# Opportunity Site Development Brief 182 Mare Street (London College of Fashion)

Option1 – Part Retention with Mixed Use Development Part retention and part development for mixed use development including education, workspace, retail and residential with active frontages on Mare Street.

GFA: Residential Commercial: Height: Open Space: Typologies: Density:



#### igure 58. Proposed site diagram

182 Mare Street (London College of Fashion) Site Specific Urban Design Principles - Option1 Part Retention with Mixed Use Development:

To achieve the Mare Street Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 58 and 59):

- Part refurbishment of the Locally Listed Building and part development of 182 Mare Street (the London College of Fashion site) for mixed use development including education, workspace, retail and residential in buildings ranging from 2 – 5 storeys.
- Create an active, commercial frontage on to Mare Street and residential frontage on to Pemberton Place.
- Create an active frontage to increase overlooking on to St John the Theologian Churchyard for natural surveillance, increasing safety and security.
- Emphasise the character of locally listed building through maintaining long views along Mare Street.
- Respect the surrounding heritage assets which comprise the Locally Listed former school building at 182 Mare Street, the residential dwellings at Pemberton Place at the Statutory Listed Building at 143 Mare Street, and seek to improve the setting of these assets.

#### igure 59. Proposed site massing

Refurbished existing Locally (1) Listed school building for a range of uses including to maintain facilities of the London College of Fashion / University Arts London, and to act as a landmark along Mare Street.

> New building to create coherent street frontage and direct views towards the locally listed building as Mare Street bends westwards: active mixed use frontage on ground floor, serviced from the rear.

(2)

#### New access lane fronted by mixed use block.

3

4

(5)

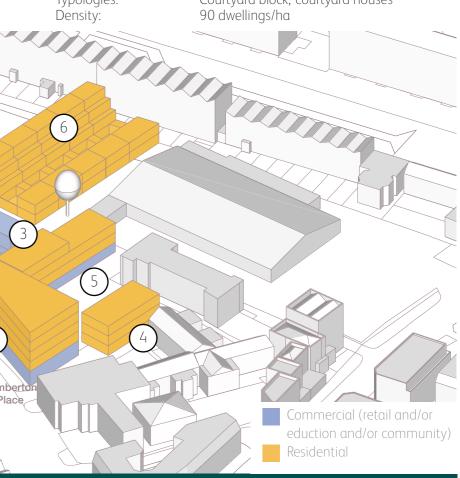
Residential units accessed from Pemberton Place to consolidate the residential feel of Pemberton Place, which currently suffers from facing the backs of the London College of Fashion buildings.

Shared courtyard garden.

#### Quantum & Type of Development

| : |  |  |  |
|---|--|--|--|
| • |  |  |  |
|   |  |  |  |
|   |  |  |  |
|   |  |  |  |
|   |  |  |  |
| • |  |  |  |

4,900 sgm - 44 units 2,200 sqm 2-5 storeys courtyard garden, balconies and roof terrace Courtyard block, courtyard houses 90 dwellings/ha





Courtyard houses overlooking St. John the Theologian Churchyard whilst remaining sensitive to the adjacent residential block to the west, and retaining the scale around the existing buildings.

# Opportunity Site Development Brief 27-38 Well Street (Lidl)

| Ownership:                                    | Lidl Plc   |
|---|--|
| Address:                                      | 27-37 Well Street, London, E9 7QX  |
| Existing Use:                                 | Retail and associated car park.  |
| Development Plan<br>Document<br>Designations: | Mare Street Conservation Area<br>Mare Street/Westgate Triangle Archaeological Priority Area<br>Site 223 in the Site Allocations Local Plan<br>Commercial Core of the City Fringe (Tech City) |
| PTAL:   | 4 / 6a   |
| Site Area:                                    | 4,200 sq.m / 0.42 ha   |



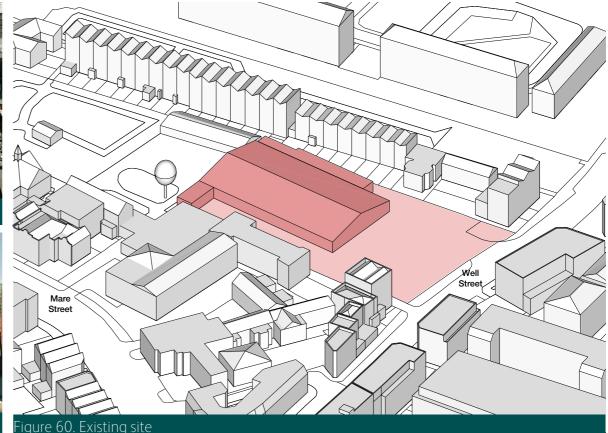
xisting aerial view from west



lest side of site







Site for redevelopment

Structure to Retain



#### **Opportunities:**

- Redevelop 27-37 Well Street (the Lidl site) for the provision of mixed use development including retail (potentially for a new Lidl store) and residential with new active frontages onto Well Street.
- Comprehensive part refurbishment, part development of 182 Mare Street (London College of Fashion site) and 27-37 Well Street (the Lidl site) to optimise the potential for site improvements including the provision of education, workspace, retail and residential with active frontages on Mare Street and Well Street.

#### Options:

#### Option1 – Mixed Use Development

Redevelopment for the provision of mixed use development including retail (potentially for a new Lidl store) and residential.

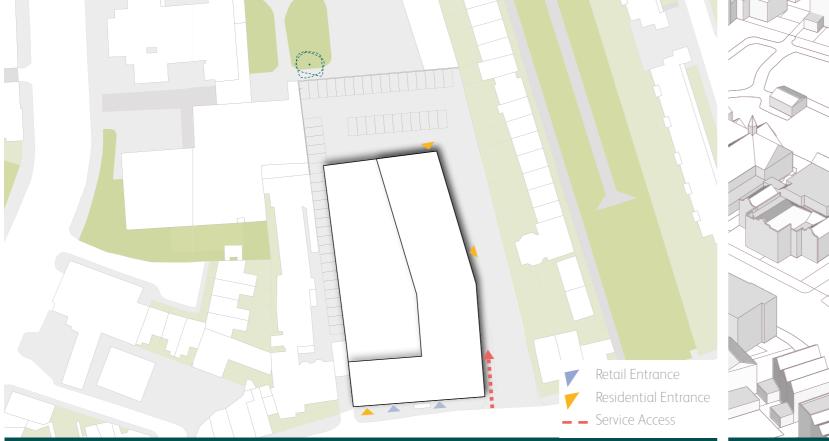
#### Option 2 - Comprehensive Development with 182 Mare Street (London College of Fashion)

Comprehensive part refurbishment, part development of 182 Mare Street (London College of Fashion site) and 27-37 Well Street (the Lidl site) to optimise the potential for site improvements including the provision of education, workspace, retail and residential with active frontages on Mare Street and Well Street.

## Opportunity Site Development Brief 27-38 Well Street (Lidl)

Option1 – Mixed Use Development Redevelopment for the provision of mixed use development including retail (potentially for a new Lidl store) and residential

Quantum & Type of Development GFA: Residential: Commercial: Height: Car parking spaces: Open Space: Typologies: Density:



#### igure 62. Proposed site diagram

27-37 Well Street (Lidl) Site Specific Urban Design Principles - Option1 - Mixed Use Development: To achieve the Mare Street Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 62 and 63:

- Encourage redevelopment for the provision a mix of uses including retail (potentially for a new Lidl store) and residential within a building of up to 4 storeys.
- Create a consistent building alignment and a new active frontage along Well Street. 2
- Orient residential units to maximise east-west aspect and to minimise overshadowing of potential new roof garden. 3.
- The provision of car parking will need to be robustly justified through the submission of a robust Transport Assessment 4 and should it be justified, should be located in a basement or undercroft car park to cause minimal interruption of a new active frontage along Well Street.

