

3.2 Hackney Central Cluster

Overview

Designated as a District Town Centre in the Development Plan, Hackney Central hosts key transport infrastructure such as Hackney Central London Overground Station and Hackney Downs Overground Station. The peaceful green space at St John at Hackney Churchyard Gardens comprises heritage assets such as St Augustine’s Tower and The Old Town Hall, amongst others. The relocation of the Clapton Bus Garage will free up a key strategic site in the Town Centre for mixed use development and public realm improvements, including the opening up of the railway arches, which will shape and stitch the emerging development proposals for the adjacent Tesco Site and Hackney Walk (‘Fashion Hub’) development, to the Town Centre. As Hackney Central increasingly becomes a visitor destination, the proposed improvements to the Narrow Way, and the increased footfall as a result of the surrounding new development, will allow the Narrow Way to thrive, creating an improved commercial offer, supported by new workspace and homes to be delivered in Hackney Central and surrounds, expanding town centre economy.

Opportunity Sites:

- Clapton Bus Garage, Bohemia Place
- 55 Morning Lane (Tesco Site)
- Hackney Central Overground Station and Car Park, Amhurst Road
- 339-357 Mare Street, 6-18 Amhurst Road (Marks & Spencer Site)
- 333-337 Mare Street (Iceland Site) and 231-237 Graham Road (Site to the rear)

Hackney Central Cluster Strategic Objectives

To achieve the Masterplan vision, the following Hackney Central Strategic Objectives have been developed:

1. Strengthen the role of the Town Centre and the expanding economy through introducing new commercial floorspace on Amhurst road, Graham Road, Bohemia Place and Morning Lane, and increase development capacity for housing and commercial (retail / workspace / leisure / community) and housing.
2. Implement a variety of public realm improvements, including the proposed improvements on the Narrow Way (so that businesses benefit from increased footfall), which will improve the legibility, permeability and character of the area, and create places which are linked, well connected, and provide a safe and pleasant environment to work, shop, live and spend time.
3. Relocate the Clapton Bus Garage to an alternative location, potentially Ash Grove Bus Garage / 40-43 Andrews Road, freeing up this key Town Centre site to be developed for the provision of new commercial floorspace and housing and to improve permeability through the Town Centre, making a much improved contribution to this key Town Centre location.
4. Encourage the redevelopment of 55 Morning Lane (Tesco Site) for the provision of new commercial floorspace and housing and improve permeability through the Town Centre, and include taller building elements to facilitate legibility and wayfinding.
5. Utilise Bohemia Place as a pedestrian route and open up railway arches to improve movement through the Town Centre, and to stitch the emerging development proposals for the Tesco Site and Hackney Walk (‘Fashion Hub’) to the Town Centre and Hackney Central Overground and beyond.
6. Promote measures to reduce traffic congestion and explore the potential of making Amhurst Road bus and cycle use, in the long term, and improve transport infrastructure at Hackney Central Overground Station, Hackney Downs Overground Station and London Fields Overground Station to ensure stations adequately accommodate increased passenger capacity and through public realm improvements, facilitating connectivity and wayfinding.
7. Encourage mixed use development of 333-337 Mare Street (Iceland site) and 231-237 Graham Road (site to the rear) to create active, commercial frontages on to Graham Road and Mare Street.
8. Encourage refurbishment of the M&S site which may include the introduction of new uses and an active frontage on to Amhurst Road, and explore the potential for infill development for residential uses on upper floors.

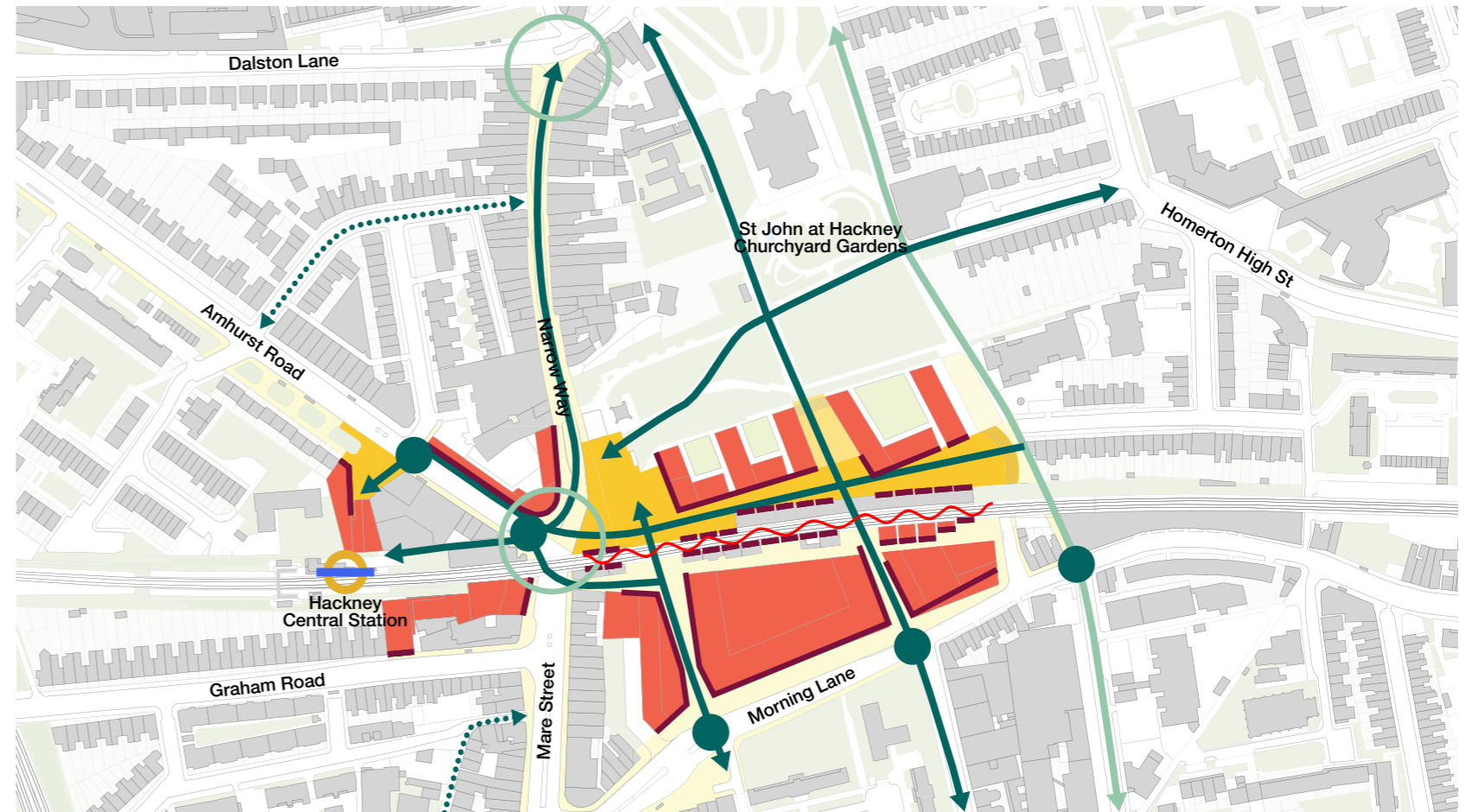
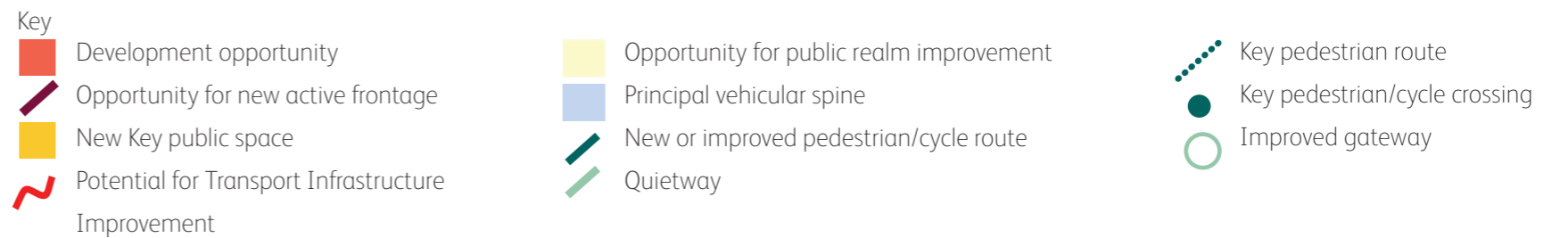


Figure 13. Hackney Central Cluster



Hackney Central Cluster Urban Design Principles

To achieve the Hackney Central Cluster Objectives, all new development should:

- 1. Provide a continuous, active street frontage:** Complete the street frontage with infill development on the M&S site and Graham Road, and new building frontage with commercial uses along Morning Lane on the Tesco site, as set out in Figure 13.
- 2. Support a positive transition between the Town Centre and surrounding neighbourhoods:** Locate new mixed use development on Clapton Bus Garage and the Tesco site, where residential neighbourhoods and the Town Centre meet, as set out in Figure 13.
- 3. Prioritise legible routes to railway stations and integrate transport nodes into pedestrian and cycle network:** Create a new entrance to Hackney Central Overground Station and new routes to Morning Lane bus stops, as set out in Figure 13.
- 4. Position taller buildings to aid wayfinding and orientation, and identify opportunities for landmark buildings to improve place-making:** Position taller building elements on the Tesco site, to draw people along Bohemia Place and through the railway arches, locate a landmark building on the corner of Amhurst road and the Narrow Way.
- 5. Open up routes through railway arches to improve pedestrian permeability and improve crossing points on main roads:** Create new routes through the railway arches on Bohemia Place and improve crossing from the railway station entrance to the Narrow Way, as set out in Figure 13.
- 6. Enhance pedestrian and cycle routes and leverage opportunities for pedestrian priority streets:** Pedestrianise the street at Bohemia Place, as set out in Figure 13 and enhance pedestrian route by widening the pavement and tree planting along Morning Lane.
- 7. Form clear routes to green spaces and frame parks and squares with positive building frontage:** Create a new frontage onto St John-at-Hackney Churchyard Gardens, as set out in Figure 13 to improve passive overlooking, whilst respecting the character of the existing public space.
- 8. Create places to dwell and attractive public realm, with positive street edges and open spaces that are generous and well used:** Create a new square at the bottom of the Narrow Way, a new space linking Bohemia Place to St John-at-Hackney Churchyard Gardens, a new station forecourt at Hackney Central Overground Station.

Other Delivery Considerations:

- Planning permission for mixed use community and residential development, fronting on to St John-at-Hackney Churchyard Gardens approved in March 2015.
- Planning permission at 7-19 Amhurst Road for mixed use retail and serviced apartments (hotel) has been implemented.
- Hackney Council is seeking to regenerate Marian Court, located to north of Morning Lane, as part of the Estate Regeneration programme.
- Hackney Central Overground Station and car park, and Clapton Bus Garage are safeguarded by Crossrail 2 as 'Areas of Surface Interest' (AOSI). Whilst the 'Core' Crossrail 2 option runs north-south through the Borough, via Dalston, there may be potential for an 'Eastern Route' branching from the Core and travelling eastwards via Hackney Central and beyond. Should funding be secured, it is envisaged that construction could commence in 2030. Until the Eastern Route and associated AOSI is 'firmed up', the scope for commercial / meanwhile uses will be encouraged.

Opportunity Site Development Brief Clapton Bus Garage

Ownership: Arriva Transport & Private

Address: Bohemia Place / Mare Street, London, E8 1DU

Existing Use: Operational bus garage (Sui Generis) occupied by Arriva

Key Development Plan Designations: District Town Centre of Hackney Central
Opportunity Site A4 in the Hackney Central AAP
Clapton Square Conservation Area (adjacent and partially located within)
Primary and Secondary Shopping Frontage
Strategic Transport Infrastructure Designation (including Crossrail2 safeguarding)
Commercial Core of the City Fringe (Tech City)

PTAL: 6b / 6a

Site Area: 8,250sqm / 0.8ha

Site Objectives:

- Relocate the Clapton Bus Garage to an alternative location, potentially Ash Grove Bus Garage / 40-43 Andrews Road, freeing up this key Town Centre site to be developed for the provision of new commercial floorspace (including within the arches) and housing and to improve permeability through the Town Centre, making a much improved contribution to this key Town Centre location.
- Utilise Bohemia Place as a pedestrian route and open up railway arches to improve movement through the site for a new, east-west route and the creation of a new north-south route from St John-at-Hackney Churchyard Gardens through the railway arches on to the Tesco site and beyond.
- Create an enlarged public square at the bottom of the Narrow Way.

Options:

Option 1 – Courtyard Block

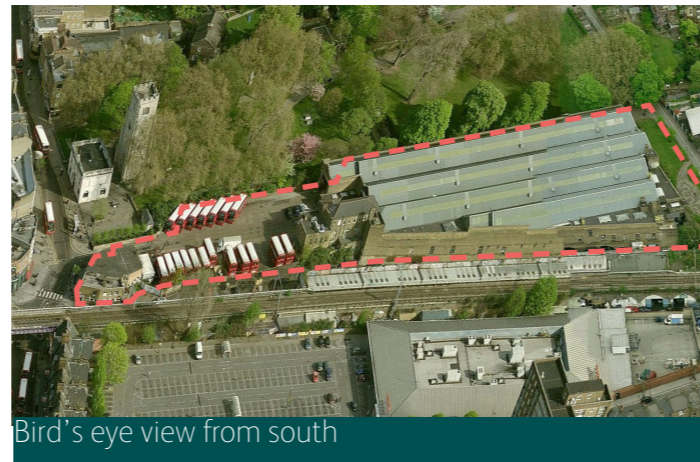
A comprehensive, mixed use development providing commercial (retail / workspace) and residential floorspace, with new route to St John-at-Hackney Churchyard Gardens.

Option 2 – Courtyard Block with Enlarged Square

A comprehensive, mixed use development, providing commercial (retail / workspace) and residential floorspace, with a new route to St John-at-Hackney Churchyard Gardens and an enlarged square at the bottom of the Narrow Way.

Option 3 – Perimeter Block with Enlarged Square

A comprehensive, mixed use development, providing commercial (retail / workspace) and residential floorspace, with new route to St John-at-Hackney Churchyard Gardens, and an enlarged square at the bottom of the Narrow Way.



Bird's eye view from south



Entrance to bus garage



East elevation

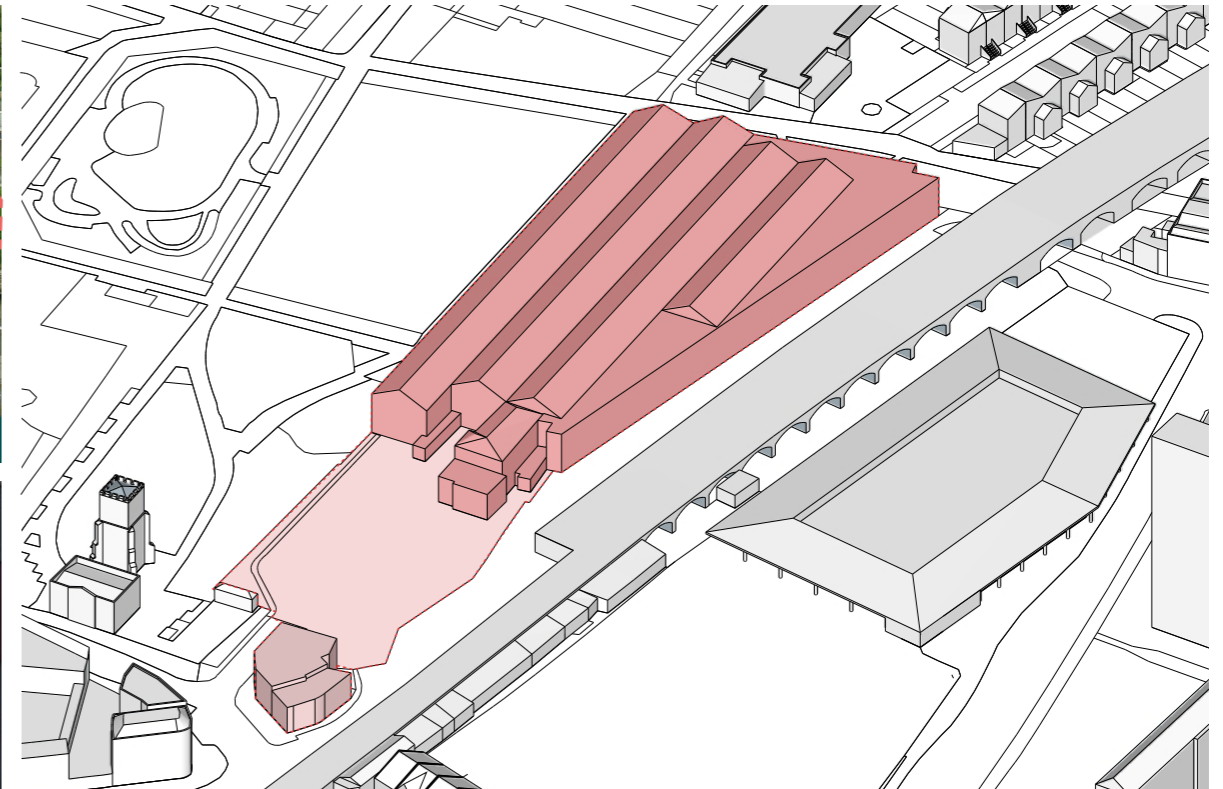
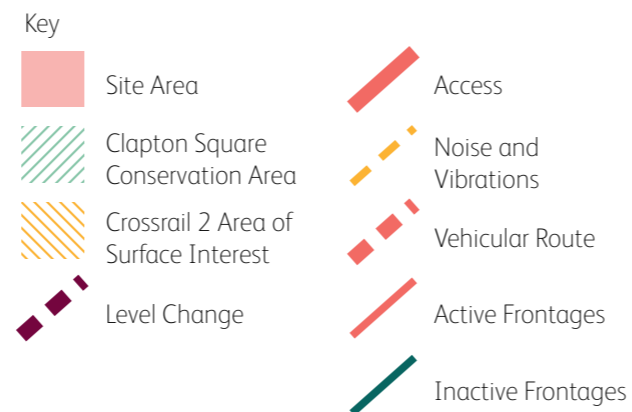


