the entrance to Ewen and Ritson House	Provide benches (some with backs and armrests), bins, better lighting for meeting space on the public section of pavement near entrance to Ewen and Ritson House.	LBI Public Realm
PS4 (Higher)	Remove street clutter	Along Caledonian Road and surrounding area	Remove unnecessary street furniture and signage along Caledonian Road e.g. the I-plus terminal outside Cally pool <i>Initial decluttering of old street furniture completed 2013</i>	LBI Traffic and Safety
PS5a (Higher)	Cleaning up the Cally	North embankment west of railway bridge	Clean up area where rubbish is dumped.	Network Rail/ London and Continental Railways/
PS5b (Higher)		South embankment west of railway bridge	Clean up and repair fencing to railway embankment on the south west side of the bridge.	

Project Ref. & (Priority)	Project	Location	Project description	Services involved in implementation
PS6a (Lower)	Improve Caledonian Road & Barnsbury Overground station entrance	Overground Station entrance	Redesign station entrance to make station more visible and improve its identity. <ul style="list-style-type: none"> • create a new public space • provide secure cycle parking • improve signage and lighting 	LBI Public Realm/ LBI Spatial Planning and Transport/ TfL London Overground/ Network rail
PS6b (Medium)		Overground Station entrance	(This is a smaller scale alternative project option to (PS6a). Improve signage for station to make it more prominent. Tidy up the unsightly rubbish bins on the north side of station entrance with screening by a wall.	

Table 3: Cycling improvements

The proposed cycling improvements are aimed at making it easier and safer for cyclist to cycle on roads, deter illegal cycling on pavements and reduce cycling traffic from the canal towpath.

Project Ref. & (Priority)	Project	Location	Project description	Services involved in implementation
C1a (Higher)	Cycle routes	York Way to Caledonian Road	Improve cycle permeability west/east with a route from York Way through Randell's Road – Rufford Street – Gifford Street – Pembroke Street – Lyon Street- Caledonian Road – and onto Offord Road and Huntington Street.	LBI Spatial Planning and Transport/ LBI Public Realm
C1b (Medium)		Copenhagen Street	Improve cycle route along Copenhagen Street as an alternative route to the Regent's Canal. Creating segregated cycle routes if feasible.	LBI Spatial Planning and Transport/ LBI Public Realm
C2a (Higher)	Junction Improvements	York Way/ Copenhagen Street	Improve junction for cyclist at Copenhagen Street and York way	LBI Spatial Planning and Transport/ LBI Public Realm/ LB Camden
C2b (Higher)		Copenhagen Street/ Caledonian Road	Improve the traffic light timings/sequencing at the junction of Copenhagen St and Caledonian Road for pedestrians and cyclists.	LBI Spatial Planning and Transport/ LBI Public Realm
C3 (Medium)	Cycle crossing	Along York Way	Provide crossing points on York Way for cyclists and pedestrians to link into new roads of the King's Cross development	LBI Spatial Planning and Transport/ LBI Public Realm/ LB Camden
C4 (Medium)	Bicycle parking	Along Caledonian Road	Identify locations and install new bicycle parking along Caledonian Road and the adjoining roads. This links to project A3 in section two of this document.	LBI Traffic and Safety
C5 (Medium)	Cycle Hire docks	Caledonian Road	Encourage TfL to extend the cycle hire docking station north along on Caledonian Road to the Overground station.	Transport for London/ Spatial Planning and Transport

Table 4: Improving the pedestrian environment

Project Ref. & (Priority)	Project	Location	Project description	Services involved in implementation
PE1a (Higher)	Improve east west route from the Cally to King's Cross	Bemerton Estate to York Way	Implement the east-west pedestrian route proposal in the Bemerton Link and Spaces (BLiS) project from Bingfield Park through the Bemerton estate to Caledonian Road. And also improve the pedestrian route from Bingfield Park to York Way public access through the Bemerton estate	Bemerton Villages Management Organisation/ LBI Public Realm
PE1b (Medium)		Outram Place to York Way	Explore the opening up of a pedestrian route from Outram Place to York Way, to north side of 5-20 Outram Place.	LIB Housing/ LBI Public Realm
PE2 (Medium)	Improve route from York way to Bingfield Park	York Way to Rufford Street	Improve the public realm on the route from York Way through Randell's Road and Rufford Street to make it feel safer and a more attractive and inviting entrance into Bingfield Park, the Bemerton and the Cally.	LBI Public Realm/ LBI Spatial Planning and Transport
PE3 (Higher)	Relocate bus stop	Bridge at Caledonian Road and Barnsbury station	Move northbound bus stop from current poor location under the bridge to a better location nearby.	LBI Traffic and Safety/ TfL London Buses
PE4 (Medium)	Bridge Improvements	Bridge at Caledonian Road and Barnsbury station	Provide better lighting under bridge, clad or re-surface walls in lighter materials. Provide an anti-drip scheme under the railway bridge. This project can be integrated into the lighting project A1 outline in section two of this plan.	LBI Public Realm/ LBI Spatial Planning and Transport/ Network rail
PE5 (Higher)	New pedestrian crossing and improved road junction	Junction of Offord Rd/ Caledonian Rd	Create a new pedestrian crossing on Offord Road near Caledonian Road and improvements to the road junction with Caledonian Road to make safer for all road users.	LBI Public Realm
PE6a (Medium)	Prevent parking on pavement	198 Caledonian Road	Install new bollard or use cycle parking to fill gaps in bollards to prevent driving and parking on pavement.	LBI Traffic and Safety
PE7b (Medium)		388 Caledonian Road	Install bollards or cycle parking at corner of Offord Road to prevent driving over pavement	LBI Traffic and Safety

Table 5: Sites to be improved

Project Ref. & (Priority)	Project	Location	Project description	Services involved in implementation
S1a (Medium)	Site and building in need of improvement / repair street frontage	313-315 Caledonian Road	Bring building back into active use and remove security fencing	LBI Spatial Planning and Transport/ site owner
S1b (Lower)		Orkney House Caledonian Road	Possible longer-term development of frontage space on the Corner of Orkney House to improve street frontage.	Bemerton Villages Management Organisation/ LBI Housing
S1c (Lower)		Cally Pool	Possible longer-term redevelopment of the Cally Pool site that repair dead frontage to the road.	LBI Spatial Planning and Transport/ LBI Greenspace and Leisure
S1d (Lower)		143 Caledonian Road (HSS Hire site)	Possible longer-term redevelopment the setback site to improve the street frontage	LBI Spatial Planning and Transport/ site owner
S1e (Higher)		Various	Work with commercial premises that currently shutter their windows during the day to leave the windows unshuttered and use a door lock and bell to control admission if needed instead.	Team Cally/ Partnerships & Employability