#### igure 63. Proposed site massing

(1)

New retail at first floor (potentially for new Lidl store), above potential undercroft, open car parking, with entrance at ground floor, alongside smaller commercial (retail / workspace) units, to create an active, commercial frontage along Well Street.

Store servicing from eastern side of site.

Potential car parking and access to undercroft car parking located at the rear of store.

(4,

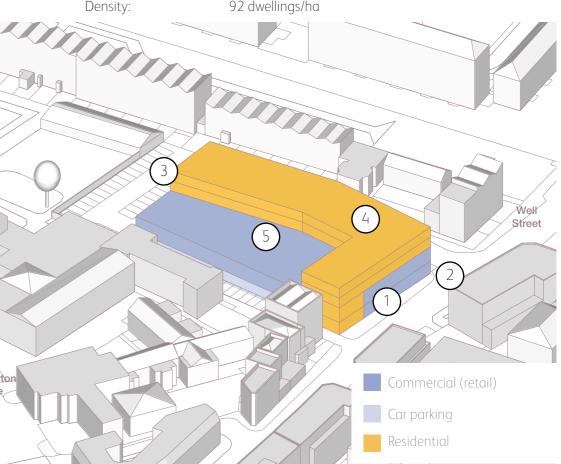
(3)

5

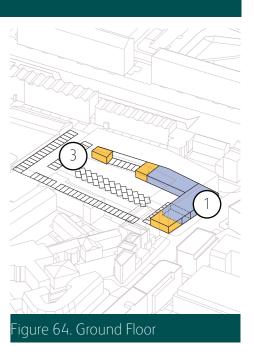
store accessed from eastern side of site minimising overshadowing of shared roof garden.

roof.

- 2,750 sqm 39 units
- 2,700 sqm
- 2-4 storeys
- Subject to a detailed Transport Assessment
- Roof terrace
- Podium Block
- 92 dwellings/ha



- Residential units above
- Shared garden for residential units on new retail floorspace



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# Opportunity Site Development Brief 27-38 Well Street (Lidl)

Option 2 – Comprehensive Development with 182 Mare Street (London College of Fashion)

Comprehensive part refurbishment, part development of 182 Mare Street (London College of Fashion site) and 27-37 Well Street (the Lidl site) to optimise the potential for site improvements including the provision of education, workspace, retail and residential with active frontages on Mare Street and Well Street.

## Quantum & Type of Development

| GFA:            |        |
|-----------------|--------|
| Residential:    | 9,750  |
| Mixed Use:      | 4,700  |
| Height:         | 2-5 st |
| Parking Spaces: | Subje  |
| Open Špace:     | Court  |
| Typologies:     | Court  |
| Density:        | 155 d  |
|                 |        |

6

4

6



#### gure 65. Proposed site diagram

27-37 Well Street (Lidl) Site Specific Urban Design Principles - Option1 - Comprehensive Development with 182 Mare Street (London College of Fashion)

To achieve the Mare Street Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 65 and 66):

- Comprehensive part refurbishment, part development of 182 Mare Street (London College of Fashion site) and 27-37 Well Street (the Lidl site) to optimise the potential for site improvements including the provision of education, workspace, retail and residential with active frontages on Mare Street and Well Street, within a development ranging from 2-5 storeys in height.
- Create active, commercial frontages on to Mare Street, Pembury Place and Well Street, and create a consistent building alignment and height along Well Street.
- Ensure that development located to the rear of the locally listed school building creates an active frontage on to St John's the Theologian Churchyard, to increase overlooking and natural surveillance.
- Emphasise the character of the locally listed school building by setting back the development fronting on Mare Street to ensure that long views from Mare Street are created.
- The provision of car parking will need to be robustly justified through the submission of a robust Transport Assessment and should it be justified, should be located in a basement or undercroft car park to cause minimal interruption of a new active frontage along Well Street.

#### gure 66. Proposed site massing

Refurbished existing locally 1 listed school building, for mixed use, and to act as a landmark along Mare street.

New buildings to create, active (2) street frontages at ground floor, on Mare Street and Well Street, with new retail (potential Lidl store) located at first floor with the entrance at ground floor on Well Street.

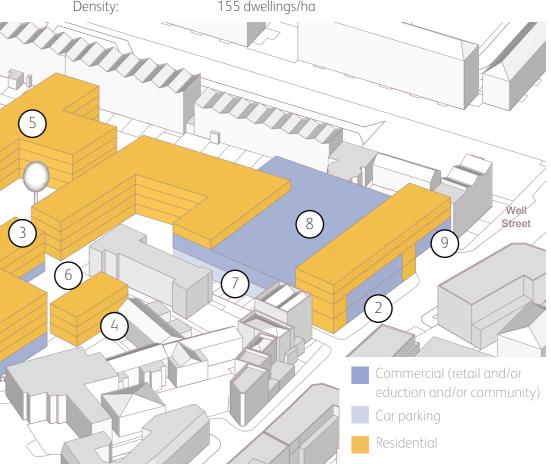
3 New access lane fronted by mixed use block.

Residential units accessed from Pemberton Place to consolidate the residential feel of Pemberton Place, which currently suffers from facing the backs of the College of Fashion buildings.

Development creates 5 overlooking to St. John the Theologian Churchyard.

Shared courtyard garden.

- 0 sg.m 139 units
- 0 sg.m
- toreys
- ect to a detailed Transport Assessment tyard garden, balconies and roof terrace
- yard block, podium block
- dwellings/ha





Potential undercroft car parking accessed via east side of site.

Shared garden for residential units on store roof.



Retail serviced from Well Street

## 3.4 Andrews Road Cluster

#### **Overview**

The Andrew Road cluster is located on the on the southern portion of Mare Street and on Andrews Road. The cluster accommodates key transport infrastructure which includes Ash Grove, which is a large, operational bus garage which has current capacity for approximately 170 buses. Located close to Regents Canal and the Regents Canal conservation area, the cluster hosts underutilised sites such as 40-43 Andrews Road, which is currently in operation as a car pound, and 51-61 Mare Street which is occupied by HSS Tool Hire and Five Point Brewery. The Mare Street portion offers an active, commercial frontage from the Locally Listed Victorian Terraces and a mixed use commercial and residential development. There is scope to locate the rationalised Hackney Home depots to 51-61 Mare Street, where a renovation of the existing building would create an active frontage. There is also scope to utilise 40-43 Andrews Road to create a larger bus garage to accommodate the relocation of Clapton Bus Garage.

#### **Opportunity Sites:**

- 51-61 Mare Street (HSS Tool Hire / Five Point Brewery)
- 40-43 Andrews Road (Car pound)

#### Andrews Road Cluster Strategic Objectives:

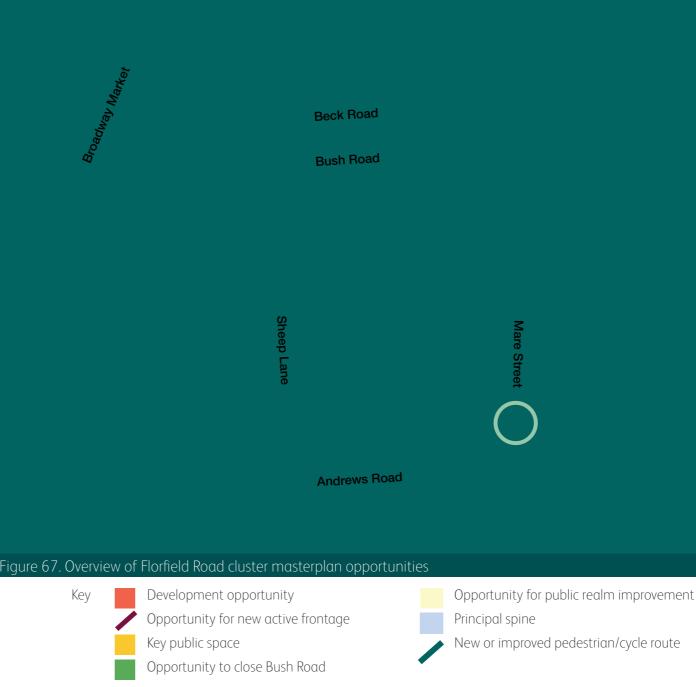
To achieve the Masterplan Vision, the following Andrews Road Strategic Objectives have been developed:

- Relocate the rationalised Hackney Housing depots to 51-61 Mare Street.
- Close Bush Road to facilitate the creation of a larger bus garage at Ash Grove, 2. to accommodate the relocation of Clapton Bus Garage, and to meet the operational requirements of the rationalised Hackney Housing depot.
- Potentially utilise 40-43 Andrews Road to create a larger bus garage at Ash 3. Grove to accommodate the relocation of Clapton Bus Garage.
- Should the relocation of the Clapton Bus Garage be accommodated solely on the Ash Grove site, provide mixed use development on 51-61 Mare Street and 40-43 Andrews.