Figure 14. Existing site

Site for redevelopment

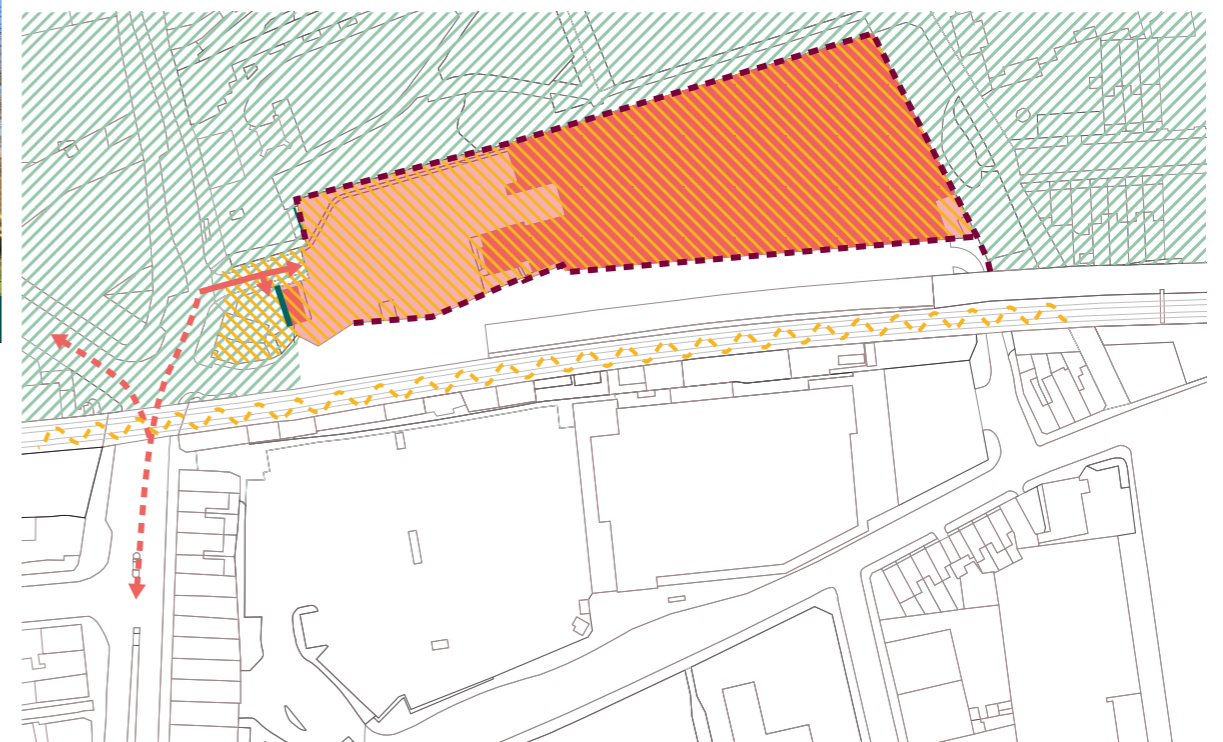


Figure 15. Constraints & Opportunities

Opportunity Site Development Brief Clapton Bus Garage

Option 1 Courtyard Block

A comprehensive, mixed use development providing commercial (retail / workspace) and residential floorspace, with new route to St John-at-Hackney Churchyard Gardens.

Quantum & Type of Development

GFA:	
Residential:	9,400 sqm - 134 units
Commercial:	2,700 sqm
Height:	3-4 storeys
Open Space:	Public realm, courtyard garden, balconies
Typology:	Courtyard block
Density:	162 dwellings/ha

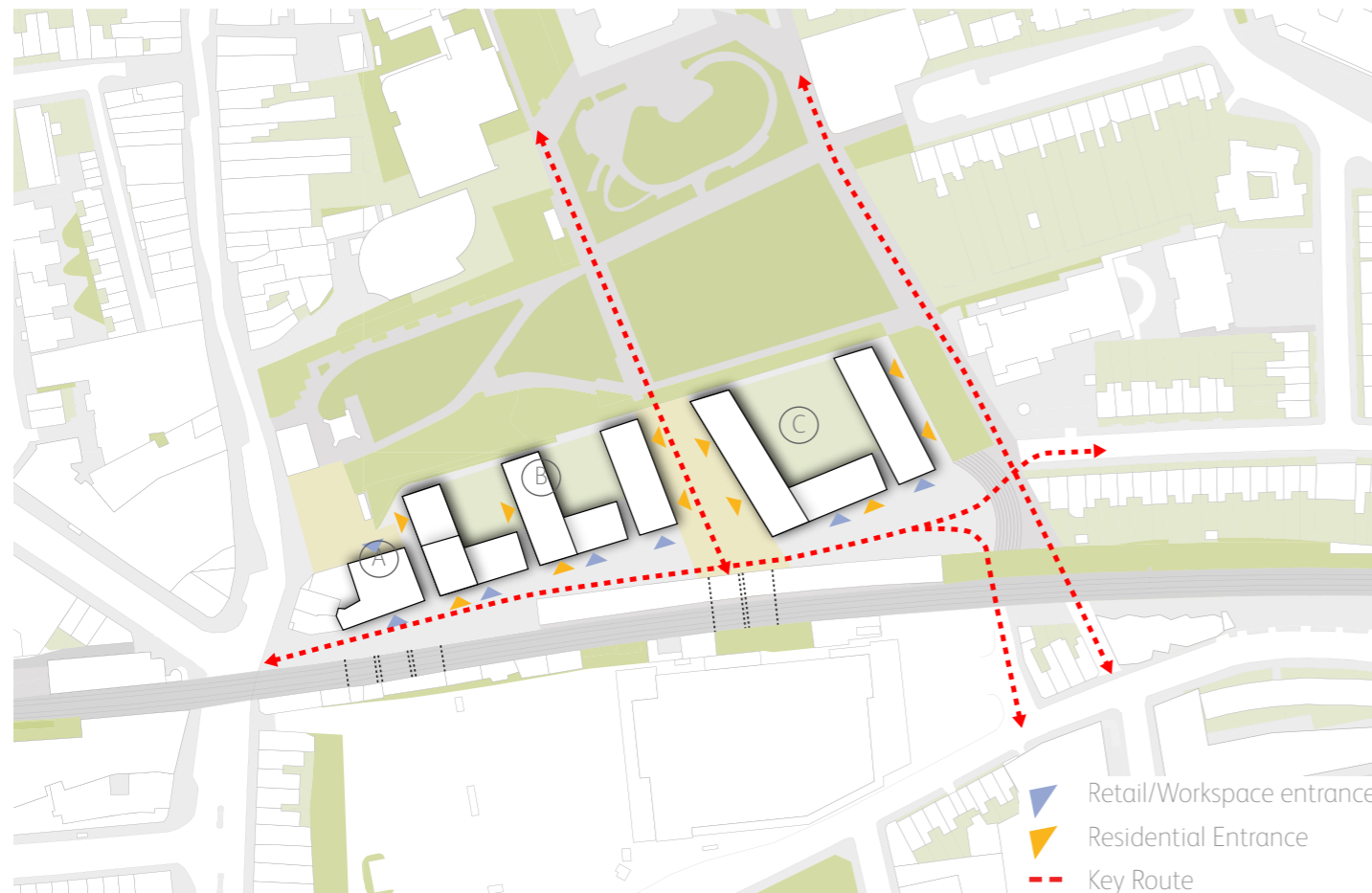


Figure 16. Proposed site diagram

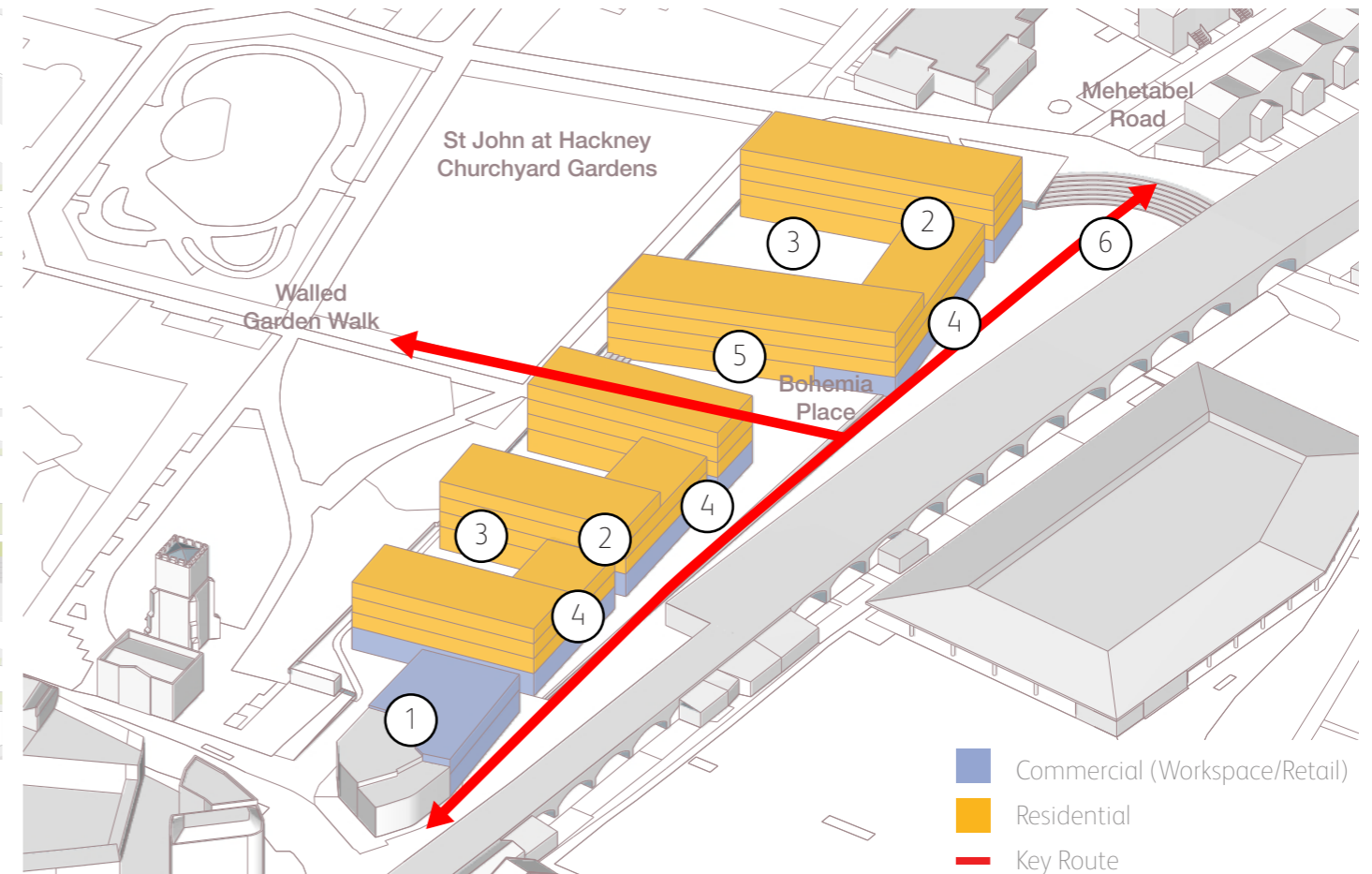


Figure 17. Proposed site massing

Clapton Bus Garage Site Specific Urban Design Principles – Option 1 – Courtyard Block

To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following:

1. Relocate the bus garage and adopt a fine grain approach to building height and massing, with development up to 4 storeys, for the provision of commercial (retail / workspace) and residential floorspace (as set out in Figure 17).
2. Create an active, commercial frontage along Bohemia Place to form 2-sided street with railway arches, as set out in Figure 17.
3. Create permeability by linking access from Bohemia Place to St John-at-Hackney Churchyard Gardens with a new route and opening up railway arches to improve movement to 55 Morning Lane (Tesco Site), as set out in Figure 16 and 17.
4. Connect Bohemia Place to Churchwell Path, Mehetabel Road and beyond with improved public realm, as set out in Figure 16 and 17.
5. Create soft landscaped edge with St John-at-Hackney Churchyard Gardens, avoid direct access and entrances from residential blocks to St John-at-Hackney Churchyard Gardens, to maintain the character of the existing open space, and use level difference to ensure privacy of residential development.
6. Create private courtyard gardens for residential development with visual connection to St John-at-Hackney Churchyard Gardens, as set out in Figure 16 and Figure 17.
7. Maximise views from residential development towards St John-at-Hackney Churchyard Gardens.
8. Minimise overshadowing of St John-at-Hackney Churchyard Gardens from new development.

1. New block connecting to existing building for commercial (retail / workspace) use.
2. Redevelopment of Clapton bus garage for mixed use, providing an active frontage onto St John-at-Hackney Churchyard Gardens, and Bohemia place.
3. Private residential courtyard gardens opening towards St John-at-Hackney Churchyard Gardens to create a landscaped edge towards the existing green space.

4. New commercial frontage to encourage the use of Bohemia place as a two-sided pedestrian street.
5. New route to St John-at-Hackney Churchyard Gardens and an enlarged square with potential for café use close to the green amenity space.
6. New connection with stairs and ramps to wards Mehetabel Road and school, and wider area.

Opportunity Site Development Brief Clapton Bus Garage

Option 2 - Courtyard Block with Enlarged Square
 A comprehensive, mixed use development, providing commercial (retail / workspace) and residential floorspace, with a new route to St John-at-Hackney Churchyard Gardens and an enlarged public square.

Quantum & Type of Development	
GFA:	
Residential:	9,800 sqm - 140 units
Commercial:	1,700 sqm
Height:	3-5 storeys
Open Space:	Public realm, enlarged square, courtyard garden, balconies
Typology:	Courtyard block
Density:	170 dwellings/ha