Table 6: Regent's Canal area improvements

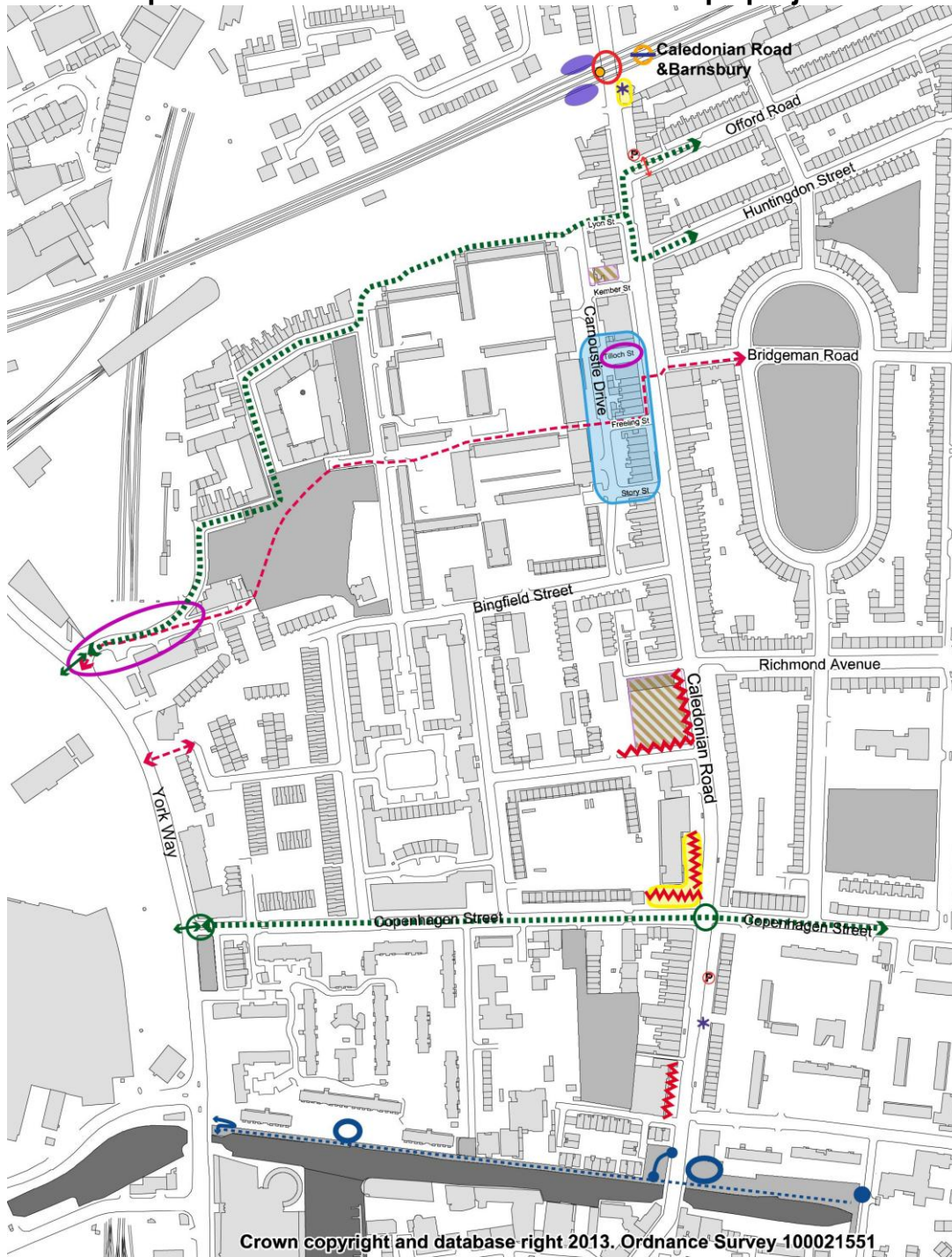
The Regent's Canal is an important asset for the Cally as a place for leisure, green space, and particularly for facilitating walking and cycling between the Cally and King's Cross. The canal towpath directly connects the Caledonian Road with Granary Square, the heart of the King's Cross development which attracts thousands of visitors as well as being home to Central Saint Martin's College of Arts & Design, University of the Arts. Improving access to and along the canal towpath and better signage can improve the canal environment and help to draw people along the canal and onto the Cally.

The Regents canal is managed by the Canal and River Trust and as such they are the lead body for project affecting the canal.

Project Ref. & (Priority)	Project	Location	Project description	Services involved in implementation
RC1 (Medium)	Ramped access	York Way east side canal access	Improve the shallow steps/ ramped access point to the Canal at York Way to be levelled off to provide fully ramp access.	Canal and River Trust/ Spatial Planning and Transport
RC2 Medium	Access and signage	Thornhill Bridge Community Gardens (west side)	Improve signage for the ramped access point at the community gardens from the towpath and Caledonian Road and install a dropped curb onto Caledonian Road to assist visitors' transition from the towpath to Caledonian Road.	

Project Ref. & (Priority)	Project	Location	Project description	Services involved in implementation
RC3 Higher	Signage by Islington Tunnel	Muriel Road/ Carnegie Street /canal towpath	The signage from the canal tunnel at Muriel Road and Carnegie Street to direct visitors to re-join the canal at Colebrook Row/Danbury Street is poor and needs to be more visible, obvious and accessible.	Canal and River Trust/ Spatial Planning and Transport
RC4 Lower	Towpath resurfacing and widening	Canal towpath	Increase the towpath with by resurfacing over grass verge and installing planters or protected verges to mitigate the loss of green space. Much of the verge is worn down by the desire lines of cyclists. The towpath width should be increased to 2.5- 3 metres wherever possible.	
RC5a Medium	Improve use of community gardens along canal	Tiber gardens	Encourage better use of the canal-side public garden at Tiber gardens to reduce antisocial behaviour	LBI Greenspace and Leisure/ community garden groups
RC5b Lower		Thornhill Bridge Community Gardens (east side)	Make better use of Thornhill Bridge Community Gardens possibly with the instillation of a trim trail and a green gym.	