#### Andrews Road Cluster Urban Design Principles:

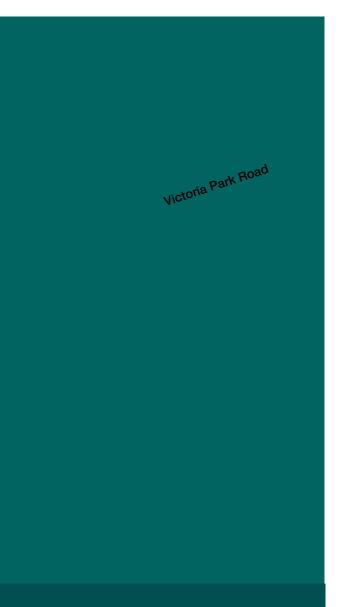
To achieve the Andrews Road Cluster Objectives, all new development should:

- 1. Provide a continuous, active street frontage: Replace blank facades on Mare Street with ground floor, commercial frontage, provide building heights in line with adjacent blocks, complete residential frontage on Andrews Road (should the site not be needed to relocate the Clapton Bus Garage), as set out in Figure 67.
- 2. Support a positive transition between activity nodes and surrounding neighbourhoods: Improve street frontage on Andrews Road, which leads from Mare street to Broadway Market (should the strategic objectives set out above not be possible), as set out in Figure 67.
- 3. Create places to dwell: Create new courtyard space at Andrews Road (should the strategic objectives set out above not be possible), as set out in Figure 67.



#### **Other Delivery Considerations:**

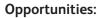
• Planning permission was granted in July 2015 for the creation of a new car pound in the Hackney Wick area to accommodate the relocation of the existing car pound at 40-43 Andrews Road.





Key pedestrian route Key pedestrian/cycle crossing Improved gateway

| Ownership:   | London Borough of Hackney  |
|--|--|
| Address:   | 51-61 Mare Street, London, E8 4RG  |
| Existing Use:  | B1c - 1,150sqm - occupied by Craft Brewery<br>B8 - 1,150sqm - occupied by HSS Tool Hire  |
| Key Development<br>Plan<br>Document<br>Designations: | Mare Street Priority Employment Area<br>Mare Street/Westgate Street Triangle Archaeological Priority<br>Area.<br>Site 143 – Ash Grove Allocation in Site Allocation Local Plan<br>Commercial Core of the City Fringe (Tech City) |
| PTAL:  | 6α   |
| Site Area:   | 3,492sqm / 0.35ha  |



- Relocate the rationalised Hackney Housing depots to 51-61 Mare Street.
- Should the relocation of the Hackney Housing depot to this site not be possible, there is potential for mixed use, commercial (workspace) and residential development.

#### **Options:**

Option 1 – Refurbishment for Hackney Housing Depot Refurbishment and reconfiguration of the existing building for a rationalised Hackney Housing depot.

Option 2 – Mixed Use Development for Hackney Housing Depot

A mixed use development which provides a purpose-built Hackney Housing depot, providing a material store with mezzanine level, associated office space, yard for loading of vans and workshops. Mixed use, commercial (workspace) and residential development at the southern part of the site.

Option 3 – Mixed Use Development A mixed use development providing residential and commercial (workspace) floorspace, whilst utilising the adjacent railway arches for commercial use.

#### Hackney Housing Deport Requirements

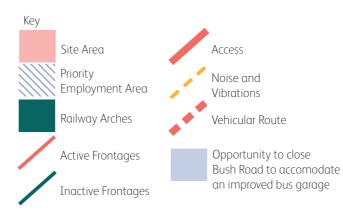
| Material Stores:          | 750 sqm including mezzanine level |
|---------------------------|-----------------------------------|
| Office Space:<br>1,888sgm | 236 staff - 8sqm/person =         |
| Workshops:                | 200 sqm                           |
| Parking:                  | 40-50 spaces<br>6 visitor spaces  |
| Delivery Zone:            | for 7.5t vehicles                 |





Existing view from Ash grove





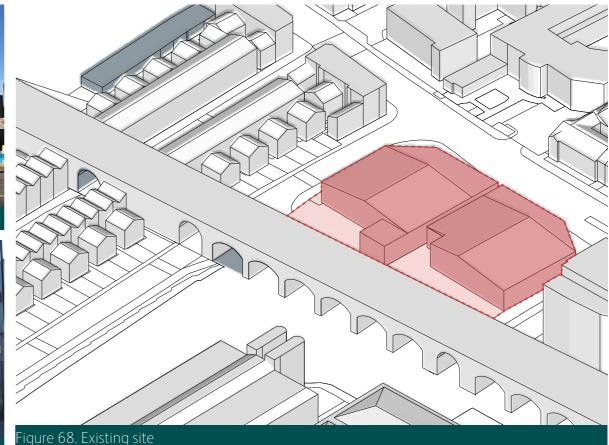
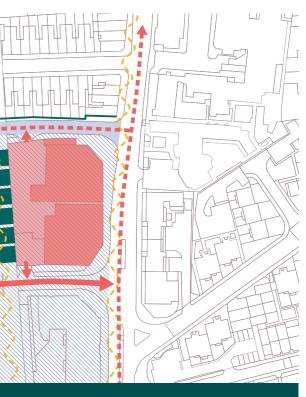


Figure 68. Existing site

# Site for redevelopment

igure 69. Constraints & Opportunities

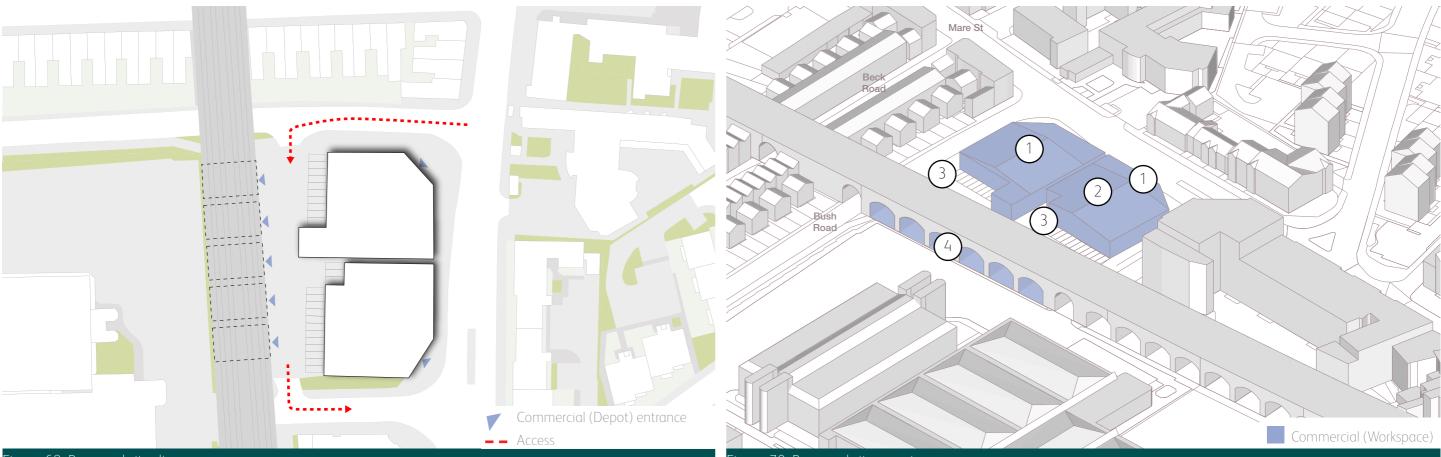
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Option 1 Refurbishment of existing building for consolidated Hackney Housing depot.