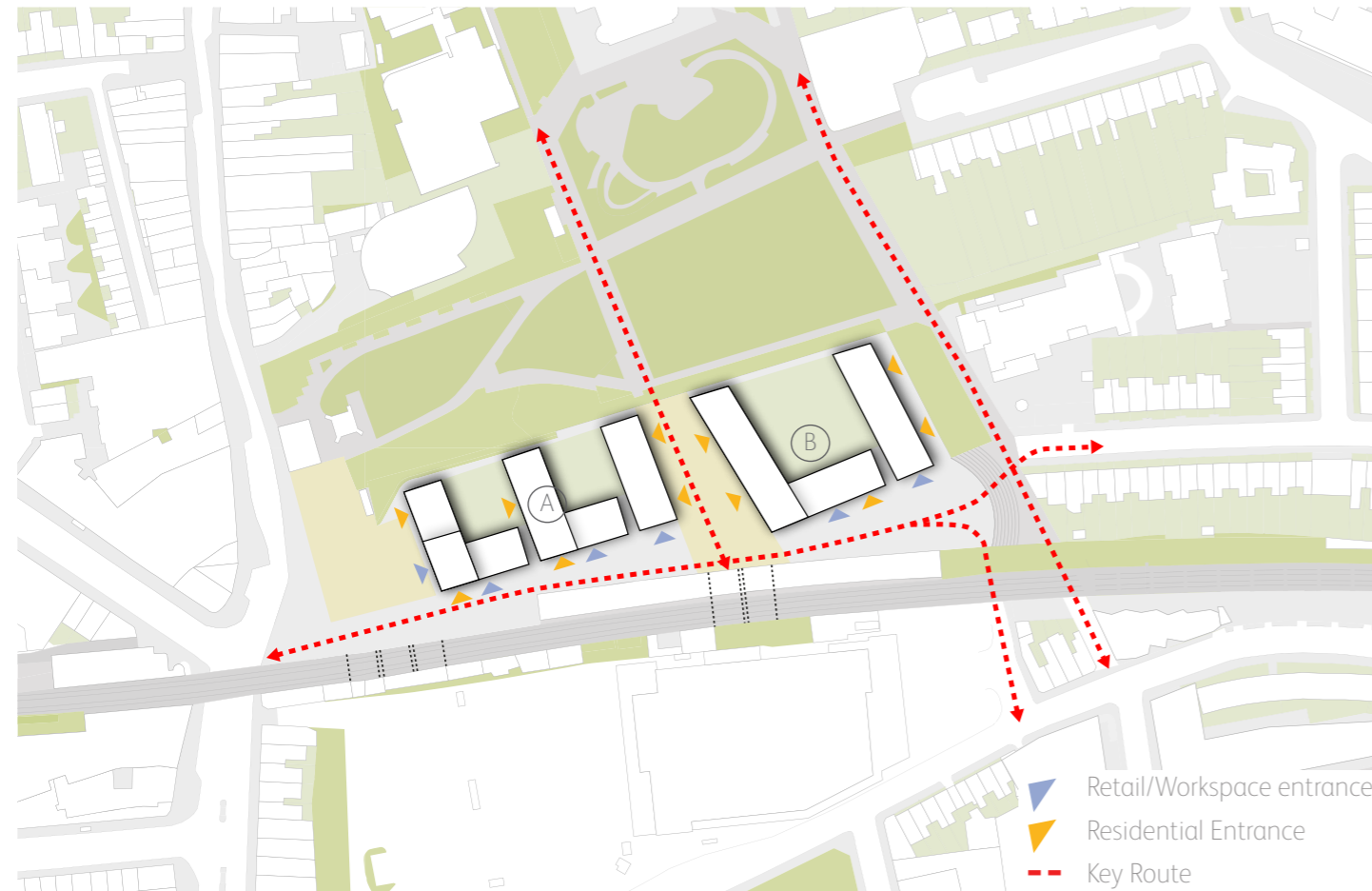


Figure 18. Proposed site diagram

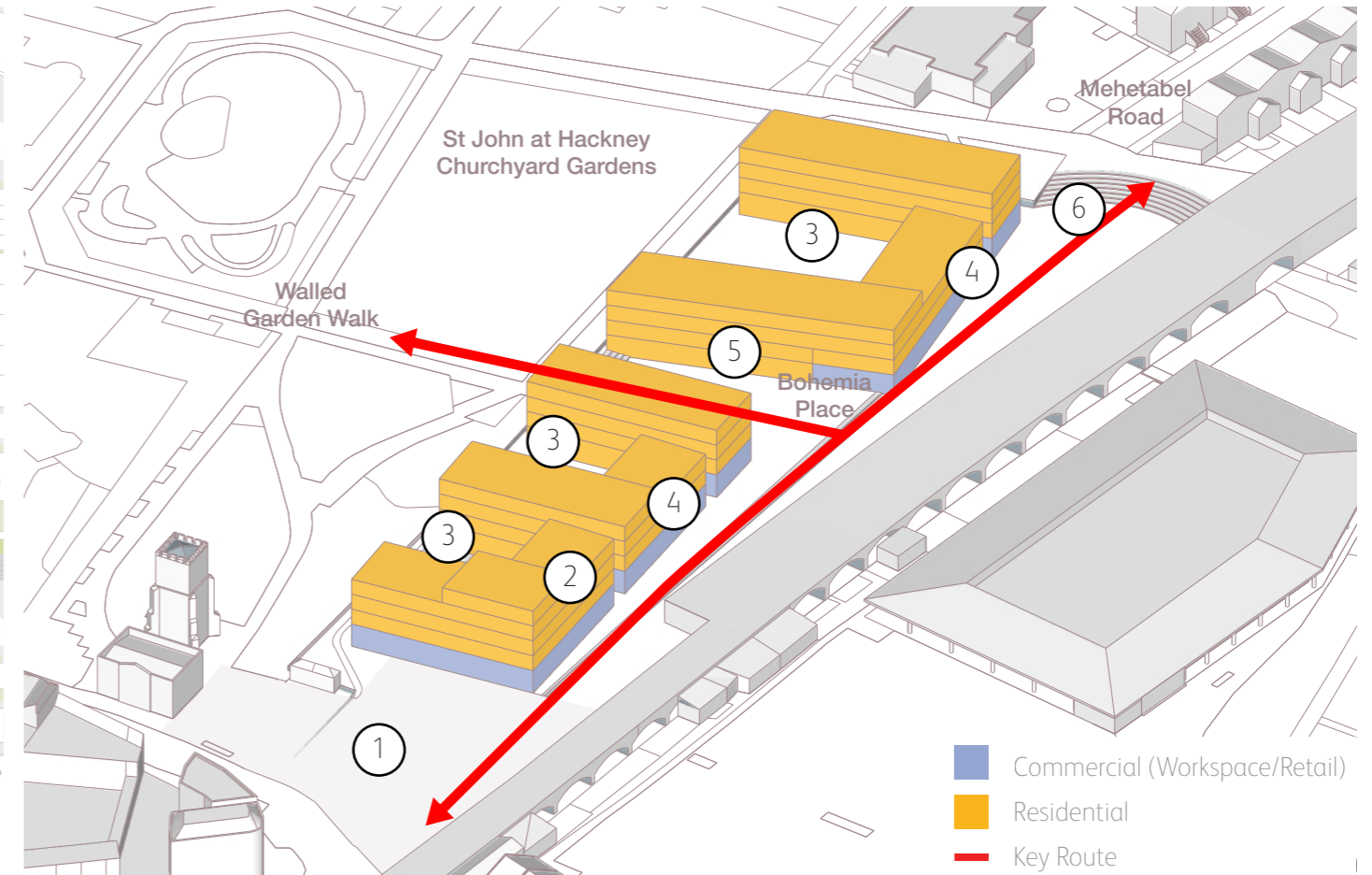


Figure 19. Proposed site massing

- Clapton Bus Garage Site Specific Urban Design Principles – Option 2 – Courtyard Block with Enlarged Square**
 To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following:
1. Relocate the garage and adopt a fine grain approach to building height and massing, with development up to 4 storeys (with 5 storeys adjacent to the Narrow Way), for the provision of commercial (retail / workspace) and residential floorspace (as set out in Figure 19).
 2. Create an active, commercial frontage along Bohemia Place to form 2-sided street with railway arches, as set out in Figure 18.
 3. Create permeability by linking access from Bohemia Place to St John-at-Hackney Churchyard Gardens with a new route and opening up railway arches to improve movement to 55 Morning Lane (Tesco Site), as set out in Figure 19.
 4. Connect Bohemia Place to Churchwell Path, Mehetabel Road and beyond with improved public realm, as set out in Figure 18 and 19.
 5. Create soft landscaped edge with St John-at-Hackney Churchyard Gardens and use level difference to ensure privacy of residential development and to retain the character of the existing open space.
 6. Create private courtyard gardens for residential development with visual connection to St John-at-Hackney Churchyard Gardens, as set out in Figure 18 and 19.
 7. Maximise views from residential development towards St John-at-Hackney Churchyard Gardens.
 8. Minimise overshadowing of St John-at-Hackney Churchyard Gardens from new development.
 9. Create an enlarged public square at the bottom of the Narrow Way which maximises views from the Hackney Central Station to St John at Hackney Churchyard Gardens, as set out in Figure 18 and 19

- 1 Demolition of existing block to create an extended market square, improved public realm and visibility of Bohemia Place railway arches (refer to public realm proposals).
- 2 Redevelopment of Clapton Bus Garage for mixed use, providing an active frontage onto St John-at-Hackney Churchyard Gardens, and Bohemia place.
- 3 Private residential courtyard gardens opening towards St John-at-Hackney Churchyard Gardens to create a landscaped edge towards the existing green space.
- 4 New commercial (retail / workspace) frontage to encourage the use of Bohemia place as a pedestrian street.
- 5 New route to St John-at-Hackney Churchyard Gardens and enlarged public square with potential for café use close to the green amenity space.
- 6 New stairs and ramps to Mehetabel Road.

Opportunity Site Development Brief Clapton Bus Garage

Option 3 – Perimeter Block with Enlarged Square

A comprehensive, mixed use development, providing commercial (retail / workspace) and residential floorspace, with new route to St John-at-Hackney Churchyard Gardens, and an enlarged public square.

Quantum & Type of Development

GFA:	
Residential:	8,450 sqm - 120 units
Commercial:	1,650 sqm
Height:	2-4 storeys
Open Space:	Public realm, enlarged square, courtyard garden, balconies
Typology:	Perimeter block, terraced houses
Density:	143 dwellings/ha

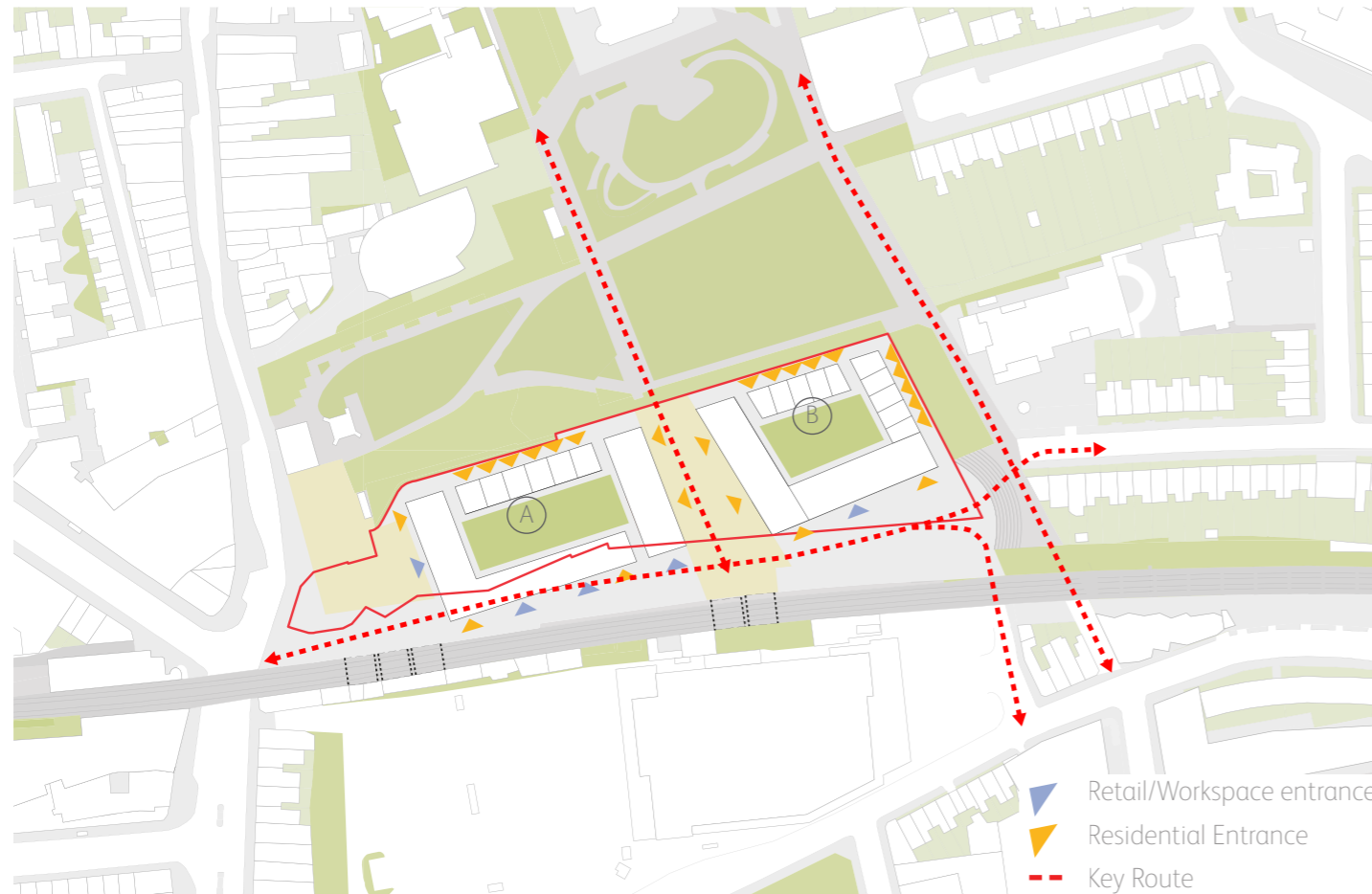


Figure 20. Proposed site diagram

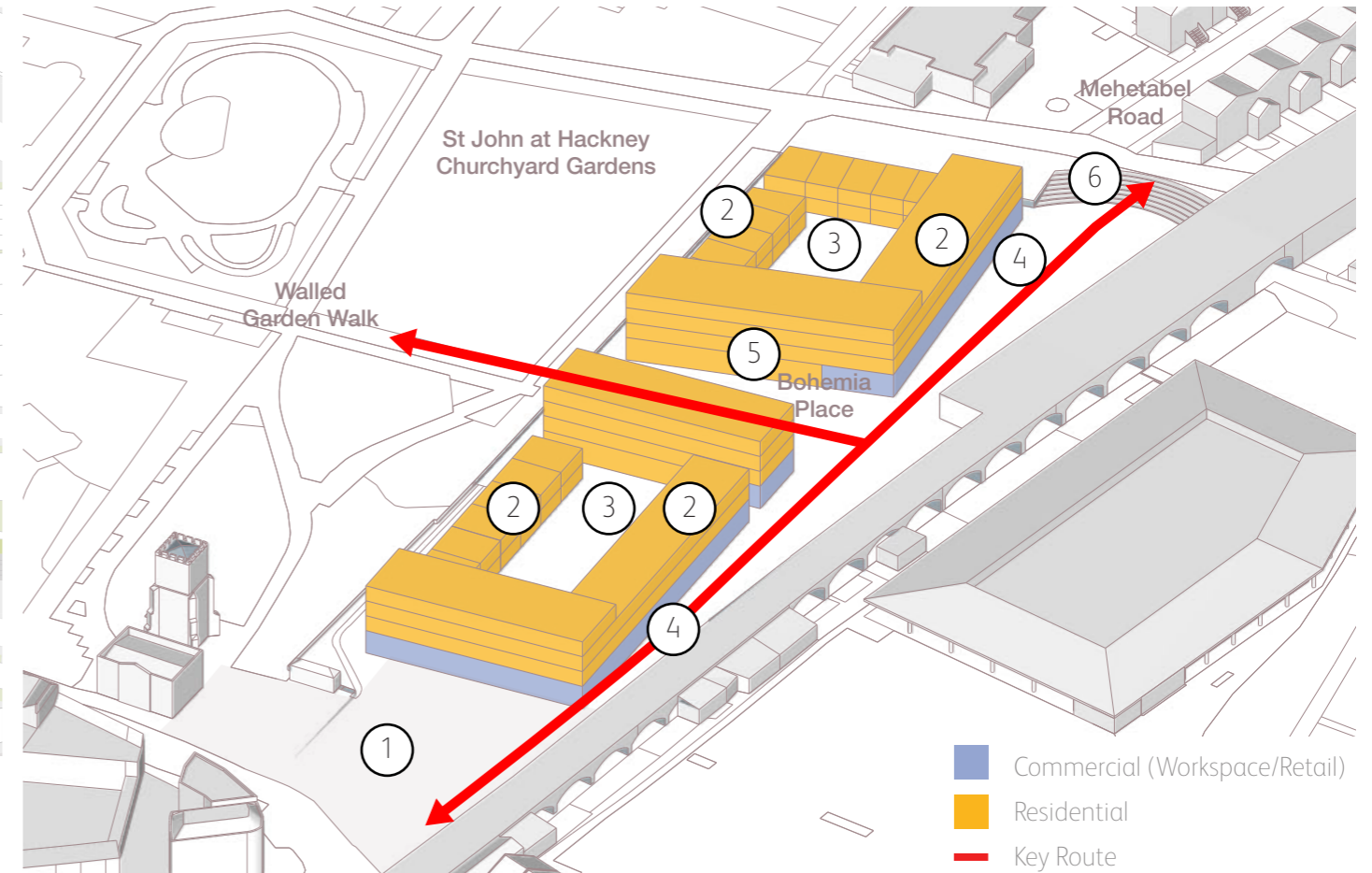


Figure 21 Proposed site massing

Clapton Bus Garage Site Specific Urban Design Principles – Option 3 – Perimeter Block with Enlarged Square

To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following:

1. Relocate the bus garage and adopt a fine grain approach to building height and massing, with development up to 4 storeys, for the provision of commercial (retail / workspace) and residential floorspace (as set out in Figure 21).
2. Create an active, commercial frontage along Bohemia Place to form 2-sided street with railway arches, as set out in Figure 21.
3. Use level difference to ensure privacy of residential development.
4. Create private courtyard gardens for residential development, as set out in Figure 20 and 21.
5. Create continuity with terraced streets to the east with a residential frontage on to St John-at-Hackney Churchyard Gardens.
6. Create permeability by linking access from Bohemia Place to St John-at-Hackney Churchyard Gardens with new a public realm as set out in Figure 20 and 21, and avoid direct access and entrances from residential blocks to St John-at-Hackney Churchyard Gardens.
7. Create an enlarged public square at the bottom of the Narrow Way which maximises views from the Hackney Central Station to St John at Hackney Churchyard Gardens, as set out in Figure 20 and 21.
8. Connect Bohemia Place to Churchwell Path and Mehetabel Road with improved public realm, as set out in Figure 20 and 21
9. Minimise overshadowing of St John-at-Hackney Churchyard Gardens from new development.

1. Demolition of existing block to create an extended market square, improved public realm and visibility of Bohemia place railway arches (refer to public realm proposals)
2. Redevelopment of Clapton Bus Garage for mixed use, providing active frontage onto St John-at-Hackney Churchyard Gardens.
3. Private residential courtyard gardens
4. New commercial (retail / workspace) frontage to encourage the use of Bohemia place as a pedestrian street.
5. New route to St John-at-Hackney Churchyard Gardens and enlarged public square with potential for café use close to the green amenity space
6. New stairs and ramps to Mehetabel road

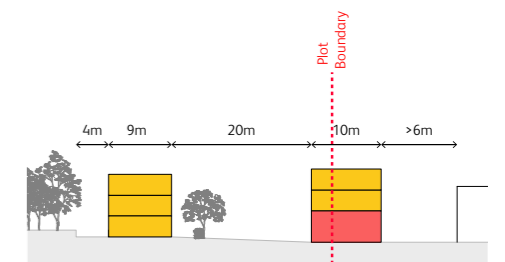


Figure 22. Indicative Site Section

Opportunity Site Development Brief - 55 Morning Lane (Tesco Site)

Ownership: Tesco PLC

Address: 55 Morning Lane, London, E9 6ND

Existing Use: A1 - 3,200sqm - occupied by Tesco
252 car parking spaces

Key Development Plan Designations: District Town Centre of Hackney Central
Opportunity Site A1/A2 in the Hackney Central AAP
Mare Street / Westgate Triangle Archaeological Priority Area
Partly in the Primary Shopping Frontage
Strategic Transport Infrastructure
Commercial Core of the City Fringe (Tech City)

PTAL: 6b-a

Site Area: 13,900sqm / 1.39ha

Opportunities:

- Potential for redevelopment of the existing Tesco superstore and car park for the provision of new commercial (retail / workspace) floorspace, including the potential for a new Tesco store and residential, within a development with taller building elements to facilitate legibility and wayfinding.
- Improved permeability through the Town Centre through the creation of pedestrian routes through the site and the through the railway arches at Bohemia Place, including new uses in the arches on the Tesco site, creating active frontages.
- Consideration of transport infrastructure improvements, including to Hackney Central London Overground Rail Station and improvement to bus stop facilities.

Options:

Option 1 – Phased Approach for Mixed Use Development

A phased development which considers the redevelopment of the car park portion of the site for a mixed use development, commercial (retail, including a potential new Tesco store / workspace) and residential, to allow the existing Tesco store to remain operational during construction, and then redevelopment of the existing store for mixed use development commercial (retail / workspace) floorspace and residential.

Option 2 – Comprehensive Approach for Mixed Use Development

A comprehensive development of the entire site, with the Tesco store closed during the construction period, for the provision of a potential new Tesco store, commercial (retail / workspace) floorspace and residential.