Map 5: Locations of environmental streetscape projects



Key: (project reference)

- | | |
|---|---|
| <ul style="list-style-type: none"> - New public space (PS1a-b) - Improve existing public space (PS2a, PS6a-b) - Improve public realm to address current deficiencies (PS2b, PE2) * - Create meeting spaces (PS3, PS6a) - Improve pedestrian east-west route (PE1a-b) - Neglected site to be cleaned up (PS5a-b) - Relocate bus stop (PE4) - Improve under bridge environment (PE4, A1) - New pedestrian crossing (PE5) - Prevent parking on pavement (PE6a-b) | <ul style="list-style-type: none"> - Sites to be improved or longer term development potential (S1a&c) - Potential development to repair broken or dead street frontage (S1b&d) - Improve cycle route (C1a-b) - Junction improvements (C2a-b) - Cycle crossings (C3) - Ramped access to canal (RC1) - Canal access and signage (RC3) - Signage by Islington tunnel (RC3) - Towpath resurfacing and widening (RC4) - Improve use of community gardens (RC5a-b) |
|---|---|

3.2 Design Guidance

Heritage of the Cally

Most of the Cally is within the Barnsbury Conservation area (see Map 2) and the historic buildings are an important asset for the Cally. Caledonian Road was first used as a route into the city of London when the area of Islington was still largely undeveloped countryside. Gradually as London spread outwards, the road was developed as a residential street, with the terraces at Nos. 231-351 and 272-398 Caledonian Road built between 1848 and 1852.

Later in the Victorian period, those terraces were re-developed as a commercial area, with front gardens covered over to provide shop units, as can be seen through the built out ground floors of Nos. 153-335 Caledonian Road. In other properties the shop fronts replaced the existing ground floor facades and the basement and ground floor area became commercial units.



Figure 1: 378-374 Caledonian Road in 1911

Shopfront improvements

Over the years the Cally's good quality historic fabric has suffered from unsympathetic and low quality alterations. The poor quality shopfronts did little to attract customers and had a negative impact on the appearance of the whole area. To address this problem the council's Conservation and Design Team initiated a grant scheme in partnership with English Heritage and other funding bodies. The scheme encouraged economic regeneration by investing in the repair and restoration of historic buildings and the public realm along the Caledonian Road as well as other roads in the Borough.

A significant number of buildings along the Cally have benefited from the grant scheme. The works carried out as part of the scheme demonstrate how high quality repair and restoration of the historic buildings on the Cally benefit not only the building and shop involved but make the whole street more attractive and increases pride in the area. The following example shows the significant improvement to the quality and attractiveness of a building on the Cally achieved through the grant scheme.

347 Caledonian Road

The shopfront had inappropriate internally illuminated box signage, a large projecting sign and an unattractive forecourt with gas meter boxes. The solid external security shutters gave the impression of an unwelcoming shopping environment. The business itself was suffering from a lack of passing trade and required a more inviting public face to attract new customers.



Figure 2: 347 Caledonian Road before and after shopfront restoration

The grant project proposed a high quality traditional timber shopfront with internal security shutter and attractive signage comprised of individually illuminated lettering. The meter boxes were relocated and cleverly concealed within the stall riser while the forecourt was paved with new stone paving.

The restoration of the whole frontage of 327 Caledonian Road demonstrates how restoring the lost historic architectural features can transform a building and raise the profile of the Cally as a whole. The design quality and elements of 327 Caledonian Road generally provides a good example for other buildings on the Cally to follow.



Figure 3: 327 Caledonian Road in 2006 and 2013 after high quality restoration of the building frontage

Guidance for alteration of shopfronts and buildings on the Cally

Planning permission is needed for any alterations or changes that materially affect the appearance of a shopfront. Most alterations to a shopfront require planning permission, for example consent is needed for:

- Replacing the whole shopfront or frame
- Illuminated signage
- External security shutter and grilles
- Removing the stall riser
- New door
- Awnings and canopies

Although there is not currently a grant scheme for shopfront improvements operating in Islington, changes to existing shopfronts on the Cally need to enhance the area by restoring historic frontages with high quality design and material. The properties which have already benefited from grant funded improvements also need to maintain their high quality shopfronts and not make detrimental alteration. Any changes to grant funded properties requires approval from the council's conservation team.

Objective 3: Improve the design of shopfronts and buildings on the Cally

To improve and design quality of buildings along the Cally alterations to shopfronts and buildings should follow the guidance set out below and ensure they restore the historic architectural features of the building.

The council will ensure that properties that have received grants for shopfront improvements are maintained in accordance with the conditions of their grant. [Appendix 1](#) contains a list of the buildings that have received heritage grant funding on the Caledonian Road.

The council also will work with businesses that have security shutters down all the time to get them to raise them during business hours and enforce removal of unauthorised shutters.

This objective supports the implementation of the following Local Plan policies:

Islington's Core Strategy: Policy CS6 King's Cross, Policy CS9 Protecting and enhancing Islington's built and historic environment, Policy CS14 Retail and services

Development Management Policies: Policy DM2.1 Design, Policy DM2.2 Inclusive Design, Policy DM2.3 Heritage, Policy DM2.6 Advertisements, and Policy DM4.8 Shopfronts.