## Quantum & Type of Development

| GFA:        |          |
|-------------|----------|
| Store:      | 750 sq.  |
| Office:     | 1,800 so |
| Height:     | 2 storey |
| Open Space: | Parking  |
| Typology:   | Existing |



2)

#### Figure 69. Proposed site diagram

51-61 Mare Street Site Specific Urban Design Principles – Option 1 - Refurbishment for Hackney Housing Depot

To achieve the Andrews Road Cluster Objectives, development proposals should have regard to the following:

- Renovate the existing building for depot use and to meet the requirements of the Hackney Housing Depot.
- Create an active, commercial frontage on to Mare Street. 2
- Conceal the service yard behind buildings and screen from the public realm, as set out in Figure 69. 3.
- Separate service access from bus depot access. 4.
- Locate external workshops and hazardous material stores in the railway arches, as set out in Figure 70. 5.
- 6. Improve pedestrian pavements with tree planting.

#### igure 70. Proposed site massing

Refurbishment of northern building and front of southern building to accommodate Hackney Housing Office space over two floors and activate frontage along Mare Street.

Use of railway arches for Hackney Housing joinery, glazing and sign workshops as well as external storage area.

 $\left(4\right)$ 

Refurbishment of rear part of southern building for Hackney Housing material stores.

Hackney Housing parking and delivery zone

. m (single level without mezzanine) sqm (over two floors to be retrofitted) VS

space (25 spaces)

g light industrial building

#### Option 2 – Mixed Use Development for Hackney Housing Depot

A mixed use development which provides a purpose-built Hackney Housing depot, providing a material store with mezzanine level, associated office space, yard for loading of vans and workshops. Mixed use, commercial (workspace) and residential development at the southern part of the site.

## Quantum & Type of Development

GFA: Residential: Hackney Housing Office: Hackney Housing Depot: Arches Other commercial : Height: Open Space: Typology: Density:



#### iqure 71. Proposed site diagram

51-61 Mare Street Site Specific Urban Design Principles – Option 2 - Mixed Use Development for Hackney Housing Depot To achieve the Andrews Road Cluster Objectives, development proposals should have regard to the following:

- Provide a purpose-built Hackney Housing depot, as well as commercial (workspace) and residential floorspace, as part of a mixed use development, as set out in Figure 72.
- Create an active, commercial frontage on to Mare Street. 2.
- 3. Conceal service yard behind buildings and screen from public realm.
- Separate service access from bus deport access, as set out in Figure 71 and 72. 4.
- Locate external workshops and hazardous material stores in railway arches. 5.
- Improve pedestrian pavements with tree planting. 6.
- Building height in the southern part of the site to relate to existing, nearby residential block, with development up to 8 storeys, whilst building height on the northern part of the site to be stepped down towards the terraced housing, with development up to 6 storeys, as set out in Figure 72.

#### gure 72. Proposed site massing

Parking and logistics area for 1 Hackney Housing depot (40 parking spaces, 6 visitor spaces and loading bays for up to 5 vans).

Double height depot with (2) mezzanine level for material store.

3

Entrance and reception area to Hackney Housing depot office space with visitor parking (6 spaces) and staff welfare facilities.

Hackney Housing depot office space and meeting rooms (building height and guantum of floor space reflects Hackney Housing requirements. There is potential for additional floor space if required).

(4)

6

Hackney Housing joinery, glazing 5 and sign workshops as well as external stores in the railway arches.

> Commercial (workspace) on ground floor fronting on to Mare Street.

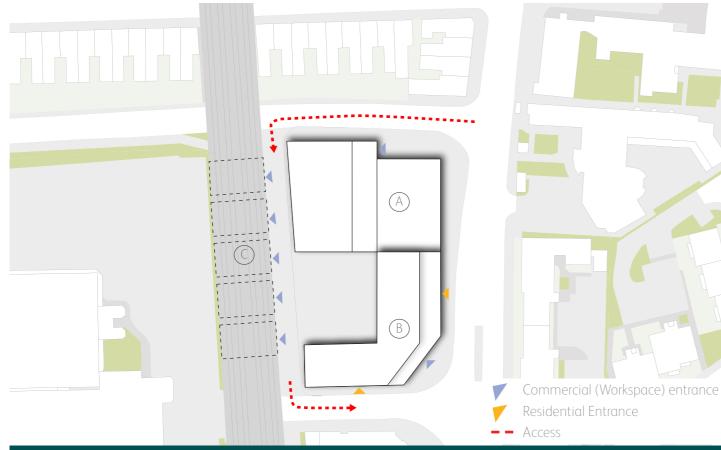
3,500 sg.m - 50 units 2,250 sq.m 1,100 sq.m 900 sq.m 500 sq.m 5-8 storeys yard (depot), balconies, terraces linear block and corner block 143 dwellings/ha

Residential development on upper floors, height is generally consistent with existing, nearby residential block.

Option 3 – Mixed Use Development A mixed use development providing residential and commercial (workspace) floorspace, whilst utilising the adjacent railway arches for commercial use.

Quantum & Type of Development GFA: Residential Commercial: Height: Open Space: Typology: Density:

Mare St



#### igure 73. Proposed site diagram

51-61 Mare Street Site Specific Urban Design Principles – Option 3 - Mixed Use Development for Hackney Housing Depot To achieve the Andrews Road Cluster Objectives, development proposals should have regard to the following:

- Provide a mixed use development for the provision of commercial (workspace) and residential floorspace, as set out in Figure 74.
- 2 Create an active, commercial frontage on to Mare Street.
- Create an active frontage and public access along eastern side of the railway with new commercial uses in the railway arches, as set out in Figure 74.
- Create courtyard between commercial and residential uses to avoid overlooking, as set out in Figure 74.
- Improve pedestrian pavements with tree planting. 5.
- Building height in the southern part of the site to relate to existing, nearby residential block, with development up to 8 6. storeys, whilst building height on the northern part of the site to be stepped down towards the terraced housing, with development up to 5 storeys, stepped down towards Mare Street with development up to 4 storeys, as set out in Figure 74.

#### igure 74. Proposed site massing

New commercial (workspace) (1) building providing flexible space that can be subdivided for small businesses, co-working or larger businesses around a shared atrium space with café and social meeting spaces.

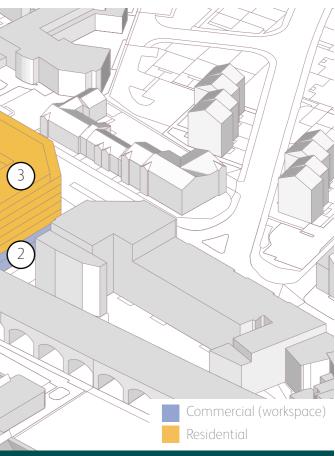
Commercial (workspace) use on (2)ground and first floor fronting on to Mare Street.

3)

Residential development on upper floors, height is generally consistent with existing, nearby residential block.