Existing underground infrastructure includes:

- The Channel Tunnel Railway Link which run east-west across the site, whose tunnel crown level is estimated at approx. 32m below ground
- The North London Flood Relief Sewer which runs diagonally across the site at a depth of approx. 18m
- A Thames Water combined sewer which runs across the site whose crown level is estimated at approx. 3.3m below ground level.



Bird's eye view from West



Existing entrance from Morning Lane



Service access from Morning lane

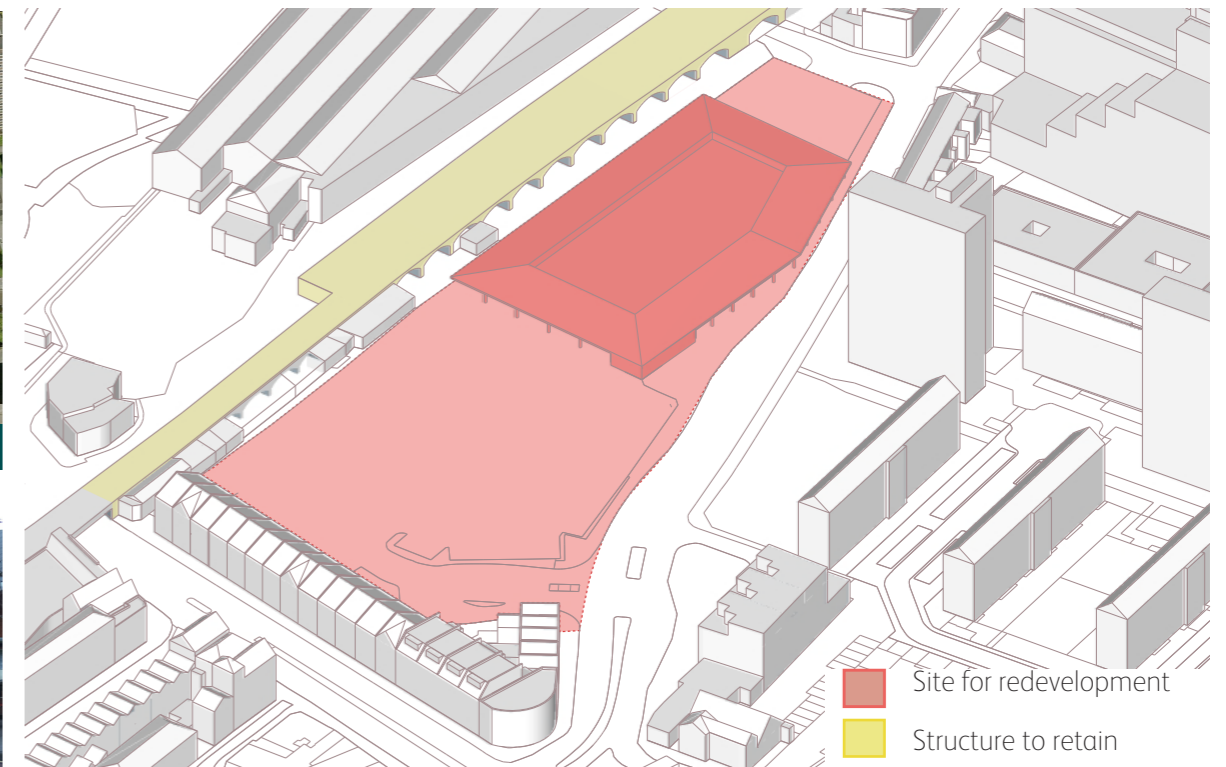


Figure 23. Existing site

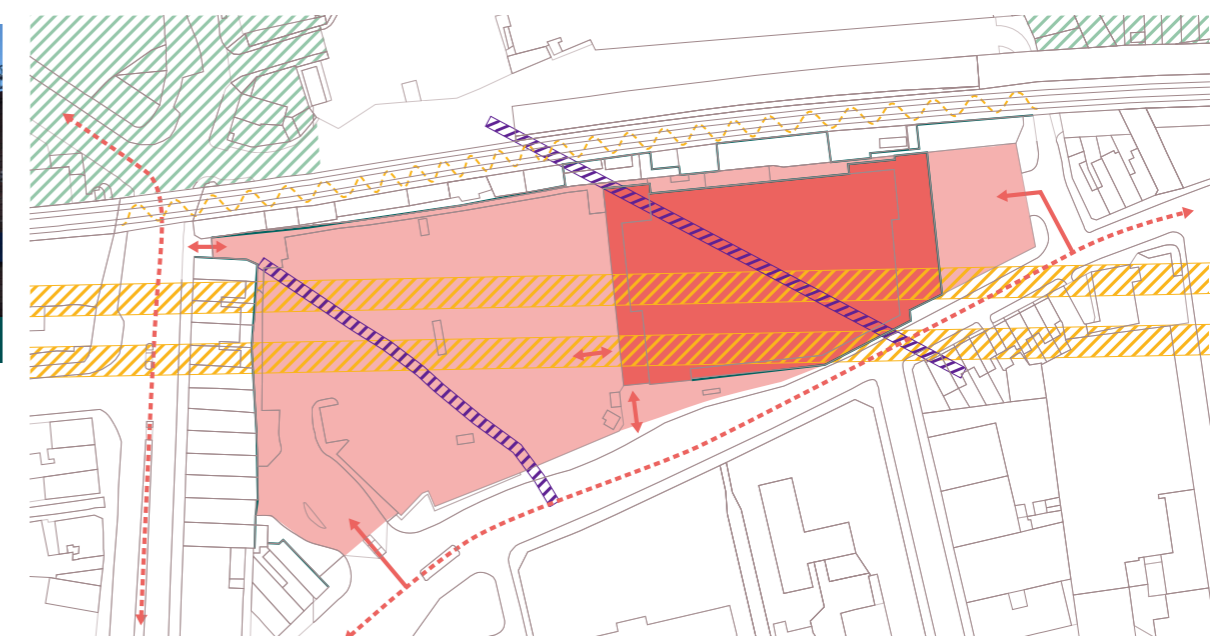


Figure 24. Constraints & Opportunities

Key					
	Site Area		Access		Inactive Frontages
	Channel tunnel Rail Link		Active Frontages		Vehicular Route
	Existing Sewer		Noise and Vibrations		Clapton Square Conservation Area

Opportunity Site Development Brief - 55 Morning Lane (Tesco Site)

Option 1 – Phased Approach for Mixed Use Development

A phased development which considers the redevelopment of the car park portion of the site for a mixed use development, commercial (retail, including a potential new Tesco store / workspace) and residential, to allow the existing Tesco store to remain operational during construction, and then redevelopment of the existing store for mixed use development commercial (retail / workspace) floorspace and residential.

Quantum & Type of Development

GFA:	
Residential:	31,100 sqm - 444 units
Retail:	15,300 sqm
Height:	2-15 storeys
Open Space:	Podium gardens, balconies, roof terraces
Typology:	Podium block
Density:	319 dwellings/ha
Parking:	Subject to a detailed Transport Assessment and robust justification

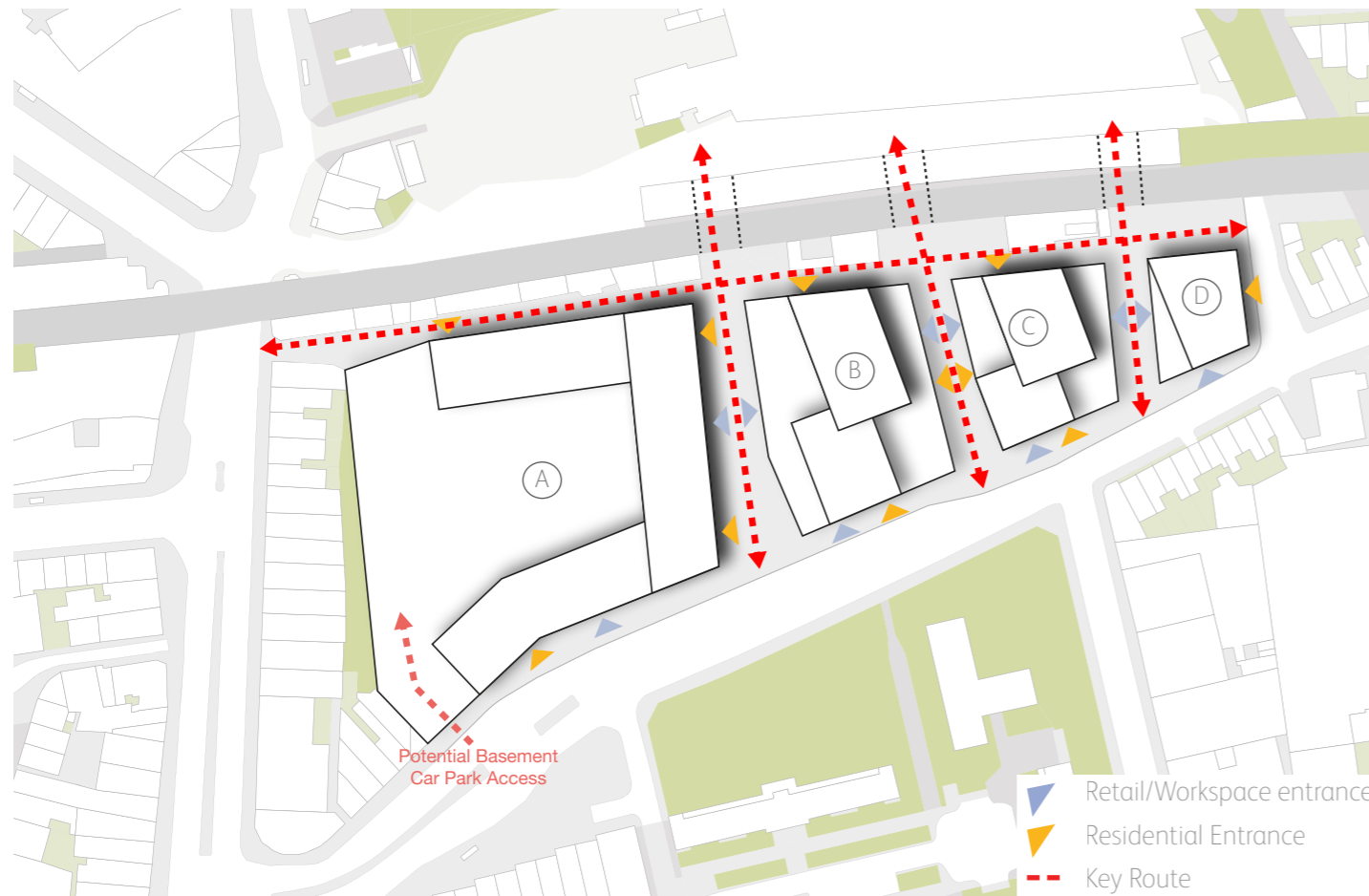


Figure 25: Proposed site diagram

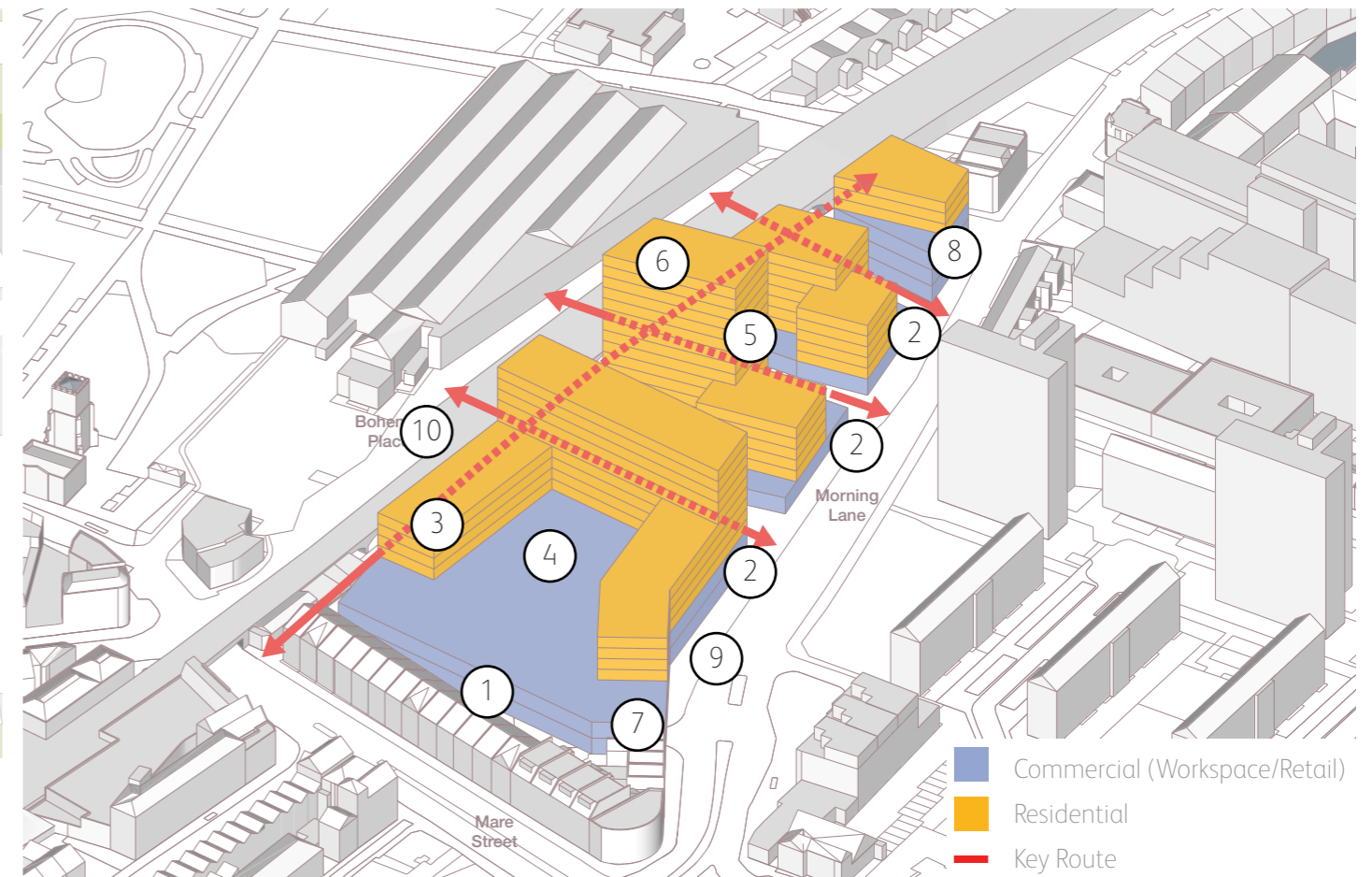


Figure 26: Proposed site massing

Tesco Site Specific Urban Design Principles – Option 1 – Phased Approach for Mixed Use Development

To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 25 and 26):

1. Redevelop the car park portion of the site for the provision of new commercial (retail / workspace) floorspace (which may include the provision of a new Tesco store) and residential, followed by the redevelopment of the existing store, within a development of between 2 – 15 storeys.
2. Locate taller building elements (10 – 15 storeys) in locations which minimise overshadowing, create visual connection with existing taller buildings and act as landmarks along the new north-south routes.
3. Create an active, commercial frontage along Morning Lane and along the northern edge of the development, fronting on to the railway arches as well as active commercial uses and frontages in the railway arches.
4. Increase permeability by creating new routes linking the site to Bohemia Place and beyond to St John at Hackney Churchyard Gardens with active, commercial frontages, and aligning blocks to existing pedestrian routes at St John at Hackney Churchyard Gardens to aid wayfinding.
5. Align blocks which incorporate residential use in locations which minimise the amount of north facing residential units.
6. The quantum of car parking will need to be robustly justified through the submission of a Transport Assessment and should be located in a basement car park beneath the redeveloped Tesco site. Means of access and servicing arrangements will need to be robustly justified, and should cause minimal interruption of the active, commercial frontage along Morning Lane. Set back development to create generous footpaths and opportunities for improvement to bus transport facilities and tree planting along Morning Lane.

- | | | |
|---|---|---|
| <ol style="list-style-type: none"> 1. New retail, including potential new Tesco store on ground and first floor, built as a first phase on the existing car parking. 2. New pedestrian connection to Bohemia Place and St John at Hackney Churchyard Gardens to improve accessibility and permeability of town centre; framed by commercial (retail / workspace) uses. 3. New residential blocks with street level access. | <ol style="list-style-type: none"> 4. Shared podium gardens for residential development above Tesco. 5. Second phase of construction with retail on ground floor and residential above. 6. Taller building to mark new pedestrian route to Bohemia Place and respond to existing taller buildings. 7. Car parking and servicing access to basement. | <ol style="list-style-type: none"> 8. Active, commercial frontage along Morning Lane, Nursery Road, the northern edge of the development (fronting on to the railway arches), and along new access routes to Bohemia Place. 9. Set back development to create generous footpaths, potential bus facility improvements and opportunities for tree planting along Morning Lane. 10. New uses and active frontages in railway arches. |
|---|---|---|

Opportunity Site Development Brief - 55 Morning Lane (Tesco Site)

Option 2 – Comprehensive Approach for Mixed Use Development

A comprehensive development of the entire site, with the Tesco store closed during the construction period, for the provision of a potential new Tesco store, commercial (retail / workspace) floorspace and residential.