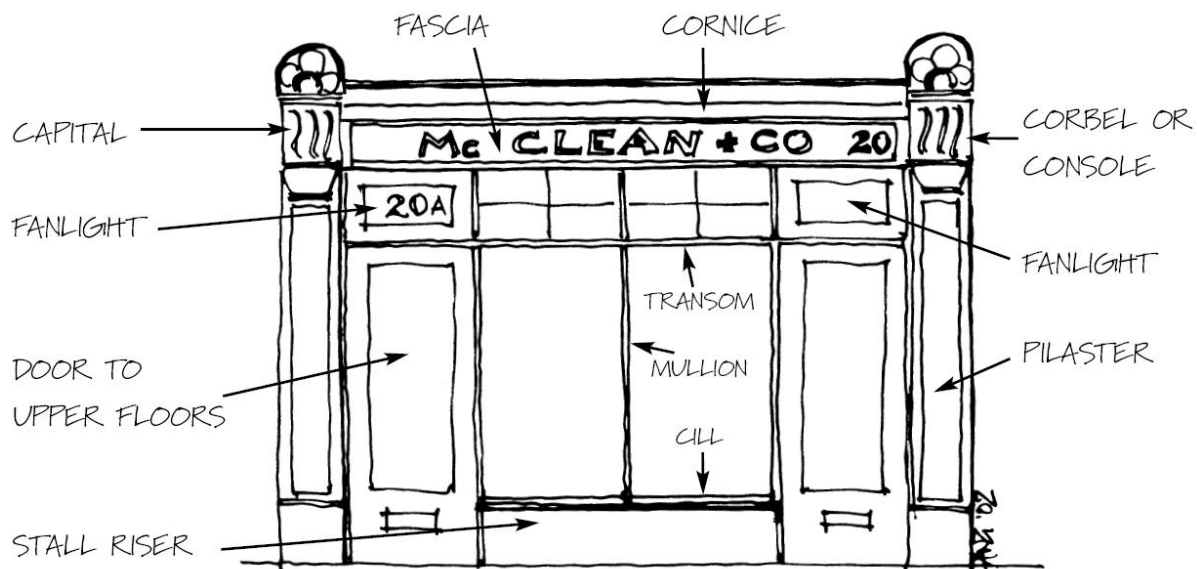


Figure 4: Basic elements of a traditional shopfront

3.2.1 Shopfront design guidance

Shopfronts in the area should repair and restore the traditional elements appropriate to the building with traditional materials. A traditionally designed shopfront will normally consist of pilasters, with architectural details such as capital and plinth, a corbel or console bracket, and an entablature with cornice and frieze or fascia, which generally has a hand painted sign. The shop window will typically include two vertical mullions and a transom rail at door head level with clerestory or transom lights above. It will be made of timber and sit within the traditional architectural framework around the opening.

Where new shopfronts span more than one property, the break between the properties should be marked with pilasters to keep the vertical stress. Single pane windows without a stall-riser are not appropriate for the area.

Blinds

Retracting blinds should always retract fully into the fascia, and should provide safe and adequate ground clearance (minimum 2.4m above ground level). Continental 'Dutch' canopies (non-retractable) often made from shiny plastic are considered inappropriate and will not be permitted.

Shutters

The external solid metal shutters on many of the shops on the Cally create an intimidating and uninviting atmosphere. The negative impression solid metal shutters give to the Cally is further exacerbated by some occupied premises keeping them closed day and night. They prevent observation of break-ins and attract graffiti. The external shutters often retract into external boxes below the fascia and vertical runners attached to the pilasters, which harm the appearance the building.

External metal shutters will not be permitted on the Cally. Security shutters, if required, should be internal open link grille type which allow a clear view into the shop and give an open appearance from the street.

Fascias and Signs

Signage should be painted on the fascia. Fascia should well-proportioned and in harmony with the other elements of the building. The use of large areas of acrylic or other shiny materials in fascias should be avoided. Box fascias, usually of plastic and/or metal, often project out of the existing fascia panel, and are too large and bulky and unsympathetic to the style of the historic buildings on the Cally.

Projecting or hanging signs should provide at least 2.4m clearance from ground level, should be located preferably at fascia level and should not obscure architectural details. Signs should be externally lit. Projecting or hanging signs should not have attached lighting as this can result in a bulky appearance, they should be illuminated by light fittings attached to the fascia directed towards the sign. Flashing internal or external lighting, and/or internally illuminated box lights will not be permitted.

Entrance and forecourt

The entrance to the shop should be level with the pavement. If this is not possible, a non-slip ramp (maximum gradient 1:12) should be provided. The ramp should be 1200mm wide and with handrails on both sides to allow access for people with limited mobility, including elderly people and shoppers with pushchairs. Further information on improving the accessibility of the Cally is given in the section four.

Where the forecourt is privately owned the paving should match the Yorkstone paving recently laid on the main footpath.