Use of railway arches for 4 commercial (workspace) use.

5,770 sq.m - 80 units 7,020 sq.m 5-8 storeys Courtyard garden, balconies, terraces Atrium building, corner block 235 dwellings/ha



## Opportunity Site Development Brief 40-43 Andrews Road

| Ownership:  | London Borough of Hackney   |
|---|---|
| Address:  | 43 Andrews Road, London, E8 4RL   |
| Existing Use:                                     | B8 - 4,900sqm - occupied by Hackney Council Car<br>Pound and Hackney Council's Meal on Wheels Service.  |
| Key Development<br>Plan Document<br>Designations: | Mare Street Priority Employment Area<br>Mare Street / Westgate Street Triangle Archaeological<br>Priority Area<br>Site 225 in the Site Allocations Local Plan<br>Commercial Core of the City Fringe (Tech City) |
| PTAL:   | 5   |
| Site Area:  | 4,900sqm / 0.49ha   |

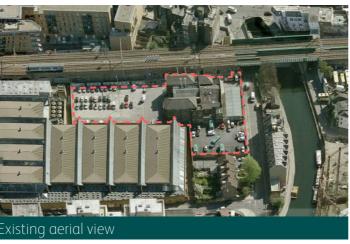
#### **Opportunities:**

- Potentially utilise 40-43 Andrews Road to create a larger bus garage at Ash Grove to accommodate the relocation of Clapton Bus Garage.
- Should the site not be needed to accommodate the relocation of the Clapton Bus Garage, there is potential for mixed use, commercial (workspace) and residential development.
- Consider the balance of heritage and regeneration benefits in line with local and national policy.

#### **Options:**

Option 1 – Mixed Use Development

A mixed use development providing commercial (workspace) and residential floorspace, whilst converting the adjacent railway arches for commercial (workspace) use.

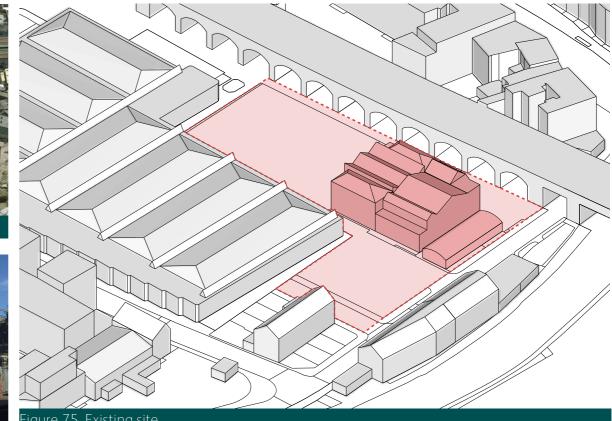




Existing view looking east







igure 75. Existing site

Site for redevelopment



## Opportunity Site Development Brief 40-43 Andrews Road

Option 1 – Mixed Use Development A mixed use development providing commercial (workspace) and residential floorspace, whilst converting the adjacent railway arches for commercial (workspace) use.

Typology: Density:



#### 40-43 Andrews Road Site Specific Urban Design Principles

To achieve the Andrews Road Cluster Objectives, development proposals should have regard to the following:

- Provide a mixed use development for the provision of commercial (workspace) and residential floorspace, as set out in Figure 78.
- Create an active, commercial frontage on to Andrews Road. 2
- Create an active frontage and public access along western side of railway with new commercial uses in the railway arches, as set out in Figure 78.
- Create courtyard space between commercial and residential use to avoid overlooking, as set out in Figure 78.
- Building height to step down along Andrews Road and western part of the site towards existing terraced housing, with a 5. development between 4-8 storeys, as set out in Figure 78.

New residential development 1) of high quality design with entrances along Andrews Road to complete residential frontage; with shared residential courtyard garden.

> Increased height to the north and adjacent to railway where overshadowing is less critical.

New commercial (workspace) building adjacent to Ash Grove Bus Garage, ideal for creative industries due to yard space and proximity to existing creative clusters.

(5 workshops.

(4)

Lower building heights along Andrews Road to be sensitive of existing buildings.



#### Quantum & Type of Development

Residential: Commercial: Height: Open Space:

8,150 sq.m - 116 units 8,690 sq.m 4-8 storeys Courtyard garden, balconies, terraces, roof terrace, yard Open courtyard block 236 dwellings/ha

Potential for new commercial uses in railway arches including

# 4\ Public Realm and Place Making

#### Public Realm and Place Making

Placemaking will play an important role in the future growth of this area and public realm improvements must go beyond the physical necessities and capture peoples imagination, strengthen identity and foster inspiring and unique places cherished by people who live and work in Hackney.

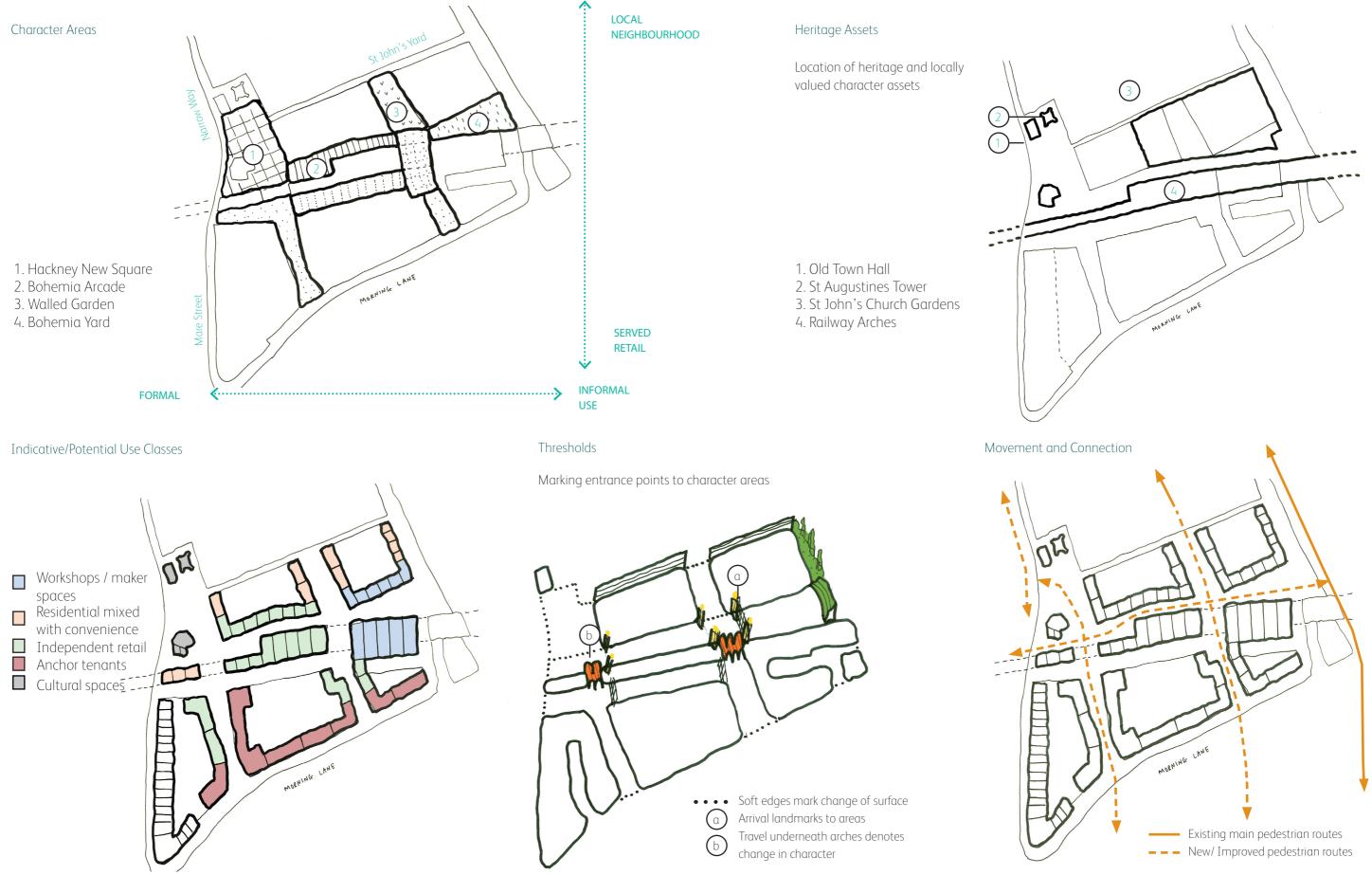
The following section sets out public realm principles to support place making and details two Public Realm Case Studies, which set out guidance for future public realm improvements. The Public Realm Case Studies build upon the objectives in the Masterplan Public Realm Strategy and Principles set out earlier in this document.