Quantum & Type of Development

GFA:	
Residential:	31,200 sqm - 446 units
Commercial:	16,700 sqm
Height:	5-15 storeys
Open Space:	Podium gardens, balconies, roof terraces
Typology:	Podium block
Density:	320 dwellings/ha
Parking:	Subject to a detailed Transport Assessment and robust justification

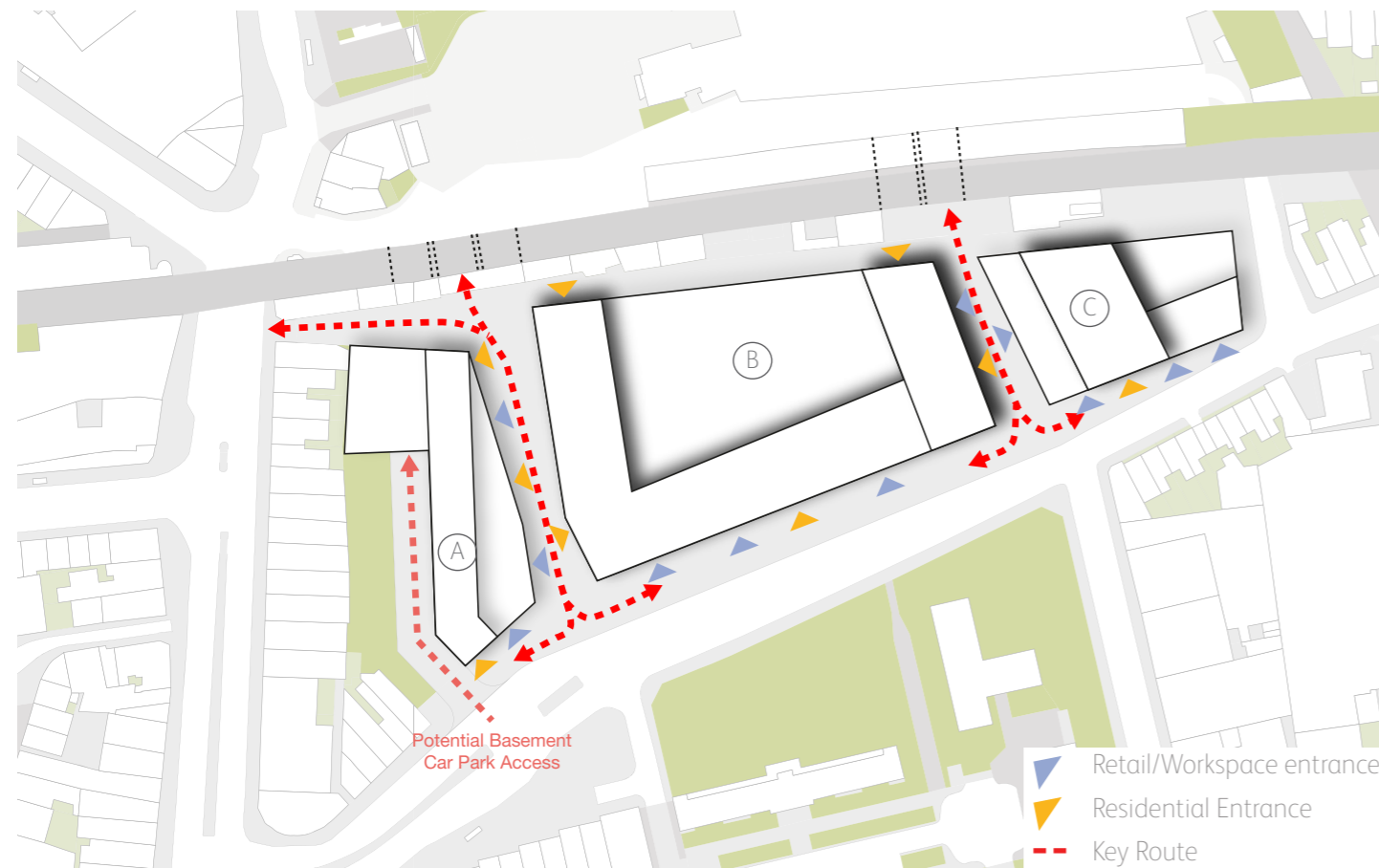


Figure 27: Proposed site diagram

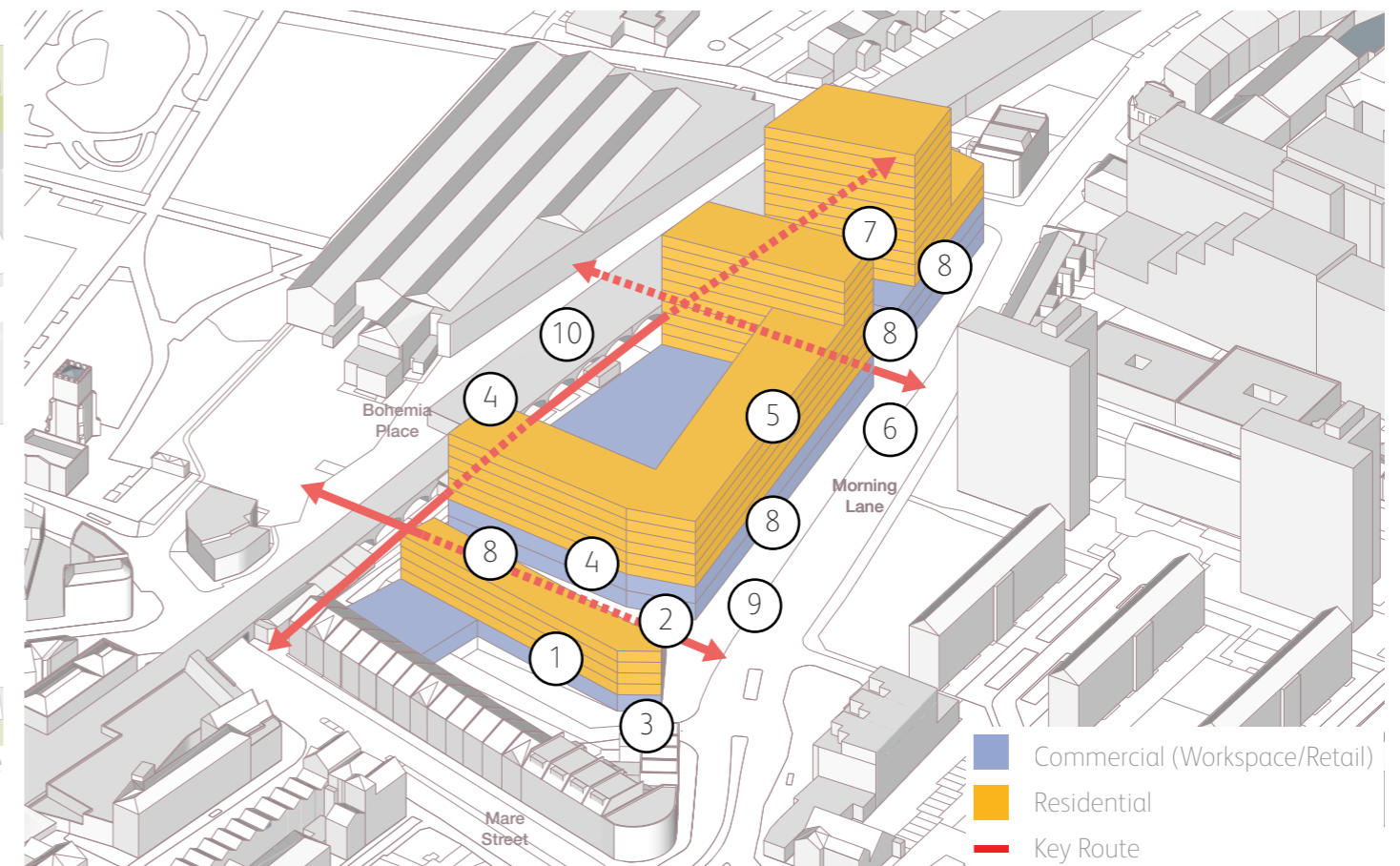


Figure 28: Proposed site massing

Tesco Site Specific Urban Design Principles – Option 2 – Comprehensive Approach for Mixed Use Development

To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 27 and 28):

1. Redevelop the site for the provision of new commercial (retail / workspace) floorspace (which may include the provision of a new Tesco store) and residential within a development of between 2 – 15 storeys.
2. Locate taller building elements in locations which minimise overshadowing, create visual connection with existing taller buildings and act as landmarks along the new north-south routes.
3. Create an active, commercial frontage along Morning Lane and along the northern edge of the development, fronting on to the railway arches as well as active commercial uses and frontages in the railway arches.
4. Increase permeability by creating new routes linking the site to Bohemia Place and beyond to St John at Hackney Churchyard Gardens with active, commercial frontages, and aligning blocks to existing pedestrian routes at St John at Hackney Churchyard Gardens to aid wayfinding.
5. Create a consistent building alignment and parapet height along Morning Lane, except for taller building elements.
6. Locate taller building to create visual connection with existing taller buildings and to act as landmark along the new north-south route.
7. Complete perimeter block to the rear of Mare Street row of terraces.
8. The quantum of car parking will need to be robustly justified through the submission of a Transport Assessment and should be located in a basement car park beneath the redeveloped Tesco site. Means of access and servicing arrangements will need to be robustly justified, and should cause minimal interruption of the active, commercial frontage along Morning Lane
9. Set back development to create generous footpaths and opportunities for improvement to bus transport facilities and tree planting along Morning Lane

1. New, mixed use perimeter block with active frontage onto Morning Lane and shield existing rear aspect of Terrace on Mare Street.
2. Pedestrian connection from Morning Lane to Bohemia Place and Mare Street, with active, commercial frontage.
3. Car parking and servicing access to basement.
4. New retail floorspace, including the potential for a new Tesco store at ground floor with main entrance towards the Town Centre (Mare Street) and framed by smaller commercial (retail / workspace) units around three sides, to avoid blank frontages.
5. New residential block forming continuous street frontage along Morning Lane.
6. New route to Bohemia place and St John at Hackney Churchyard Gardens, fronted by smaller commercial (retail / workspace) units.
7. New mixed use block with commercial (retail / workspace) on lower floors and taller building element above to draw people through Bohemia Place and along the railway arches and aid wayfinding.
8. Active, commercial frontage along Morning Lane, Nursery Road, the northern edge of the development (fronting on to the railway arches), and along new access routes to Bohemia Place.
9. Set back development to create generous footpaths, potential bus facility improvements and opportunities for tree planting along Morning Lane.
10. Uses with active frontages in railway arches.

Opportunity Site Development Brief Hackney Central Overground Station and Car Park

Ownership: Car Park: London Borough of Hackney
Station: Public

Address: Amhurst Road, London, E8 1LL

Existing Use: Station - 90sqm - occupied by Transport for London
25 car parking spaces

Key Development Plan Designations: District Town Centre of Hackney Central
Opportunity Site B1/B2 in the Hackney Central AAP
Clapton Square Conservation Area (adjacent)
Partly in Secondary Shopping Frontage
Commercial Core of the City Fringe (Tech City)
Strategic Transport Infrastructure Designation (including Crossrail2 safeguarding)

PTAL: 6a-b

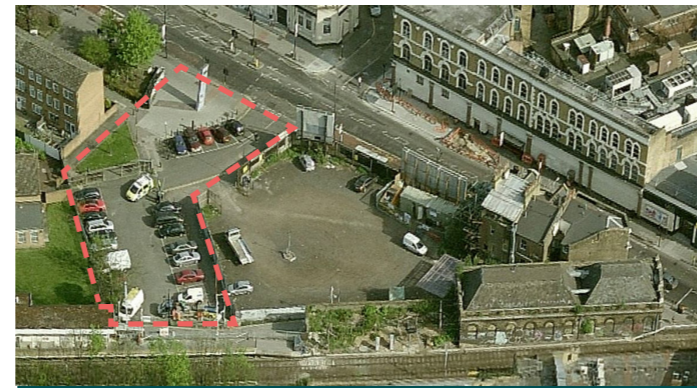
Site Area: 1,300sqm / 0.13ha

Opportunities:

- Work with TfL and Network Rail to deliver station improvements for the short, medium and long term, including consideration of optimum transport infrastructure delivery to secure long term need (including as part of the potential delivery of a Crossrail 2 station).
- Potential for redevelopment of the car park for the provision some commercial (retail / leisure / workspace) floorspace, improved public realm facilitating connectivity and wayfinding and the retention of some car parking (for further details see Public Realm Case Studies).

Options:

Option 1 – Improved Station with Mixed Use Development
Improved station with mixed use, commercial development on the car park, and a new station entrance from Amhurst road, with the retention of some car parking spaces and an improved public realm.



Bird's eye view from south



Existing view from Amhurst road



View of existing car park

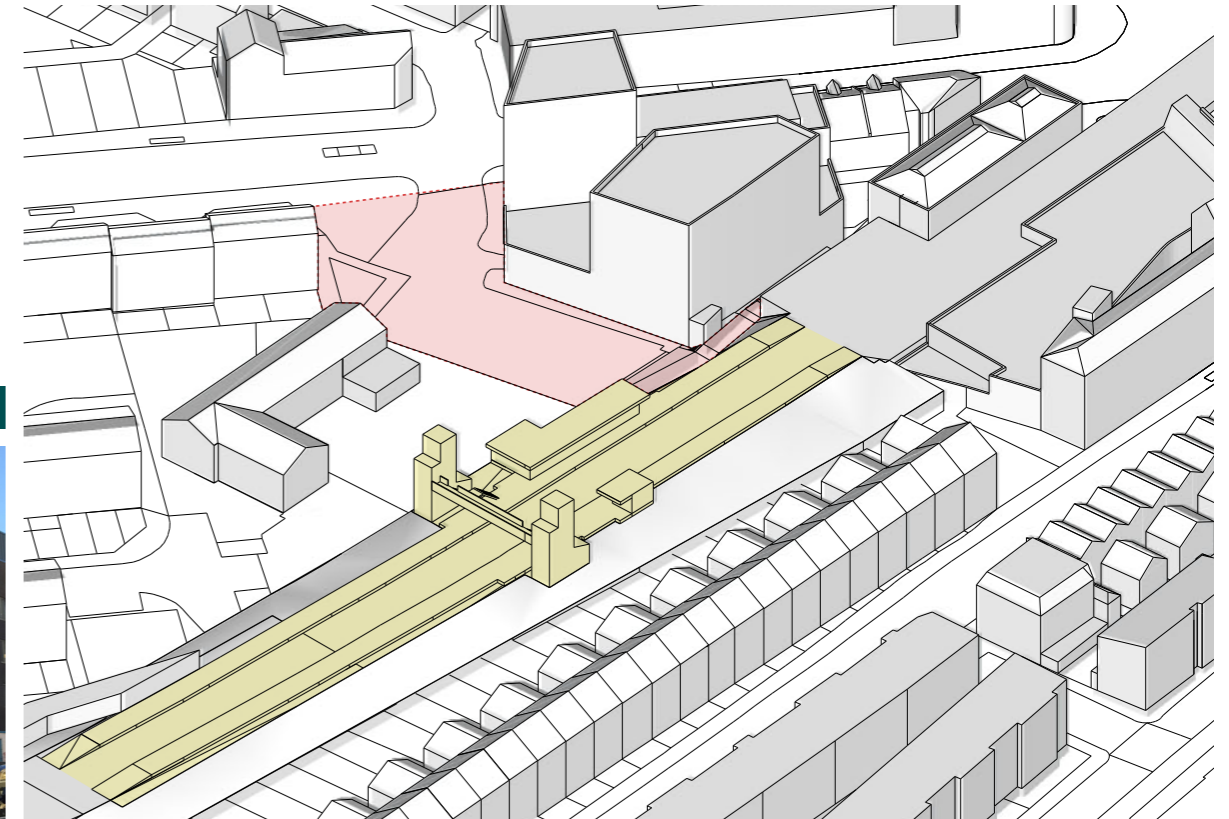


Figure 29. Existing site

- Site for redevelopment
- Structure to retain

Key

	Site Area		Access
	Clapton Square Conservation Area		Noise and Vibrations
	Crossrail 2 Area of Surface Area		Vehicular Route
	Former ticket hall		Active Frontages
			Inactive Frontages



Figure 30. Constraints & Opportunities

Opportunity Site Development Brief Hackney Central Overground Station and Car Park

Option 1 – Improved Station with Mixed Use Development
Improved station with mixed use, commercial development on the car park, and a new station entrance from Amhurst road, with the retention of some car parking spaces and an improved public realm.