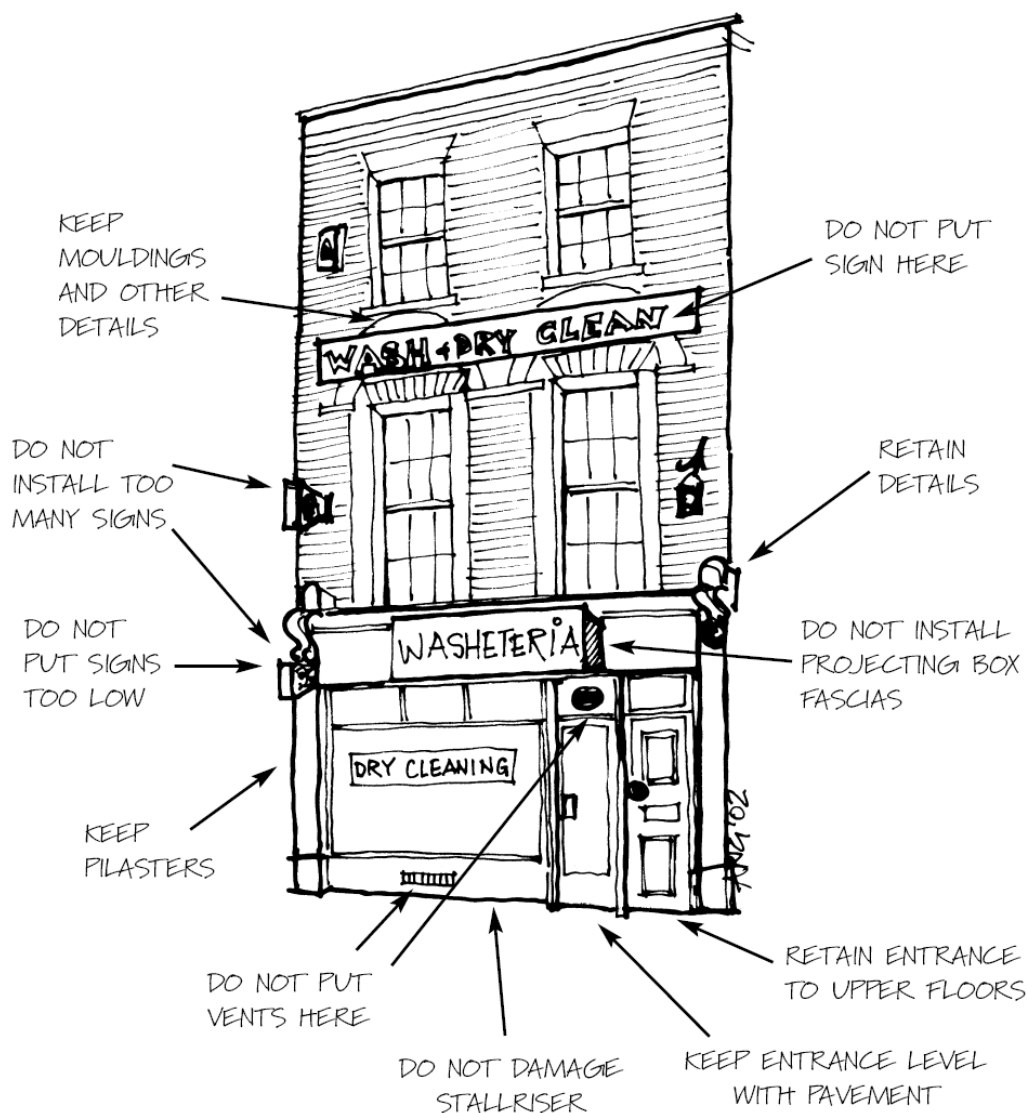


Figure 5: General do's and don'ts for shopfronts and buildings alterations

3.2.2 Guidance for alterations and extensions to existing buildings

Historic Fabric

Historic fabric will always be an important part of an historic building's significance. Retention of as much significant historic fabric as possible should therefore be a fundamental part of any proposals, together with the use of appropriate materials and methods of repair.

Architectural Detailing

All significant historic architectural detailing should be retained. The council will encourage the reinstatement of lost significant historic architectural detailing where such proposals conserve or enhance the significance of the conservation area.

Windows and Doors

All new windows and doors should accurately replicate, in terms of profile and detailing, the existing windows and doors, if these are of original design. The council will encourage the wholesale replacement of poor quality twentieth century windows and doors with designs which replicate the form of the lost originals. Timber windows should have integral, not stuck-on, glazing bars and a putty finish. Thick double glazing, stuck-on glazing bars, metallic/perforated spacer bars and trickle vents will not be permitted.

Wall surfaces

Permission will not be granted for the painting, rendering or cladding of originally unpainted brickwork.

Roof extensions

Roof extensions will not be permitted where a section of roofscape remains substantially unaltered and is without roof extensions. Where the roofscape has been substantially altered sometimes a traditional mansard roof extension might be acceptable where appropriate, such as to an historic property or a contemporary style roof extension, provided it is not visible from public spaces. Roof extensions will not be permitted to listed buildings.

Rear extensions

Full width rear extensions higher than one storey or half width rear extensions higher than two storeys, will not normally be permitted, unless it can be shown that no harm will be caused to the character of the area.

In order to preserve the scale and integrity of the existing buildings it is important that rear extensions are subordinate to the mass and height of the main building. Rear extensions will be permitted on their merits and only where the scale, design and materials to be used are in keeping with the existing property and where all other planning standards are met. Normally, the two storey part of the extension will be on the staircase side of the elevation. Original windows, especially those to the principal rooms of the property contribute to the character and appearance of historic buildings and should be retained.

Paving

Existing Yorkstone paving of the forecourt of the shops in Caledonian Road and granite kerbstones, must be kept intact. The street surfaces and furniture also contribute to the character and appearance of the area. The traditional street materials complement those used in the buildings and where they exist they must be kept. Where replacement is necessary all new paving should accurately replicate existing/adjointing paving.

4 Improving the management of the Cally

Mixed-use commercial streets like the Cally have many people using them for different purposes at different times. For the area to function effectively for all its users requires active, responsive management. Management of streets requires public and private involvement. The council can be involved through its provision of services such as street cleaning or regulatory management (e.g. through planning and licencing services). However, the active involvement of the street's landowners and users enables better street management and its greater success. This section provides guidance and actions for improving the management of the street in the following areas:

- Proposing the formation of a network of Cally businesses and landlords.
- Management of waste on the Cally.
- Guidance for managing the accessibility and inclusiveness of the street environment.
- Providing information about the council's alcohol licencing policies for the Cally and obtaining licences for tables and chairs and advertising (A boards) on the public pavements.

4.1 Businesses and landlords working together

Many commercial streets in London and around the UK have benefited from their businesses coming together with the street's landlords in a business network or similar organisation. Such organisations can help their members highlight and resolve problems they face and promote their common interests. Landlords have control over building maintenance and which businesses they let their premises to, thus can play a vital role in shaping the character of their area. Working together businesses and landlords can ensure the future success of the Cally.

Objective 4: Encourage the formation of a Cally business and landlords' network

Businesses and landlords along the Cally should work together and form an organisation to promote the future success of the Cally and improve management of the street. The formation of a Cally businesses and landlords network will be supported by the council, but it will require the active engagement of businesses and landlords to make this organisation an on-going success.

This objective supports the implementation of the following Local Plan policies:

Islington's Core Strategy: Policy CS6 King's Cross, and Policy CS14 Retail and services.

The following actions are examples of how a businesses and landlords' network can help the Cally become more successful:

- Develop a coordinated lettings policy which can encourage specific types of businesses to enhance the Cally, and fill empty units with temporary 'pop-up' shops.
- Promote the Cally through various marketing approaches such as a website and advertising boards, etc.
- Agree shared service contracts to reduce costs.
- Work with the local authority on the successful management of the street e.g. street cleaning, parking enforcement, and anti-social behaviour problems.
- Encourage use of Cally businesses with loyalty schemes and offering "click and collect" schemes* for online purchases.