#### Masterplan Public Realm Principles.

Placemaking will play an important role in the future growth of this area and public realm improvements must go beyond the physical necessities and capture peoples of the public realm, including:

- Champion local public space provision: Foster and define a variety of well-proportioned public spaces that encourage a wide range of uses – suppor places to meet, places to dwell, places to move through – in public streets, squares and gardens.
- 2. Celebrate local place and character: Respect heritage assets existing structures, surfaces and treatments should be integrated and celebrated. Maintain unique identities of streets and spaces and promote local landmarks. Invite people to explore spaces and emphasise important arrivals/ gateways to the area with key markers in beautiful and playful signage. Include spaces for display at entry points which can change with input for local artists.
- 3. Provide opportunities for a dynamic events programme and active spaces: Public streets and spaces should be designed to facilitate a diverse range of public performances and activities, so we can enjoy lively and safe streets. Provide equipment for playful events and spaces that support for locals who want to initiate activities.
- 4. Encourage a diverse range of play opportunities with access to safe and imaginative play and embedded sporting equipment: Promote use of natural play that inspires, excites and entertains young people whilst challenging appropriate ages groups. Provide spaces to host sporting equipment for local people to stay health and active.
- **5. Create legible and permeable street patterns:** The layout of the proposed development should plug into the existing street layout, with appropriate routes and junctions connecting the site with the context.
- 6. Grow flourishing green spaces in Hackney: Encourage greater biodiversity of green spaces, supporting local planting and bird species.

Public Realm Case Studies are put forward for Bohemia Place and Hackney Central Overground Station. It is envisaged that Bohemia Place will become a key pedestrian route supported by active commercial frontage, which will connect the emerging Hackney Walk development and beyond to the heart of the Town Centre and Hackney Central London Overground Station. It is considered that improvements to Bohemia Place presents an opportunity to shape a special place unique to Hackney Central that will unlock the heart of the town centre and stich together the Clapton Bus Garage site and the Tesco site.



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Site 1. Site Plan



1. Planned public realm improvements to the Narrow Way and Amhurst Road/ Mare Street Junction, creating a pedestrian and cycle-friendly environment.

2. St Augustine's Tower, in St John at Hackney Churchyard Gardens

3. A new Cultural offer (Old Town Hall)

4. Upper Square (Old Square) entry to St John at Hackney

Churchyard Gardens

5. Hackney New Square

6. New Pavilion building

7. Bohemia Arcade

8. Walled Garden

9. Bohemia Yard

10. Historic wall feature wall retained

11. Pop-up programming space

12. Stepped planting

13. Residential gardens

14. Vehicle access to underground parking

15. Small plaza opposite St John at Hackney Churchyard Gardens

16. Change in paving announces arrival into St John at Hackney Churchyard Gardens

17. Hedge / low trees between private gardens and St John at Hackney Churchyard Gardens

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Site 1. Scale Comparison of Public Spaces



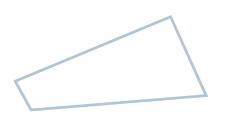
1. Hackney New Square



2. Bohemia Arcade

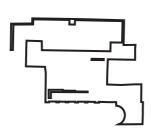


3. Walled Garden

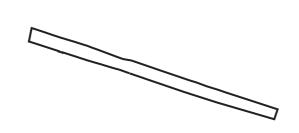


4. Bohemia Yard

Example Spaces



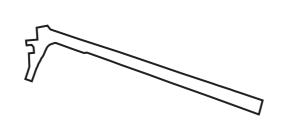
Gillet Square, Hackney



Carnaby Street



Victory Parade. Olympic Village.