Quantum & Type of Development

GFA:	
Commercial:	1,360 sqm
Height:	2-3 storeys
Open Space:	Public Realm
Typology:	Arcade

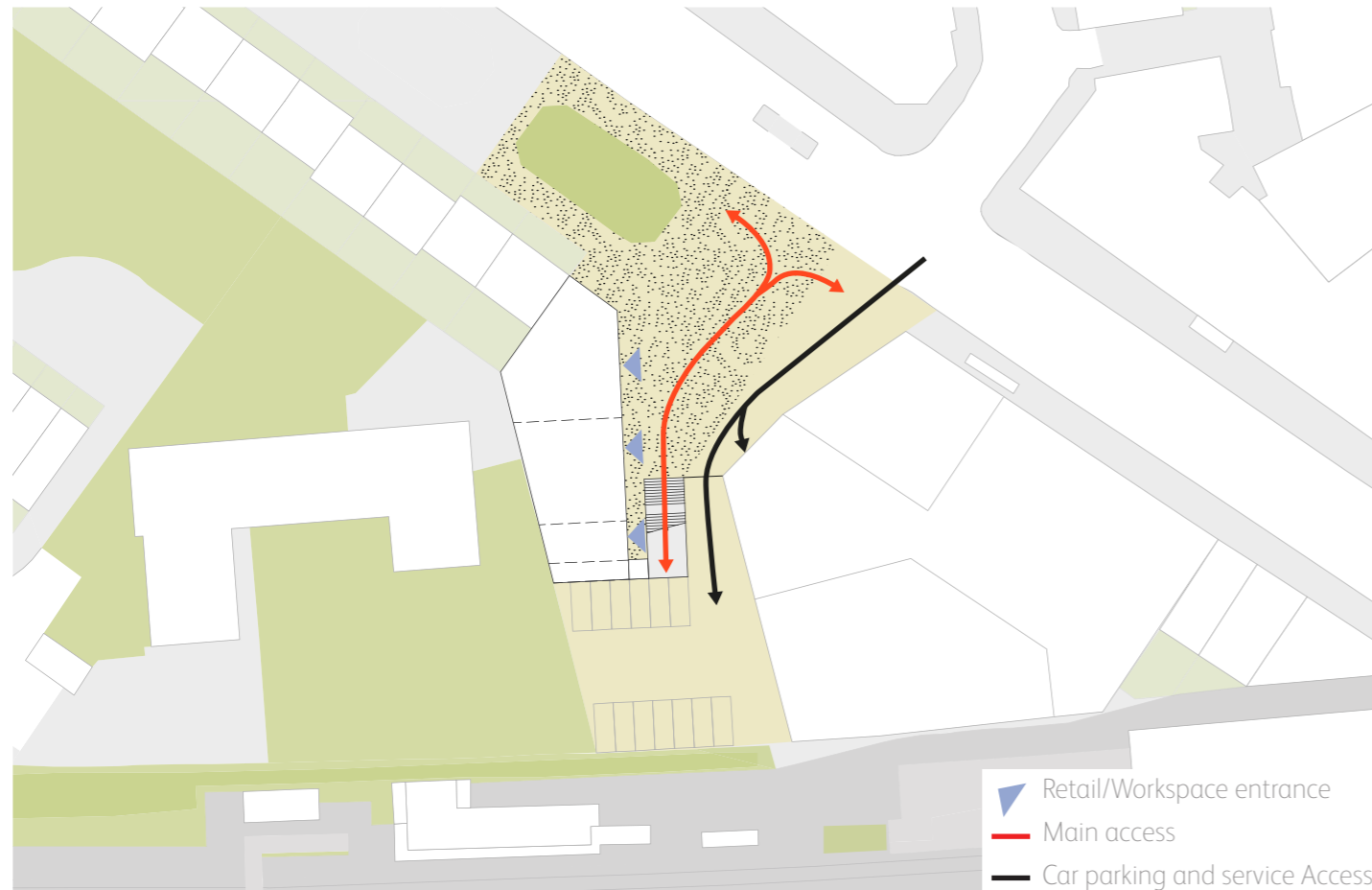


Figure 31: Proposed site diagram

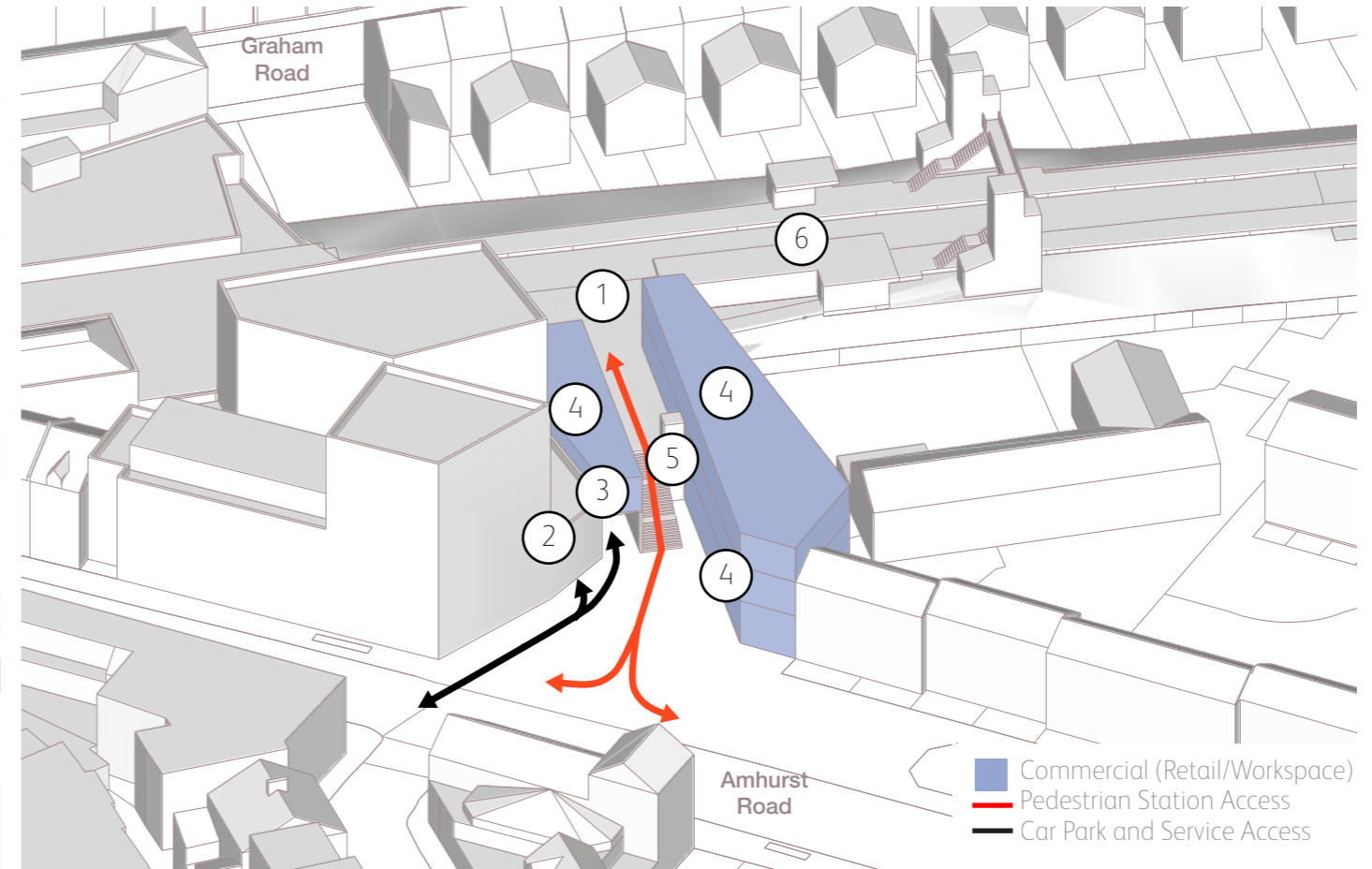


Figure 32: Proposed site massing

Hackney Central Overground Station Site Specific Urban Design Principles – Option 1 – Improved Station with Mixed Use Development

To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following:

1. Create an active frontage at ground floor and ticket hall level, including through the introduction of commercial (retail / workspace) uses, to animate the new route towards the station and increasing surveillance and safety, within a development of between 2 – 3 storeys, as set out in Figure 31 and 32.
2. Create a new access to Hackney Central Overground Station from Amhurst Road with DDA compliant lift and stairs, as set out in Figure 32.
3. Create new public space as a forecourt to the station and bus interchange on Amhurst Road to draw people out of the station via new route, as set out in Figure 31 and 32.
4. Create clear sight lines to station entrance from Amhurst Road, to aid legibility and wayfinding to the station, encouraging use of the new route, as set out in Figure 31 and 32.
5. Retain existing service access to adjoining development.
6. Set back development to align with the existing building line on Amhurst road.
7. Provide continuous, active frontages along Amhurst Road, as set out in Figure 31 and 32.

1 Entrance to Hackney Central Overground Station via new raised commercial floorspace arcade.

2 Access to adjacent building service entrance.

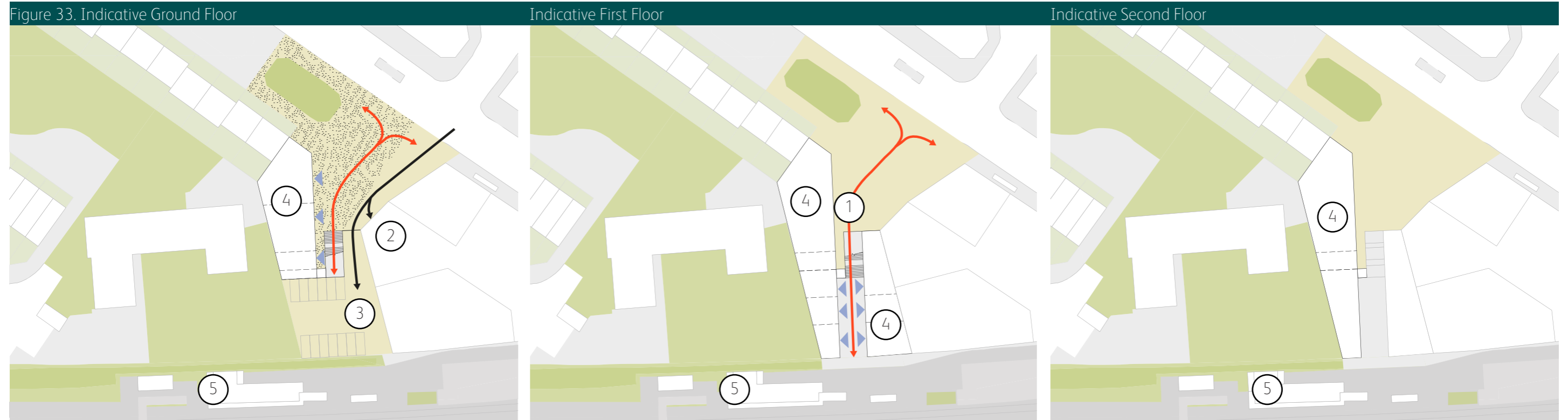
3 Access to car parking and servicing for station and commercial units underneath new arcade.

4 Temporary or lightweight construction of commercial floorspace on ground, first and second level, lining new entrance to the station, with potential of connection to car parking.




5 New stairs and lift to arcade at the same level as station ticket hall and platforms (potential for gate to close upper part of the arcade when station is closed).

6 Improved station facilities and ticket hall.

Opportunity Site Development Brief Hackney Central Overground Station and Car Park



- ① Entrance to Hackney Central station via new raised commercial floorspace arcade.
- ② Access to adjacent building service entrance.
- ③ Access to car parking and servicing for station and commercial units.
- ④ Temporary or lightweight construction of commercial floorspace.
- ⑤ Improved station facilities and ticket hall.

-  Retail/Workspace entrance
-  Main access
-  Car parking and service Access

Opportunity Site Development Brief 333-337 Mare Street (Iceland Foods) & 231-237 Graham Road

Ownership: London Borough of Hackney (Iceland Site) & Private (site to the rear)

Address: 333-337 Mare Street, London, E8 1HY (1)
231-237 Graham Road, London E8 1PE (2)

Existing Use: Retail – approx. 2,000sq.m - occupied by Iceland Foods, vacant on upper floors (1)
Vacant site (2)

Key Development Plan Designations: District Town Centre of Hackney Central
Hackney Central AAP
Town Hall Square Conservation Area
Partially in the Primary Shopping Frontage
Mare Street / Westgate Triangle Archaeological Priority Area.
Commercial Core of the City Fringe (Tech City)

PTAL: 6a / 6b

Site Area: 1,480 sqm / 0.148ha

Opportunities:

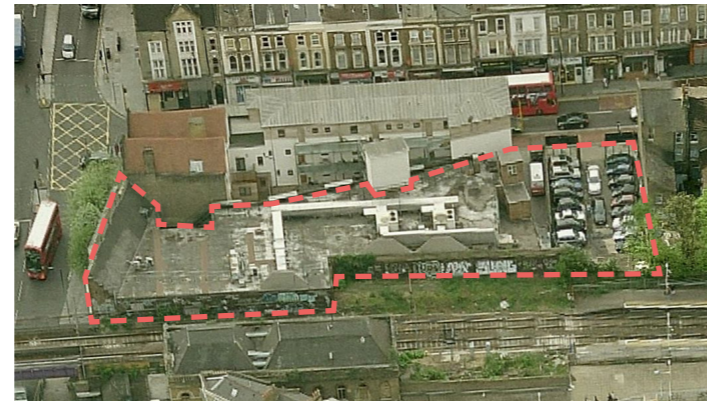
- To make more efficient use of the site for mixed use development of 333-337 Mare Street (Iceland site) and 231-237 Graham Road (site to the rear) to create active, commercial frontages on to Graham Road and Mare Street.
- Consider the balance of heritage and regeneration benefits in line with local and national policy.
- An extant planning permission for 231-237 Graham Road exists, for a part 3, part 4-storey mixed use development comprising 80 sq.m of B1 floorspace at ground floor level and 9 residential units. This permission expires 21/07/2017.

Options:

Option 1 – Refurbishment of Iceland Site (1)
Refurbishment of existing building with the introduction of new commercial uses (workspace) on the first floor.

Option 2 – Individual Development of Iceland Site (1) and Site to the Rear (2)
Redevelopment of the sites providing commercial (retail / workspace) and residential uses.

Option 3 – Comprehensive Development (Sites (1) and (2))
A comprehensive redevelopment of both sites as one development, providing commercial (retail / workspace) and residential uses.



Bird's eye view from north



Existing view from Mare street



Existing view from Graham road

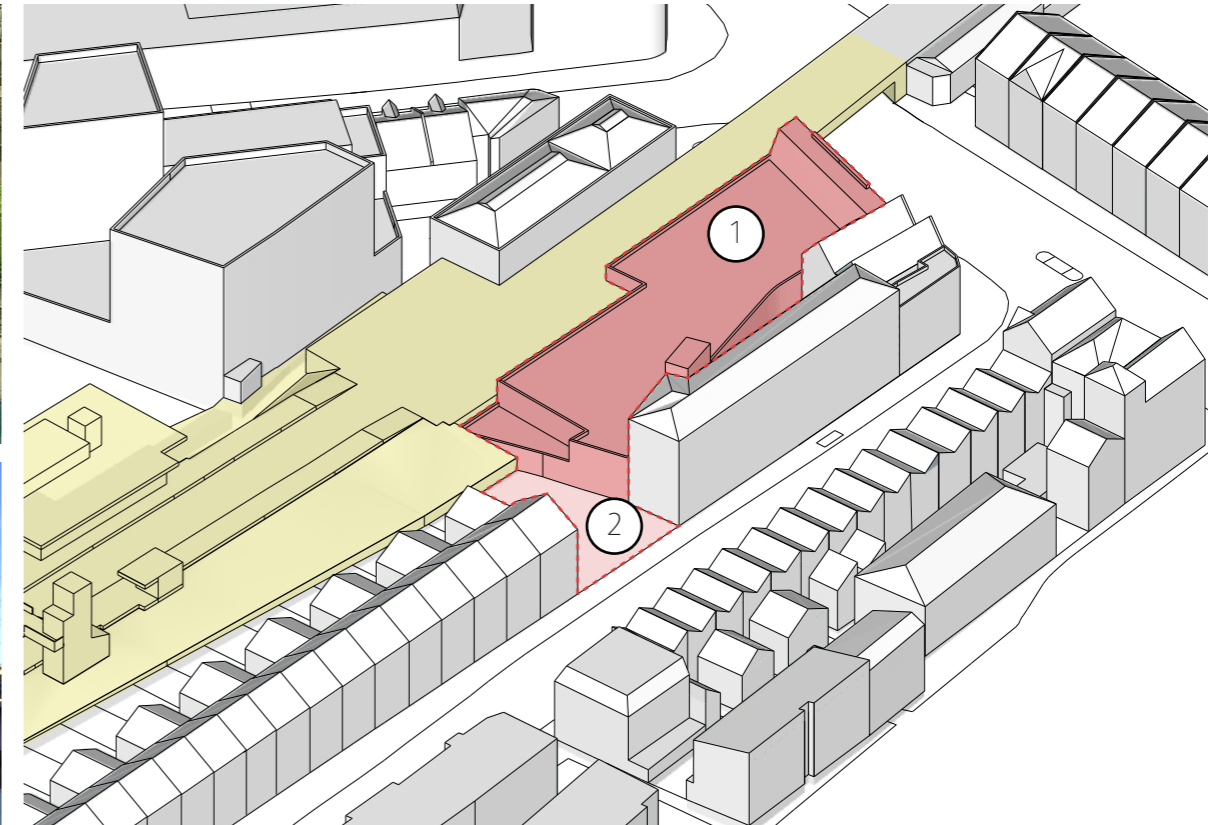


Figure 34. Existing site

- 1. 333-337 Mare Street Site (Iceland Foods)
 - 2. 231-23 Graham Road
- Site for redevelopment
■ Structure to retain

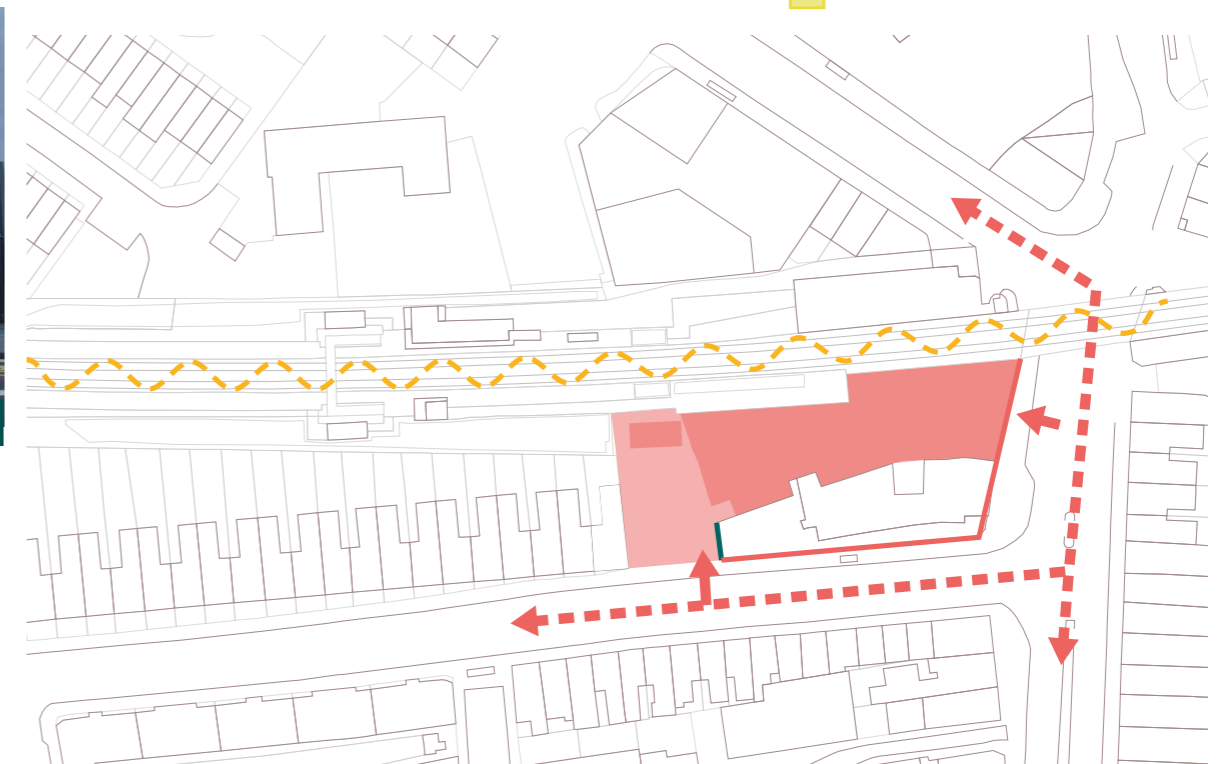


Figure 35. Constraints & Opportunities

Opportunity Site Development Brief 333-337 Mare Street (Iceland Foods) & 231-237 Graham Road

Option 1 – Refurbishment of Iceland Site (1)
 Refurbishment of existing building with the introduction of new commercial uses (workspace) on the first floor.