**A click and collect scheme is the process by which a consumer orders online and collects their merchandise at a local store.*

4.2 Managing waste on the Cally

A key concern identified in the preparation of the Cally Plan was rubbish bags left on the street. Most of the flats along the Cally are above commercial premises and do not have a suitable bin store within the building. Therefore their rubbish is left in rubbish bags on the street for collection. Currently household rubbish on the Cally is collected daily, however if a bag is left out shortly after

the collection time it may be out on the street for most of the day. In addition some people illegally dump their rubbish bags on the street causing further nuisance.

Objective 5: Improve the management of waste on the Cally

To address the nuisance caused by rubbish from flats above commercial premises inappropriately left on the street, the council's Street Environment Services will work with the communities on the Cally to develop a waste action plan for Cally.

The waste action plan will involve:

1. Engagement with residents on the Cally to establish the most convenient time for rubbish collection to maximise the number of people leaving rubbish bags out at the appropriate time.
2. Information to be provided regularly to householders on when and where to leave their rubbish. There is a high turnover of residents on the Cally and this information needs to be given regularly.
3. Active enforcement of illegally dumped rubbish with successful enforcement action being publicised to deter future offense.
4. Investigate possible solutions to providing householder rubbish bins on the street, where they are not detrimental to the streetscape or cause further waste problems.

This objective supports the implementation of the following Local Plan policies:

Islington's Core Strategy: Policy CS6 King's Cross, Policy CS11 Waste, and Policy CS14 Retail and services.

4.3 Making the Cally more accessible and inclusive

In commercial areas where the physical environment is cluttered and unwelcoming it is likely that businesses are missing out on the custom, not only of disabled people (24% of the adult population with a spending power of £80bn a year in the UK) but also of older people, young families, and those with English as a second language and/or different cultural backgrounds.

Objective 6: Improve the inclusive design and general accessibility of the Cally

The council will work to improve inclusive design and general accessibility of the Cally for all its users by promoting the street management guidance set out below to businesses, and through its own public realm improvements.

This objective supports the implementation of the following Local Plan policies:

Islington's Core Strategy: Policy CS6 King's Cross, Policy, and Policy CS14 Retail and services

Development Management Policies: Policy DM2.1 Design, Policy DM2.2 Inclusive Design, and Policy DM4.8 Shopfronts.

4.3.1 Accessibility and inclusive street management guidance

Businesses along the Cally publicise themselves on the street by way of A-boards, displaying goods on the footway or setting out tables and chairs al fresco for customers. However, the way in which this is done can cause physical obstruction, occasional hazards, and an untidy and confusing appearance.

In order to avoid this obstruction and confusion, some rationalisation and cooperation between neighbours is important. At present pedestrians (potential new customers) face a multitude of competing messages and must navigate their way around and through a complex array of temporary structures.

Contained Café seating within barriers

A consensus could be reached by cafes along the Caledonian Road on a design for the enclosure of seating areas and display forecourts with some form of 'cafe barrier' (see images below). The enclosure could be designed to reflect the local area's identity and also to advertise individual businesses. This would clarify the pedestrian route, eliminate trip hazards and provide a level of consistency and cohesion along the street that would also provide an opportunity to advertise individual businesses, in place of the existing A-boards.



Install seating and planters to encourage visitors to spend more time in the area.

Once the footway is clear of unnecessary obstruction, pedestrian routes will be safer and more attractive, freeing up space to introduce features that will make it a more attractive place to visit and spend time. In many places along the street the footway is unusually wide and lends itself to the installation of seating and planters. Far from creating clutter, these additions would create a unifying effect, provide an essential opportunity to rest and might provide a sensible delineation between the public and private realm, as shown below.



Removed unnecessary bollards

The Cally has a large number of bollards at present, not least because some local businesses drive onto the pavement to park their vehicles. This presents an obvious danger to all pedestrians and particularly those with visual or hearing impairments, children and older people.

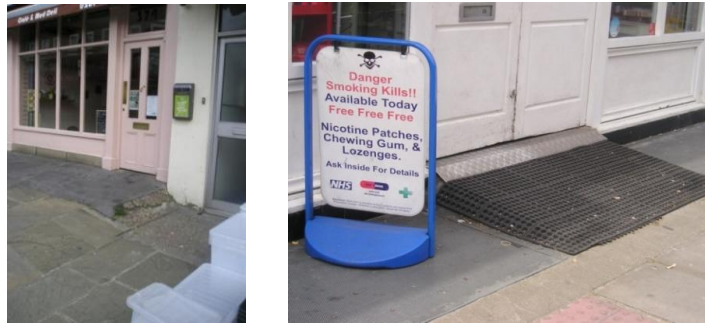


It would be better if the new street furniture (seating, planters and bike stands) served the dual purpose of creating an effective barrier to vehicles mounting the pavement.

Once these, or similar, measures have been taken (café seating enclosures, new permanent street furniture and the removal of unnecessary bollards) many of the barriers to a wider customer base will have been removed.

Create level entrance to shops

The elimination of entrance thresholds is a further measure for which cooperation and collaboration between neighbours is essential, which would make a huge difference to the accessibility and attraction of the street. The majority of businesses along the Cally have a single step at the entrance, some of which have been ramped to a greater or lesser degree of success but many of which are unsightly and create a further potential hazard.



Level entrances could be achieved by:

- a) An agreement between neighbours (in liaison with the council's highways department) to raise the level of the footway to provide a gentle incline (a gradient of less than 1:20) that would effectively deliver a level entrance to each property in a parade.
- b) Dropping the level of the entrance to the premises and ramping the level change internally.

The maximum acceptable gradient is 1:12 for a stretch of 2m; the ramp should be 1200mm wide and provided with handrails on both sides.

Accessibility improvements businesses can do individually

In addition to those issues described above, businesses can individually improve the accessibility of their premises. Physical improvements that can make a real difference include:

- The clear opening width of doors should be at least 1m; this will help not only wheelchair users but also carers with buggies.
- Doors should be light to open (less than 30N) or power assisted or, as a last resort, a bell should be provided by which a visitor can summon assistance.
- Circulation widths around premises should be maintained, clear of obstruction, at 1.2m; this is not just for wheelchair users but those with walking aids, buggies and or shopping bags.
- A circular space 1.5m across will be required to enable a wheelchair user to turn around – without this a wheelchair user will have to reverse out.
- Goods should be displayed between 700mm and 1200mm above the floor.
- Pricing and labelling of goods should be bold and unfussy; lettering should be of a good size and in a simple style.
- Counters should preferably be no higher than 750mm.