Pullen Yard



Gillet Square, Hackney



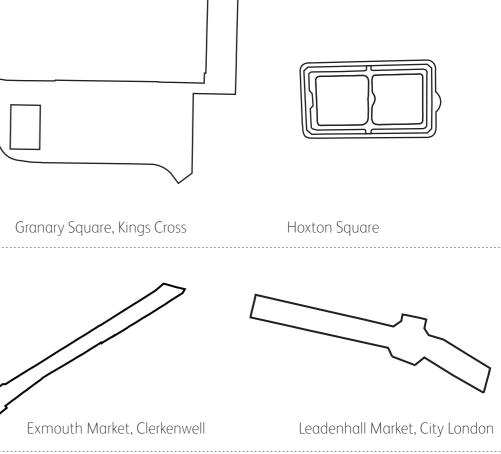
Carnaby Street, Soho

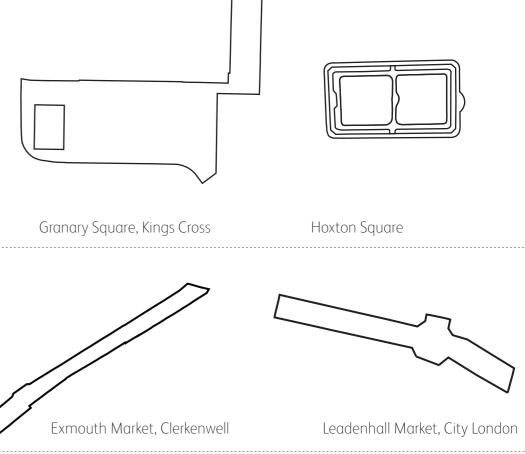


Victory Parade. Olympic Village



Pullen Yard, Southwark

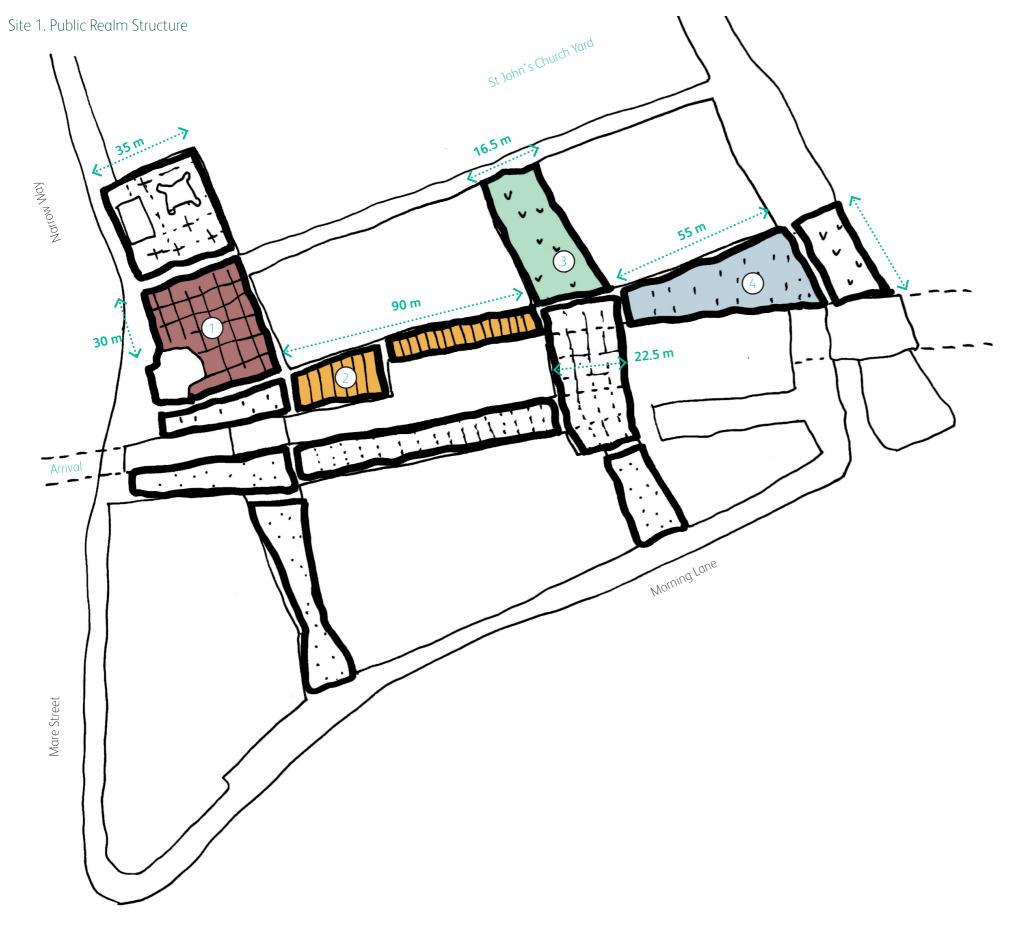




Illfe Yard, Southwark

Portland Works

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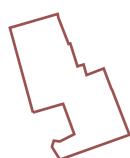


## Character Areas

- 1 Hackney New Square
- (2) Bohemia Arcade
- 3 Walled Garden
- 4 Bohemia Yard

Character Area 1: Hackney New Square

An open square in a highly prominent location for gathering large groups of people within



#### Description:

One of a series of inter-linking pedestrian spaces in Hackney dedicated to 'hosting' activities and programmed events. The new square will unlock pedestrian movement from the civic centre to emergent development sites to the east; connecting to it Hackney Central Overground Station, the Narrow Way and the historic spaces of St. John at Hackney Churchyard Garden. The existing Old Square to St. John at Hackney Churchyard Garden (Upper Square) is integrated with the new (lower) square, by removing the boundary wall to edge - increasing surveillance and ownership of public squares.

#### Uses:

A privately managed open space which encourages people to gather in, hosting events and use for performances. Daily informal gatherings of local workers at lunch time, school children and parents and daily shoppers. An entertainment space, hosting larger programmed activities and events at evenings and weekends.

#### Pavilion Building:

A two-storey building which defines the edge to new civic square and has active frontages at ground floor. Programmatically the pavilion could include a tourist information point, cafe, restaurant and cultural spaces at ground floor; with beautiful signage/wayfinding material at higher level to promote local activities and events. Could also potentially facilitate and manage relocated public toilets from the Old Square, provide storage for market traders stalls, or be used as a temporary stage.



#### Speed and movement:

A gathering space which holds people for longer periods of time in activities, events and celebrations.

#### Public Realm Activators:

A dedicated 'hosting zone' which clearly indicate where temporary use opportunities can be programmed, including stage structure and dedicated performance spaces where people are invited to perform. Potential square is to incorporate plug-in points for market traders and live music/ performances, with stepped seating to perimeter for informal seating.

#### Example Programmatic Opportunities

Weekly: local food producers market, buskers, live music, street dancers, meetings and processions.

Monthly: an antiques fair, traders and business expo, film festivals

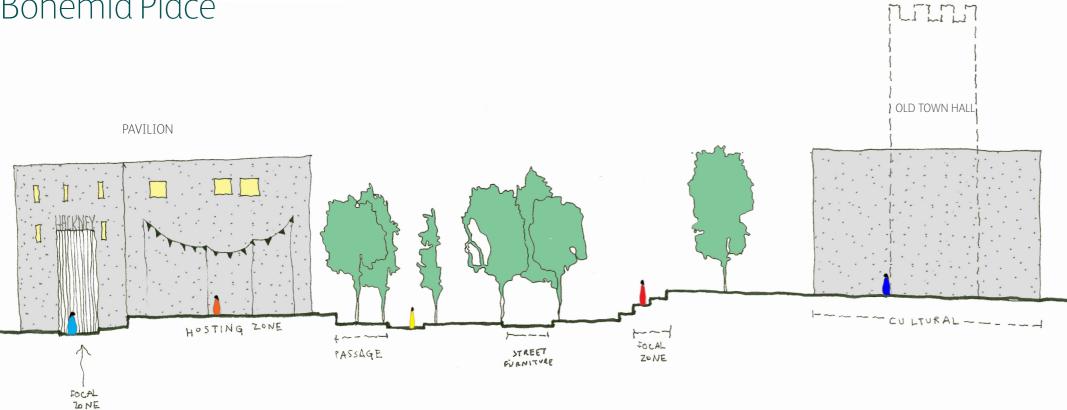
Yearly: Christmas fair

Zones to host programmatic opportunities and temporary uses

## Street Furniture

- **1.** Pavilion Building
- 2. St John at Hackney Churchyard Gardens
- 3. Old Town Hall
- **4.** St Augustines Tower
- 5. Focal Zone: Sculptural/ wayfinding element
- 6. Habitable Space in front of cafe/restaurants (or "defensible space")
- 7. Steps between St John at Hackney Churchyard Gardens
- and Hackney New Sq
- 8. Commercial units (eg:cafes/restaurants)

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Section of Hackney New Square

#### Textures and Materials Palette

Highly durable pavers for high pedestrian use. Inter-laid with special characters and historic pavers to mark out perimeter to square and set out of 'focal zones' eg. Place markers for trader stalls, temporary stage. Incorporate mix of colour and playful tactic pavers to showcase local identity.



Textured relief paving, Barcalona, by Gaudi

Basalt paving between Lava Stones, Spain

Plaza San Martin, Cordoba, Argentina

The Praçado Toural Square, Portugal. Applied historic plan to paving surfaces



Centenary Square, Birmingham. Coloured pavers



Barking Town Square (muf architecture/art)



#### Character Area 2: Bohemia Arcade

#### Intimate scale 'everyday' pedestrian street, incorporating places to pause and visit



#### Description:

A vibrant, lively street with strong local identity and character reflected by the mix of commercial uses. Active street frontages which invites people to explore inside, open threshold between commercial units and public realm for adjacent activity space.

#### Uses:

Designed for everyone; Bohemia Arcade could accommodate a variety of commercial (retail / workspace / leisure) uses, with resting areas (seating.) A connecting route from Hackney New Square to Bohemia Yard.

#### Speed and movement:

A visiting space for people to move through, with moments to stop and pause on street furniture and interactive feature elements to engage with.