Quantum & Type of Development	
GFA:	
Commercial:	1,905 sqm
Height:	2 storeys
Typology:	Renovation

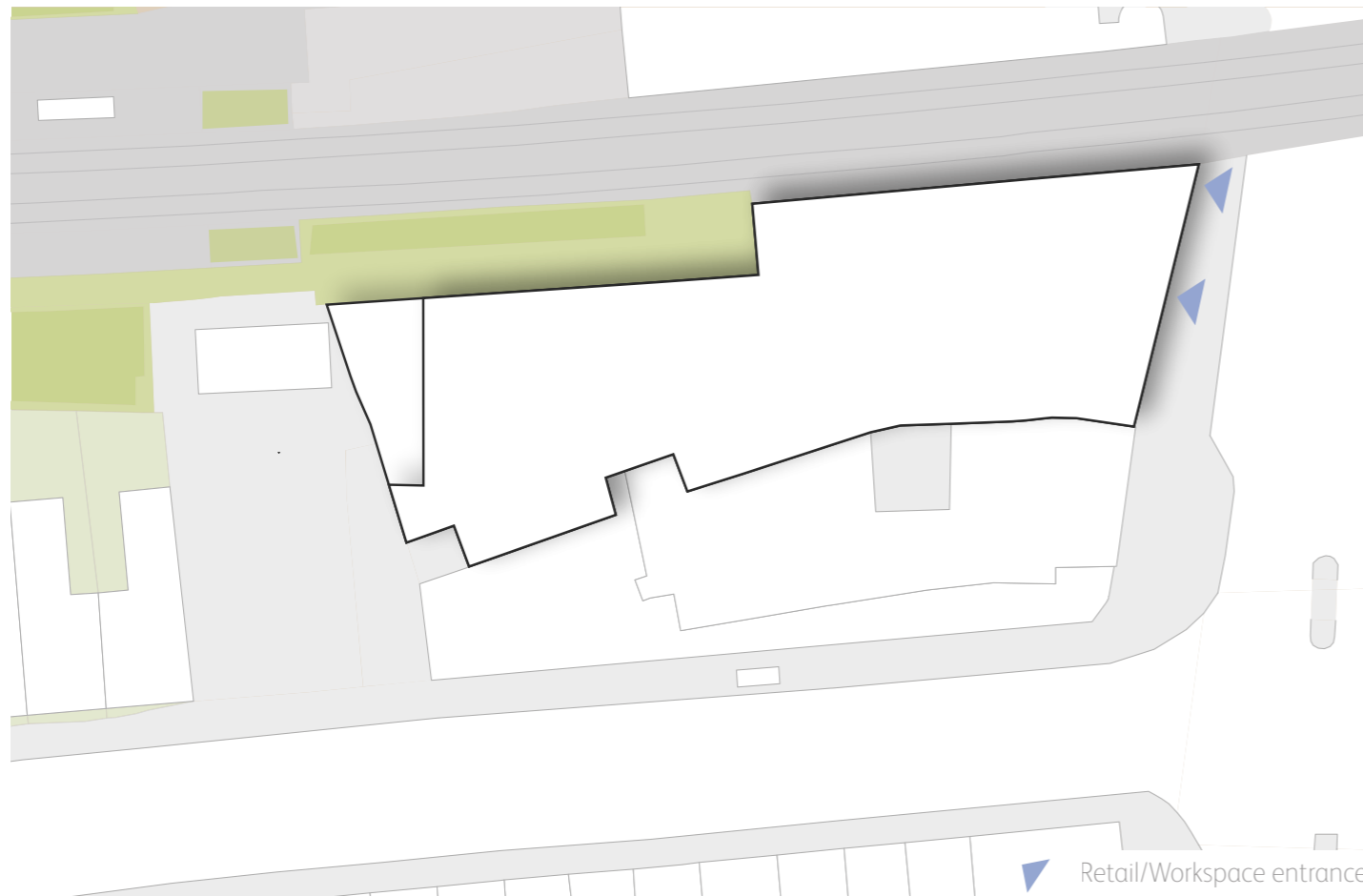


Figure 36. Proposed site diagram

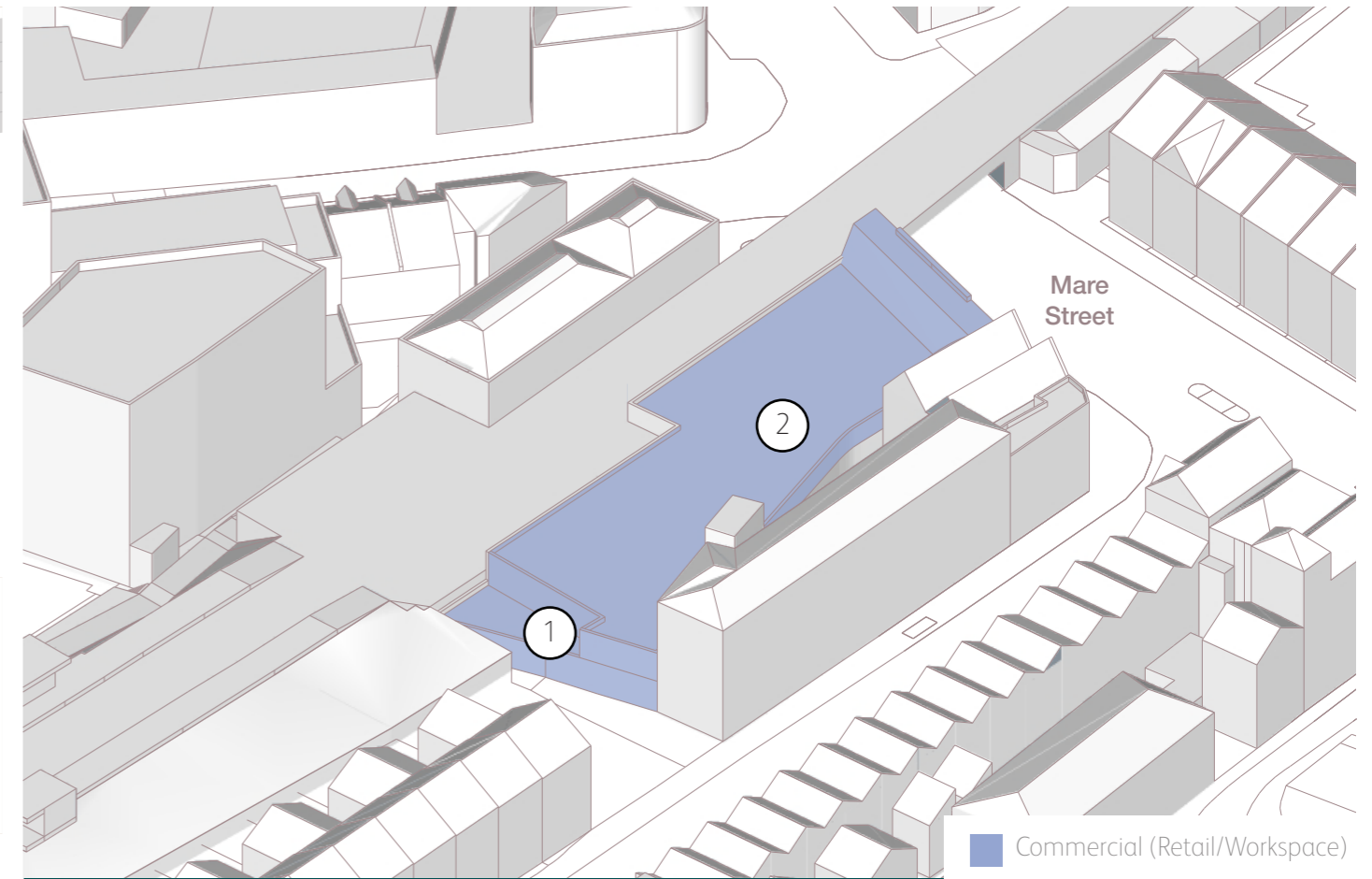


Figure 37. Proposed site massing

333-337 Mare Street (Iceland Foods) Site Specific Urban Design Principles – Option 1 - Refurbishment of Iceland Site (1)

To achieve the Hackney Central Cluster Strategic Objectives, development proposals should have regard to the following:

1. Improve the existing commercial frontage on to Mare Street including through the introduction of new commercial (workspace / retail) uses on the upper floor of the existing two storey building, as set out in Figure 37.

- ① Ground floor commercial (retail / workspace)
- ② Refurbishment of existing first floor for commercial (workspace / retail) use.

Opportunity Site Development Brief 333-337 Mare Street (Iceland Foods) & 231-237 Graham Road

Option 2 – Individual Development of Iceland Site (1) and Site to the Rear (2)
 Redevelopment of the sites providing commercial (retail / workspace) and residential uses.

Quantum & Type of Development - Iceland Site (1):
 GFA:
 Residential: 730 sq.m - 10 units
 Commercial: 1,620 sq.m
 Height: 4 storeys
 Open Space: Podium garden, balconies, terraces
 Typology: Infill block
 Density: 92 dwellings/ha

Graham Road Site (2): check extant.
 GFA:
 Residential: 940 sq.m - 13 units
 Commercial: 360 sq.m
 Height: 4 storeys
 Open Space: balconies, terraces
 Typology: Infill block
 Density: 274 dwellings/ha



Figure 38. Proposed site diagram

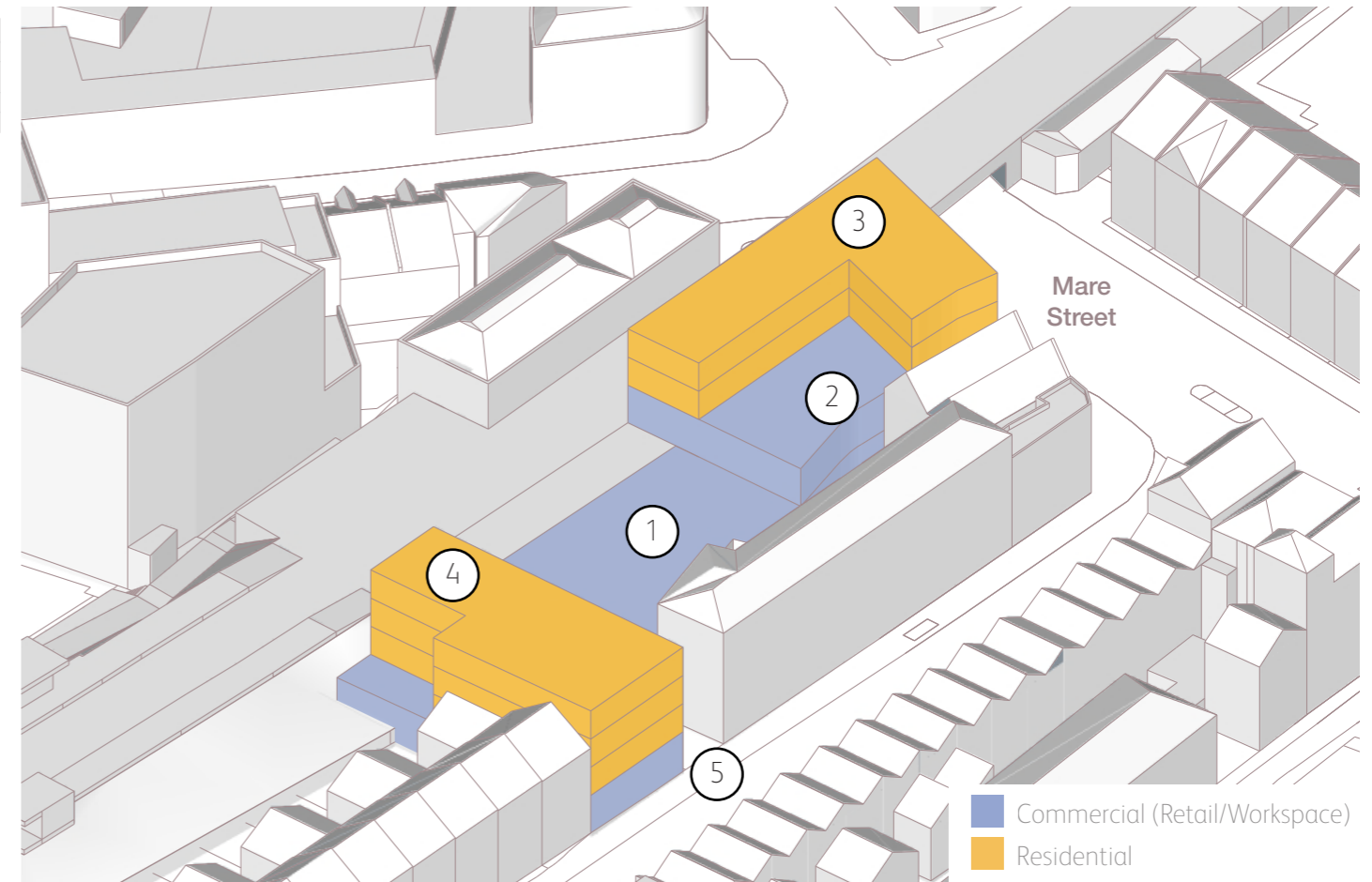


Figure 39. Proposed site massing

333-337 Mare Street (Iceland Foods) & 231-237 Graham Road (Site to the rear) Site Specific Urban Design Principles – Option 2 - Individual Development of Iceland Site (1) and Site to the Rear (2)

To achieve the Hackney Central Cluster Strategic Objectives, development proposals should have regard to the following:

1. Mixed use development of 333-337 Mare Street (Iceland site) and 231-237 Graham Road (site to the rear) to create active, commercial frontages on to Graham Road and Mare Street with development up to four storeys, as set out in Figure 39, for the provision of commercial (retail / workspace) and residential floorspace.
2. Building height up to four storeys on Mare Street, next to the railway bridge and consider views from pedestrian route to Tesco site, as set out in Figure 39.
3. Avoid overlooking of residential units from station platforms and existing residential block, located adjacent to the site.
4. Consider opportunity to create new frontage and to address the narrow pavement on the corner of Mare Street and Amhurst Road by realigning the commercial façade and opening up railway arches to create additional space for pedestrians, unlocking this pinch point in the Town Centre (see page 69)

- 1 Ground floor commercial (retail) unit extending to the edge of the plot; potential set-back on Mare Street (refer to public realm improvement proposals on page 69).
- 2 First floor commercial (retail / workspace) use with shared garden for residential units above.
- 3 Residential development with entrance on Mare Street and potential for deck access on northern side to buffer against railway.
- 4 New stand-alone mixed use block with commercial (retail / workspace) on the ground floor and residential above.
- 5 Access to residential units on Graham Road.

Opportunity Site Development Brief 333-337 Mare Street (Iceland Foods) & 231-237 Graham Road

Option 3

A comprehensive redevelopment of both sites as one development, providing commercial (retail / workspace) and residential uses.