As important as these physical measures are the customer service considerations that should be taken into account include:

- A clear understanding among staff about how older people, people with disabilities (including those with visual impairments, hearing impairments, learning disabilities and or mental health problems) people with English as a second language or different cultural heritage, will be treated.
- The availability of an induction loop at the service counter and an understanding of appropriate communication techniques with people who have English as a second language (including deaf and hard of hearing customers), which may be as simple as the availability of a pen and paper.
- A willingness to make home deliveries and or to make specific orders to meet specific needs.
- Openness to consumer feedback.

4.4 Licencing information for the Cally

This section provides summaries of the council's alcohol licencing policies for the Cally and provides information on the process for obtaining licences tables and chairs and advertising (A boards) on the public pavements.

Alcohol

The council's recently adopted (January 2013) Licensing Policy for 2013-2017 designates Caledonian Road up to the bridge at the Overground station in the King's Cross cumulative impact area (see figure 7). In this area there is a presumption against awarding new, or variations to licences to sell alcohol.

The following licensing policies specifically apply to this area but other policies will also apply. Please see the council's Licensing Policy for more information; it can be downloaded from this webpage:

http://www.islington.gov.uk/services/business-licensing/regulations/licences/licensing_act/Pages/Licensing-Policy.aspx

Licensing Policy 2 Cumulative Impact Areas

This special policy will create a rebuttable presumption that applications for new premises licences, club premises certificates, or variation applications that are likely to add to the existing cumulative impact will normally be refused, unless the applicant can demonstrate why the operation of the premises involved will not add to the cumulative impact or otherwise impact adversely on the promotion of the licensing objectives.

Licensing Policy 4 Shops Selling Alcohol

The Licensing Authority is concerned about the adverse impact on the licensing objectives arising from the increasing numbers of shops selling alcohol for consumption off the premises. The Licensing Authority will consider restricting the number of premises and the licensing hours in locations where representations are received and that longer hours will undermine the licensing objectives.

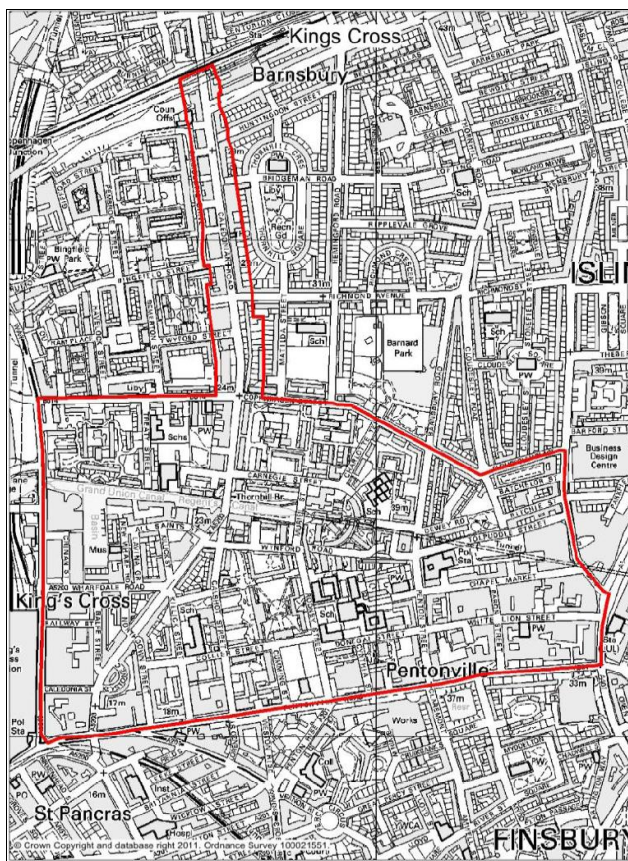


Figure 7: The King's Cross Cumulative Impact Area

Contact details for the Licencing Service:

Licensing Service, Public Protection Division, Islington Council 222 Upper Street, London N1 1XR
Tel: 020 7527 3031 - Fax: 020 7527 305 - Email: licensing@islington.gov.uk

Tables and chairs and advertising boards (A boards)

The council licenses tables and chairs and advertising boards (A boards) on Islington's pavements in order to balance the needs of businesses with the practical needs of pedestrians.

Information on how to apply for a licence can be found on the council's website or by contacting the Streetworks team (see contact details below):

http://www.islington.gov.uk/services/business-licensing/regulations/licences/Pages/tables_and_chairs.aspx

The council also publish a list of all current licences and you can download this list from the above webpage. You can report unlicensed tables and chairs and A-boards to the Streetworks team.

Contact Details:

Streetworks team, Public Realm, Islington Council, 222 Upper Street, London N1 1YA
Tel: 020 7527 2000, Email: streetworks@islington.gov.uk

5 Developing successful businesses

The success of businesses along the Cally is intrinsic to the success of the whole Cally. The objectives in the other sections of this plan will all contribute to the success of the businesses in the area through making the Cally a more attractive, welcoming and desirable destination, an easier place to navigate and accessible to all.

This section of the Cally Plan contains measures that are directly aimed at improving the success of local business and removing some potential barriers that may be hindering business success.

5.1 Making better use of large ground floor commercial units

The ground floor and basement areas of some of the older pre-1914 (First World War) buildings along the Cally have deep floor plates. These provide a large floor area which is sometimes larger than small businesses (e.g. a shop or café) may need. As rent and business rates relate to the floor area of a business, the business owner has to pay the cost for more area than they may need or actively use. These situations can significantly hinder the success of a business. There is the potential for this excess floor area to be put to better use by another business.

Some of these ground and basement units have been divided up with the rear of the property being converted into residential flats. The remaining front area of the building has been retained as a commercial unit, however they are sometimes very small and result in a unit which is too small for many businesses to properly function. In addition, once a part of the ground or basement area has been changed to residential use it is very unlikely to change back to a commercial use, and can inhibit the use of the remaining commercial unit due to nuisance it may cause to the new residential unit.

The council's planning policy for the Cally protects the use of the retail units to maintain this important local shopping area and prevents an over concentration of other commercial uses such as betting shops and hot food takeaways. Conversion of ground floor units to residential use is generally resisted, as it damages the look and function of the shopping area.