#### Public Realm Activators:

Active street frontages supporting the everyday commercial and craft based activities, inviting people in to explore. Long benches and civic resting points for groups of people to gather on. Community planters, grow boxes alongside seating, and picnic benches for celebrations. 'Focal Opportunities' within public realm create spaces for display which can change



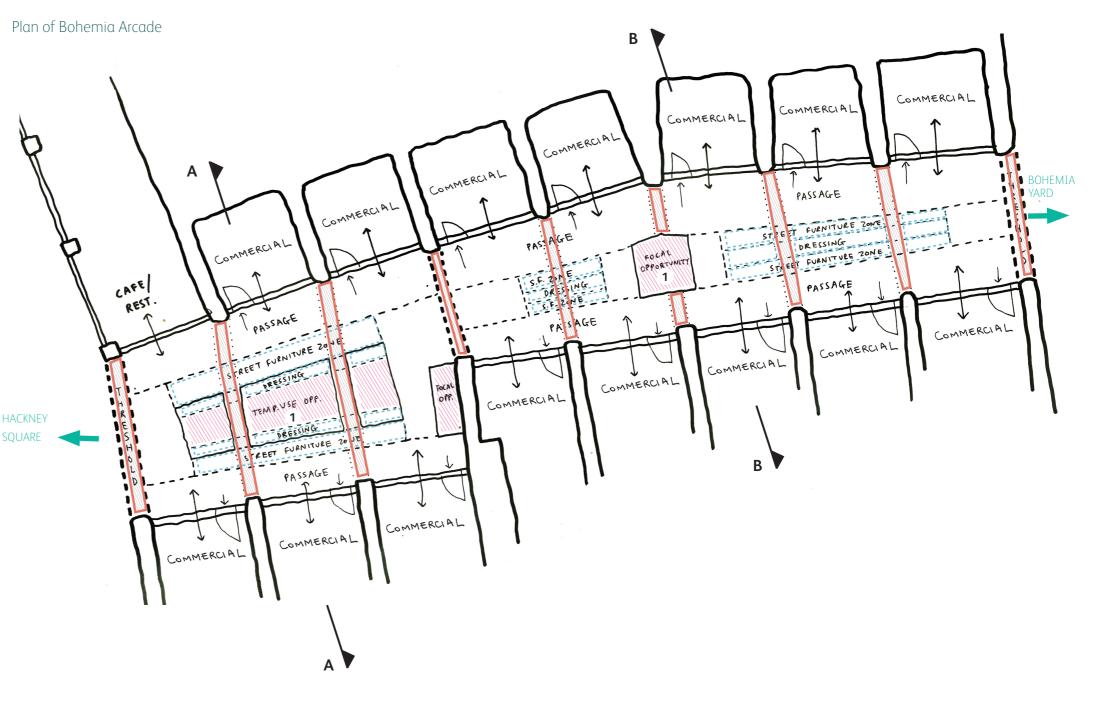
Zones to host programmatic opportunities and temporary uses

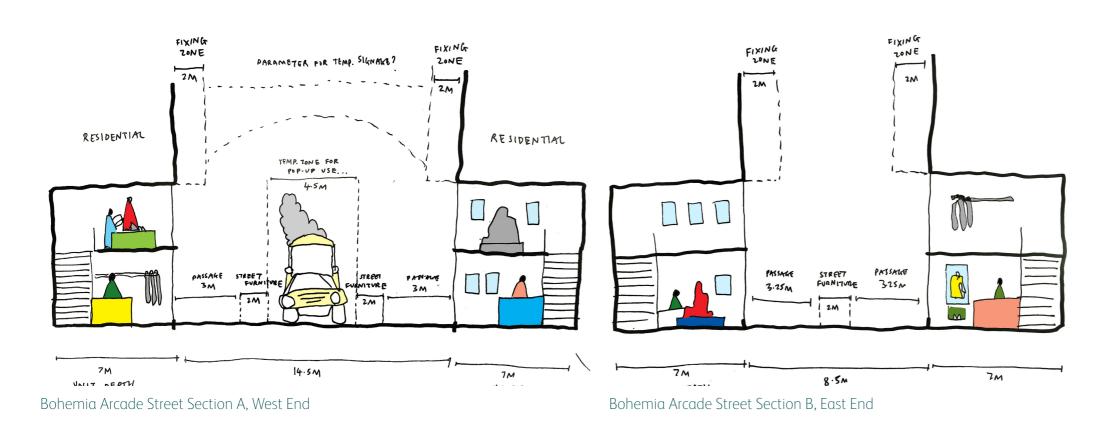


Edge Treatments, marking thresholds

Street Furniture

**1.** Focal Opportunities for Temporary Use





### Textures and Materials Palette

Special setts

Textures and surface treatment to accentuate local character identity. Highly durable standard granite setts for high pedestrian use. Decorative special setts to mark areas for trader stalls and temporary use activity along shopping street.



Granite setts, for heavy pedestrian movement

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Carneby Street, Soho



Lambs Conduit Street



Exmouth Market, Clerkenwell

Character Area 3: Walled Garden

#### A generous green space for growing activities and socialising, linked to St John at Hackney Churchyard Gardens

#### Description:

Densely planted gardens mimicking tranquil nature of St. John at Hackney Churchyard Gardens. Sloped and stepped planted surface from higher Churchyard level to Bohemia Arcade and Yards below. A quality 'green' pause space for the community and adjacent residential community above.

#### Uses:

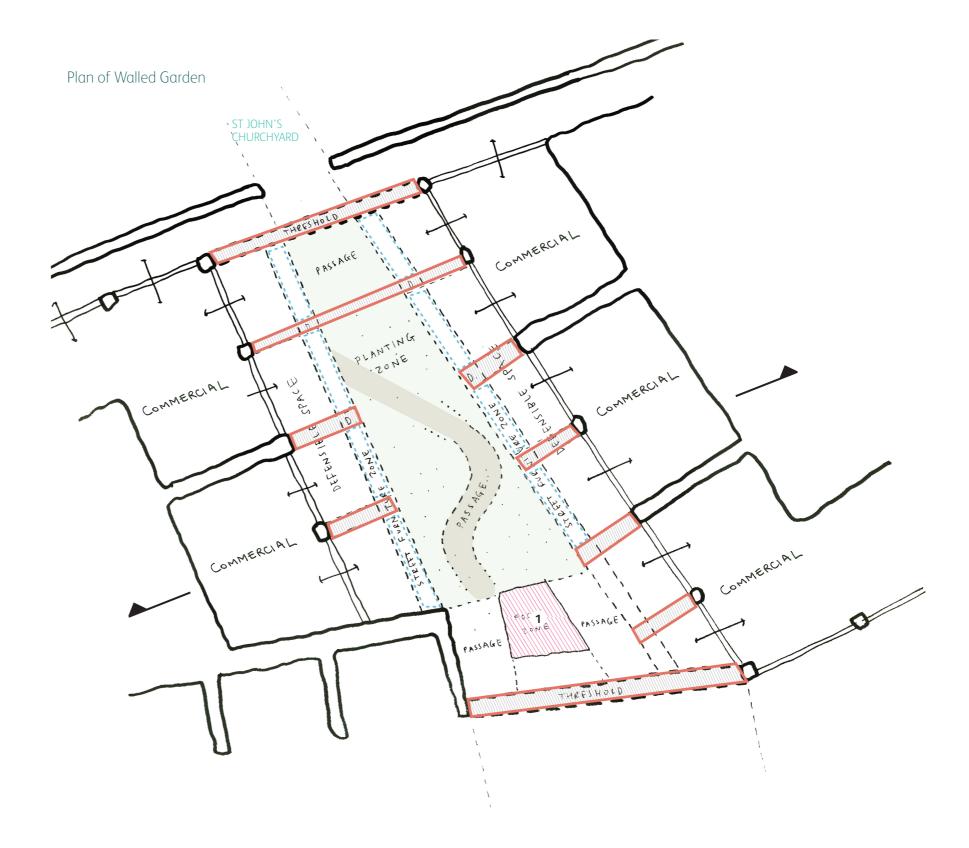
A local gathering and tending space, incorporating growing and greening activities for the wider community and immediate residential community to enhance the areas identity.

#### Speed and movement:

A gathering destination space which holds people for longer periods of time in community activities.

#### Public Realm Activators:

Community and resident greening tools, planters and growing boxes. Places to sit and rest within nature, picnic benches and communal seating for local gatherings. Hosted meeting places to perimeter in front of restaurant/ cafe space. Birdboxes high up to encourage biodiversity and support local bird species



Zones to host programmatic opportunities and temporary uses

Edge Treatments, marking thresholds

Street Furniture

**1.** Focal Opportunities for Temporary Use