Objective 7: Encourage new businesses through more efficient use of large ground floor commercial unit

To help create more affordable commercial units and attract new businesses to the Cally but not permanently restrict the commercial use of ground floor units, the council will support conversion of the rear of some units while maintaining a viable front commercial unit in line with the council's planning policies.

The subdivision of the unit and change of use of the rear (ground floor and basement) of the pre-1914 buildings along the Cally (see list of applicable properties below) can be considered favourable by the council provided all the following criteria are met:

- **the original floor area is surplus to the requirements of the existing business or the unit is vacant**
- **the use of the newly created rear unit is for one of the following uses: business (B1), storage or distribution (B8), retail (A1), financial and professional services (A2 but not including betting or payday loan shops), restaurant and café (A3), Non-residential institution (D1), and**
- **the remaining front and new rear units are of a size and layout that is demonstrably functional for their intended use and are accessible and serviceable.**

Any such development will still need to meet the normal planning requirements to successfully receive planning permission as well as other statutory requirements.

This objective supports the implementation of the following Local Plan policies:

Islington's Core Strategy: Policy CS6 King's Cross, Policy, and Policy CS14 Retail and services, Policy CS13 Employment spaces.

Development Management Policies: Policy DM2.1 Design, Policy DM2.2 Inclusive Design, Policy DM4.6 Local shopping area, and Policy DM5.1 New business floorspace

Applicable properties for consideration under objective 7 are: Caledonian Road east side: Nos. 237-257, 259 (not 259a)-271, 273-283, 287-295, 317-295; Caledonian Road west side 272-340, 346-364, and 372-384.

5.2 Business advice

Business advice can play an important role in improving the performance of a business and tackling existing problems. Many of the businesses along the Cally are small and medium size enterprises (SME) which could benefit from the range of business advice and training that can be offered.

Objective 8: Improve the success of independent businesses on the Cally with business advice programmes

The council will organise and offer businesses advice programmes to small and medium size independent businesses on the Cally to improve their performance and the overall success of the Cally.

This objective supports the implementation of the following Local Plan policies:

Islington's Core Strategy: Policy CS6 King's Cross, Policy, Policy CS10 Sustainable Design, and Policy CS14 Retail and services

Development Management Policies: Policy DM2.1 Design, Policy DM2.2 Inclusive Design, and Policy DM4.8 Shopfronts.

Table 7: Business advice programmes

Project Ref & (Priority)	Programme	Project Description	Services involved in implementation
B1 (Higher)	Energy and waste saving advice	Green Light North London is an existing programme of business support currently open to SME businesses on the Cally. It is an Islington Council and European Union funded service offering free environmental support and some general business advice. Through this support, businesses and can make substantial financial savings and improve their environmental performance and competitiveness by becoming more resource efficient. For more information go to www.qlnl.org.uk	Energy Team
B2 (Higher)	Merchandising makeover	Offer a programme similar to one currently being piloted in Archway Town Centre to independent traders on the Cally. This practical training programme will aim to improve traders' retail skills and better equip them to attract new customers and improve their retail offering. This training programme will work with retailers and provide insight and training into various areas to improve their business, these include: <ul style="list-style-type: none"> • Visual Merchandising principles • Store layout • Stock management • Point of sale • Customer service skills and selling • Simple marketing techniques • Accessibility auditing and compliance The programme can also provide a small amount of match funding for the purchase of fixtures, fittings and other items, to support the recommendations in the action plan and improvements to a business.	Team Cally/ Spatial planning and Transport/ Partnerships & Employability

B3 (Higher)	General financial business advice	Offer professional advice to look at the finances of a business, business planning and to provide help and support with issues such as rents and business rates.	Team Cally/ Spatial planning and Transport/ Partnerships & Employability
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6 Appendix 1: List of conservation grant funded properties

The following table contains the addresses of the properties which have received conservation grant funding for repair and restoration of historic buildings and the public realm on Caledonian Road and Offord Road.

*Funding schemes

Partnership Schemes in Conservation Areas (PSICA)

Conservation Area Partnership Schemes (CAPS)

Heritage Economic Regeneration Scheme (HERS)

Address		Scheme*	Completion Date
4	Offord Road	PSICA	31.03.08
6	Offord Road	PSICA	30.11.09
91	Caledonian Road	CAPS 2	-
163	Caledonian Road	HERS 1	30.03.04
165	Caledonian Road	HERS 2	05.06.03
169 -171	Caledonian Road	HERS 1	04.07.03
179	Caledonian Road	HERS 1	-
189	Caledonian Road	HERS 2	03.01.06
191	Caledonian Road	HERS 1	13.06.05
321	Caledonian Road	PSICA	
237	Caledonian Road	HERS 2	12.01.09
249	Caledonian Road	HERS 2	17.03.06
257	Caledonian Road	HERS 2	10.05.07
259 -263	Caledonian Road	HERS 2	16.08.07
267	Caledonian Road	PSICA	
269	Caledonian Road	HERS 1	-
277	Caledonian Road	HERS 1/2	18.10.05
288	Caledonian Road	PSICA	10.01.08
297	Caledonian Road	HERS 2	01.11.07
299	Caledonian Road	-	-
302	Caledonian Road	PSICA	24.11.09
318	Caledonian Road	HERS 2	17.02.05
331	Caledonian Road	PSICA	-
333	Caledonian Road	HERS 2	18.11.04
335	Caledonian Road	PSICA	12.01.09
343	Caledonian Road	PSICA	06.3.09
345	Caledonian Road	PSICA	06.03.09
347	Caledonian Road	HERS 2	03.09.04
347	Caledonian Road	PSICA	04.03.10
348	Caledonian Road	HERS 2	10.08.06
349	Caledonian Road	PSICA	
352	Caledonian Road	HERS 2	12.12.07
358	Caledonian Road	PSICA	22.04.10
360	Caledonian Road	HERS 1	07.01.08
370	Caledonian Road	HERS 1	14.09.07
374	Caledonian Road	PSICA	07.03.08
382	Caledonian Road	PSICA	
390	Caledonian Road	HERS 2	01.12.05
396	Caledonian Road	CAPS 2	-