Quantum & Type of Development

GFA:	
Residential:	1,990 sq.m - 28 units
Commercial:	1,850 sq.m
Height:	4 storeys
Open Space:	balconies, terraces
Typology:	Infill block
Density:	189 dwellings/ha

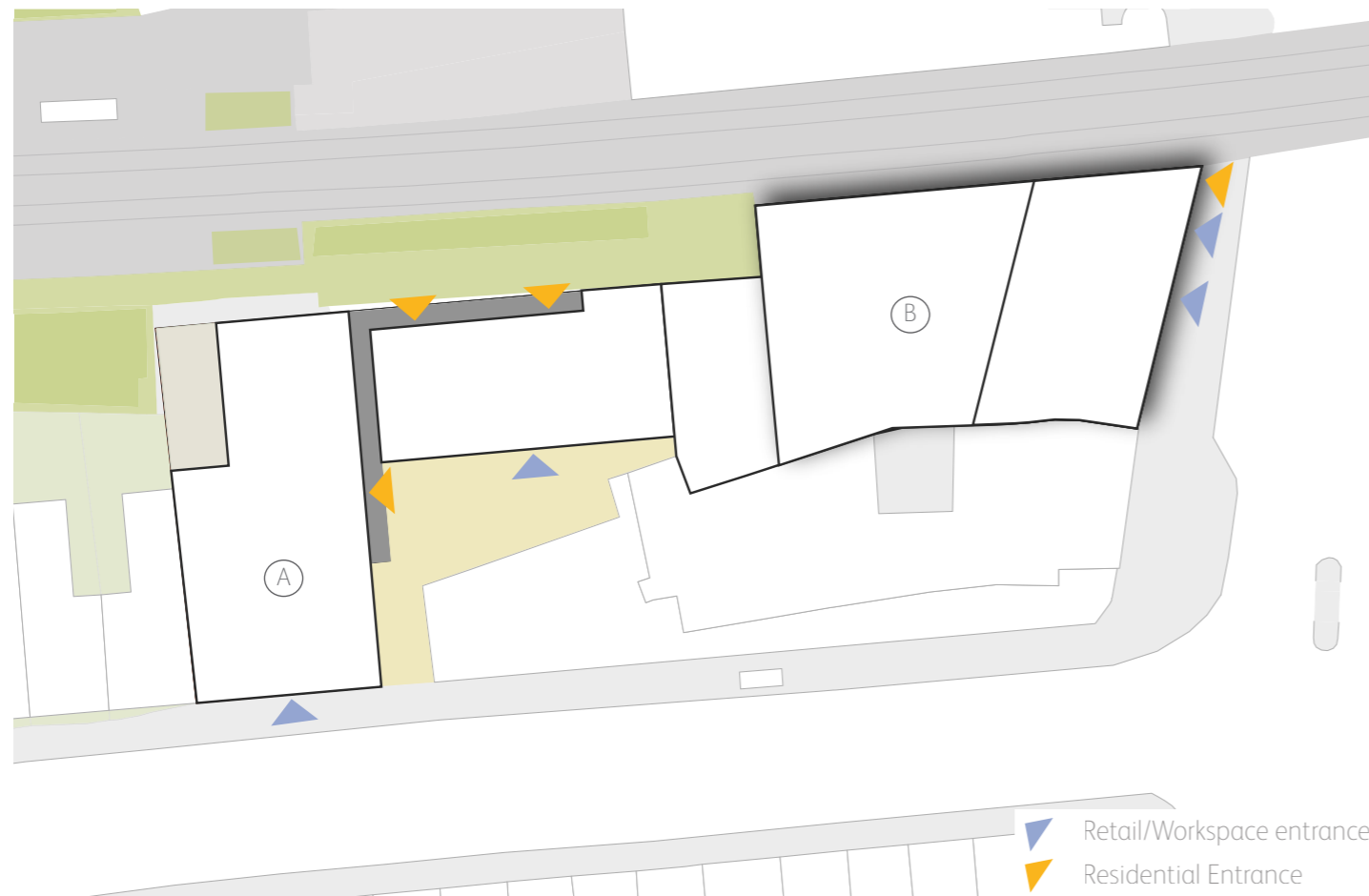


Figure 40. Proposed site diagram

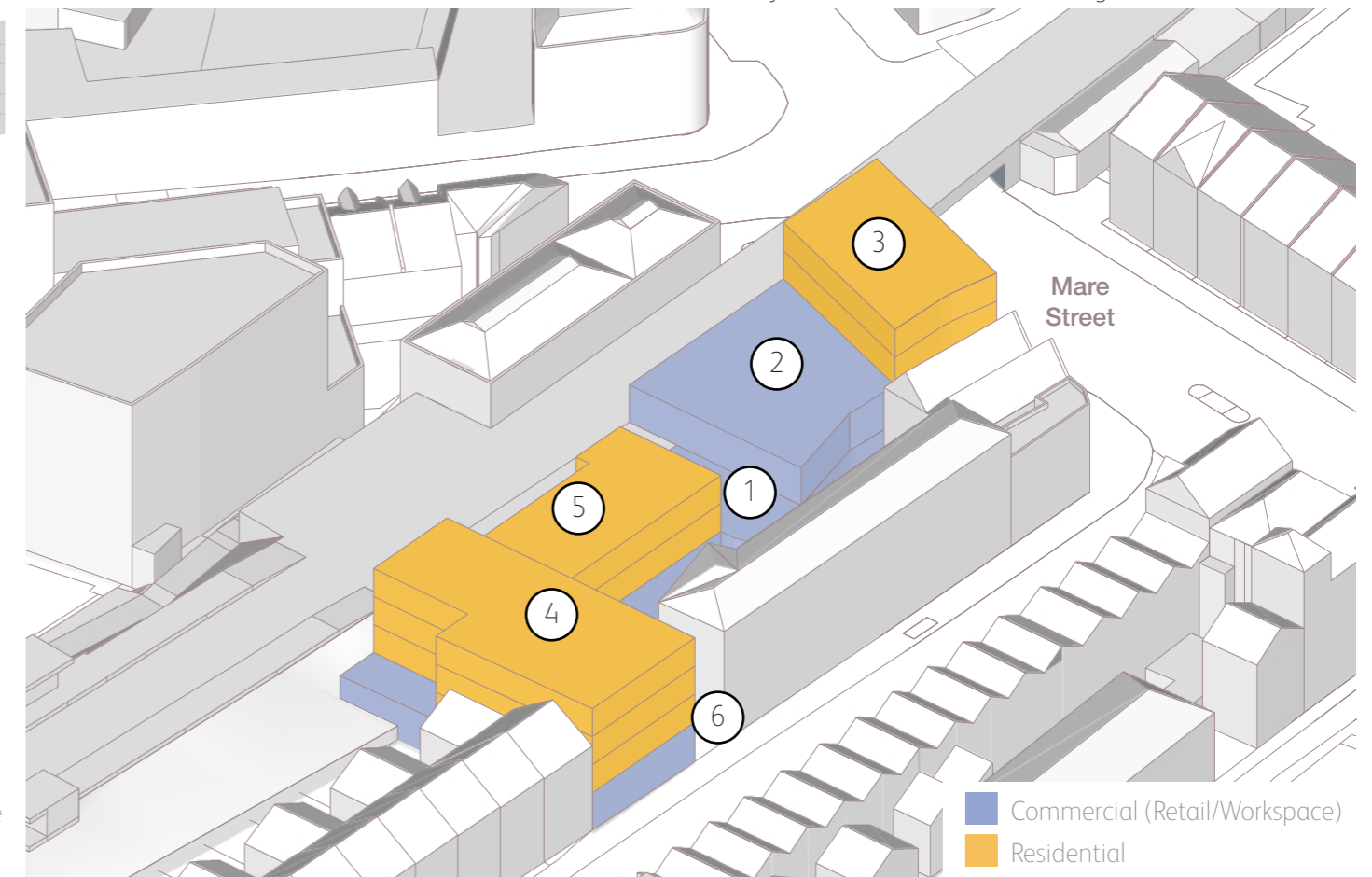


Figure 41. Proposed site massing

333-337 Mare Street (Iceland Foods) & 231-237 Graham Road (Site to the Rear) Site Specific Urban Design Principles – Option 3 - Comprehensive Development (Sites (1) and (2))

To achieve the Hackney Central Cluster Strategic Objectives, development proposals should have regard to the following:

1. Comprehensive mixed use development of 333-337 Mare Street (Iceland site) and 231-237 Graham Road (site to the rear) to create active, commercial frontages on to Graham Road and Mare Street with development up to four storeys, as set out in Figure 41, for the provision of commercial (retail / workspace) and residential floorspace.
2. Consider opportunity to create a new frontage and to address the narrow pavement on the corner of Mare Street and Amhurst Road by realigning the commercial façade and opening up railway arches to create additional space for pedestrians, unlocking this pinch point in the Town Centre (see page 69).
3. Create additional height on Mare Street, next to the railway bridge and consider views from pedestrian route to Tesco site.
4. Avoid overlooking of residential units from station platforms and existing residential block.

- ① Ground floor commercial unit with potential set-back on Mare street (refer to public realm improvement proposals on page 69).
- ② New commercial (workspace / retail) space with shared garden for residential units above.
- ③ New residential development on upper floors with entrance on Mare Street.
- ④ New mixed use block with commercial (workspace / retail) on ground floor to complete the commercial frontage along Graham Road and residential above.
- ⑤ New mixed use block with workspace on ground floor and residential above.
- ⑥ Entrance to shared courtyard for commercial floorspace and residential block.

Opportunity Site Development Brief 339-357 Mare Street, 6-18 Amhurst Road (Marks & Spencer)

Ownership: Private, Multiple Owners

Address: 339-345 Mare St, London, E8 1HY (corner site)
347-357 Mare St / 6-18 Amhurst Road, London. E8 1HY (M&S site)
6-18 Amhurst Road, Hackney, E8 1HY

Existing Use: 339-345 Mare St: retail, betting shop, residential, office
347-357 Mare St / 6-18 Amhurst Road: retail occupied by M&S, vacant underutilised space above

Key Development Plan Designations: Hackney Central AAP
Clapton Square Conservation Area
Primary Shopping Frontage
Mare St/Westgate Triangle Archaeological Priority Area
Commercial Core of the City Fringe (Tech City)

PTAL: 6b

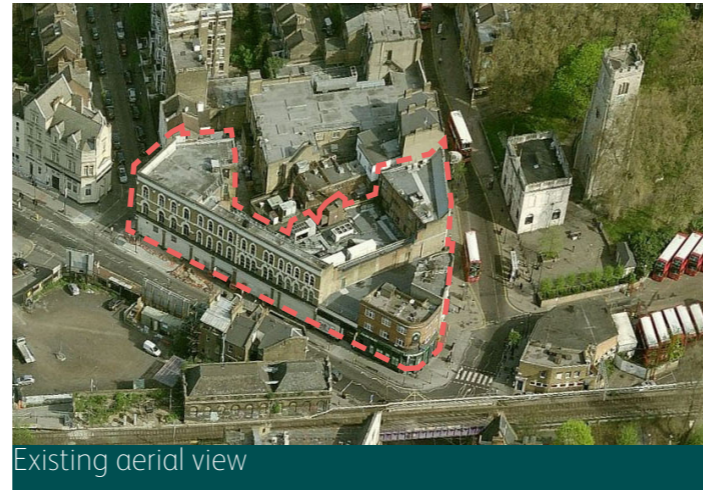
Site Area: 1,800sqm / 0.18 ha

- Opportunities:**
- To make more efficient use of the site, whilst respecting existing heritage assets and to create an active frontage on to Amhurst Road and the Narrow Way.
 - Potential for retention and refurbishment of buildings, with the creation of additional floorspace from a mansard roof extension and infill development.
 - Potential for redevelopment of 339-345 Mare Street (corner site).
 - The deliverability of the options is subject to detailed structural surveys and heritage assessment of the existing buildings.

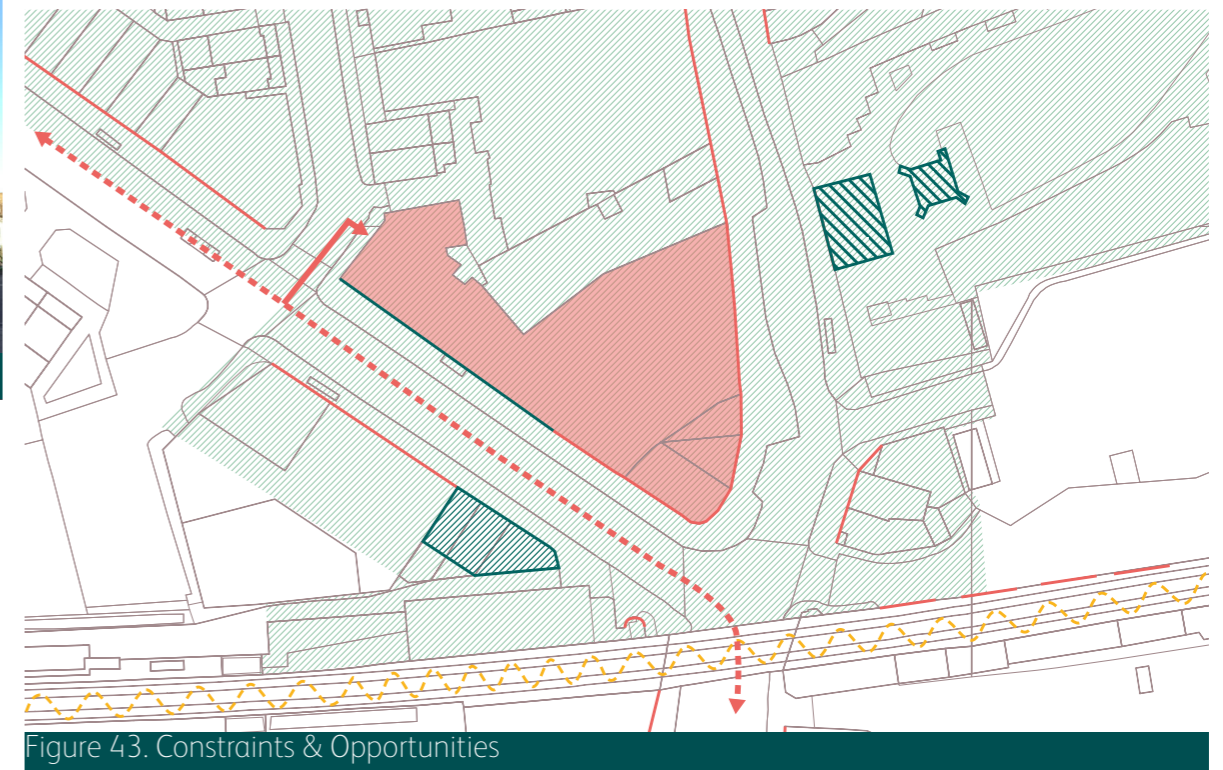
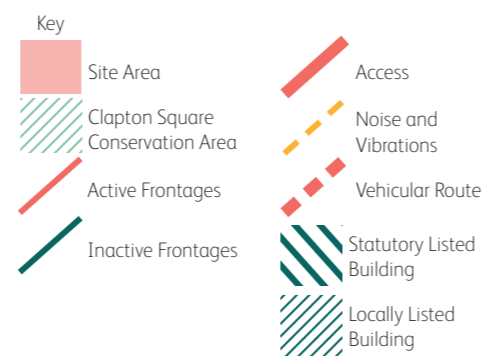
Options:

Option 1 – Retention with Infill
An infill development which retains all existing buildings, with infill and mansard development above the existing buildings for commercial (retail / workspace) and residential uses.

Option 2 – Retention, Infill and Redevelopment of Corner Site
An infill and mansard development which retains 347-357 Mare Street / 6-18 Amhurst Road (M&S) and redevelopment of 339-345 Mare Street (corner site), for commercial (retail / workspace) and residential uses.



- Site for redevelopment or refurbishment
- ⋯ Portion of site occupied by M&S



Opportunity Site Development Brief 339-357 Mare Street, 6-18 Amhurst Road (Marks & Spencer)

Option 1 – Retention with Infill

An infill development which retains all existing buildings, with infill and mansard development above the existing buildings for commercial (retail / workspace) and residential uses.

Quantum & Type of Development

GFA:	
Residential/Commercial (additional):	960 sq.m - 14 units
Existing commercial:	as existing
Height:	4-5 storeys
Open Space:	courtyard garden, balconies and roof terrace
Typology:	Podium block
Density:	77 dwellings / ha

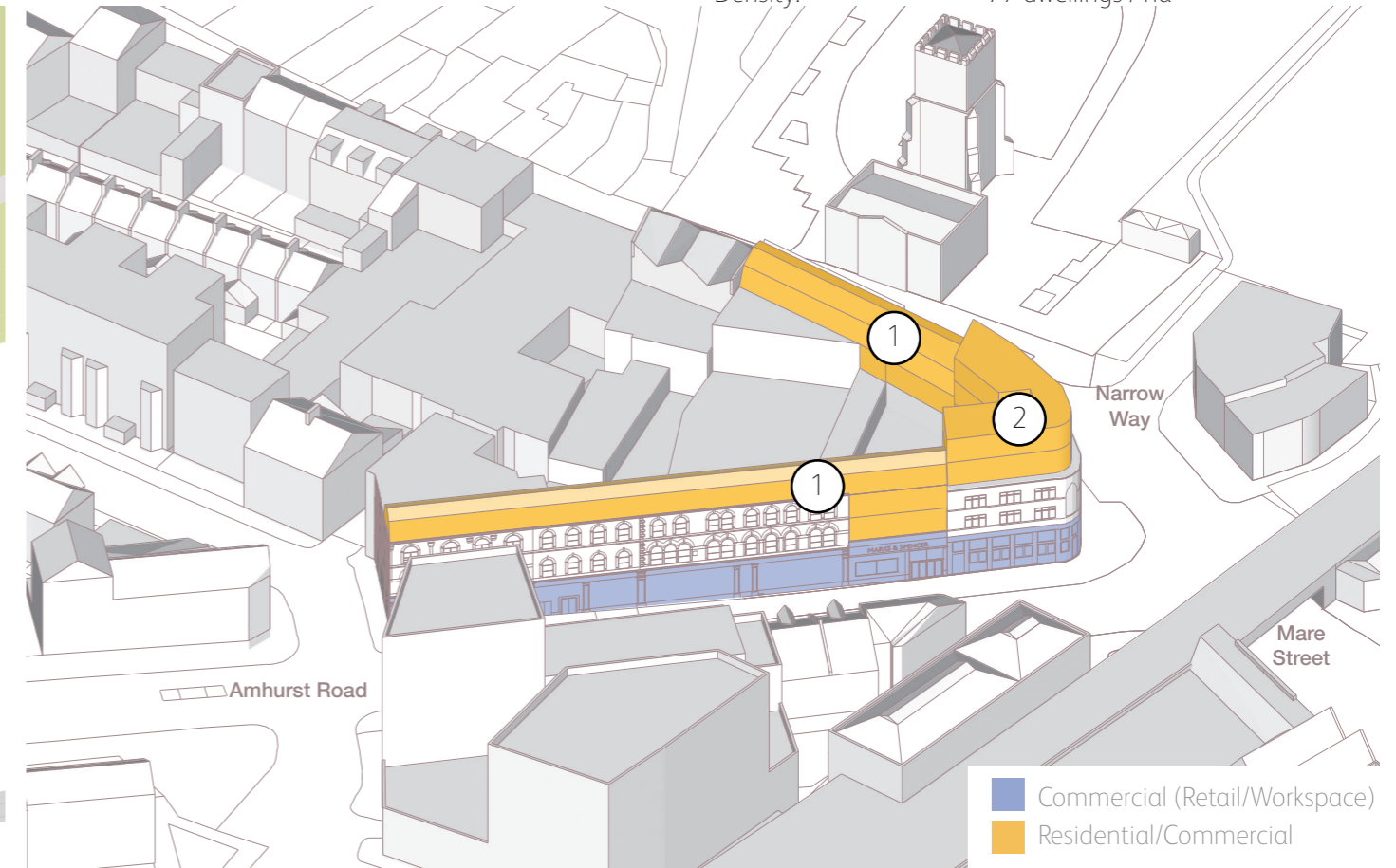
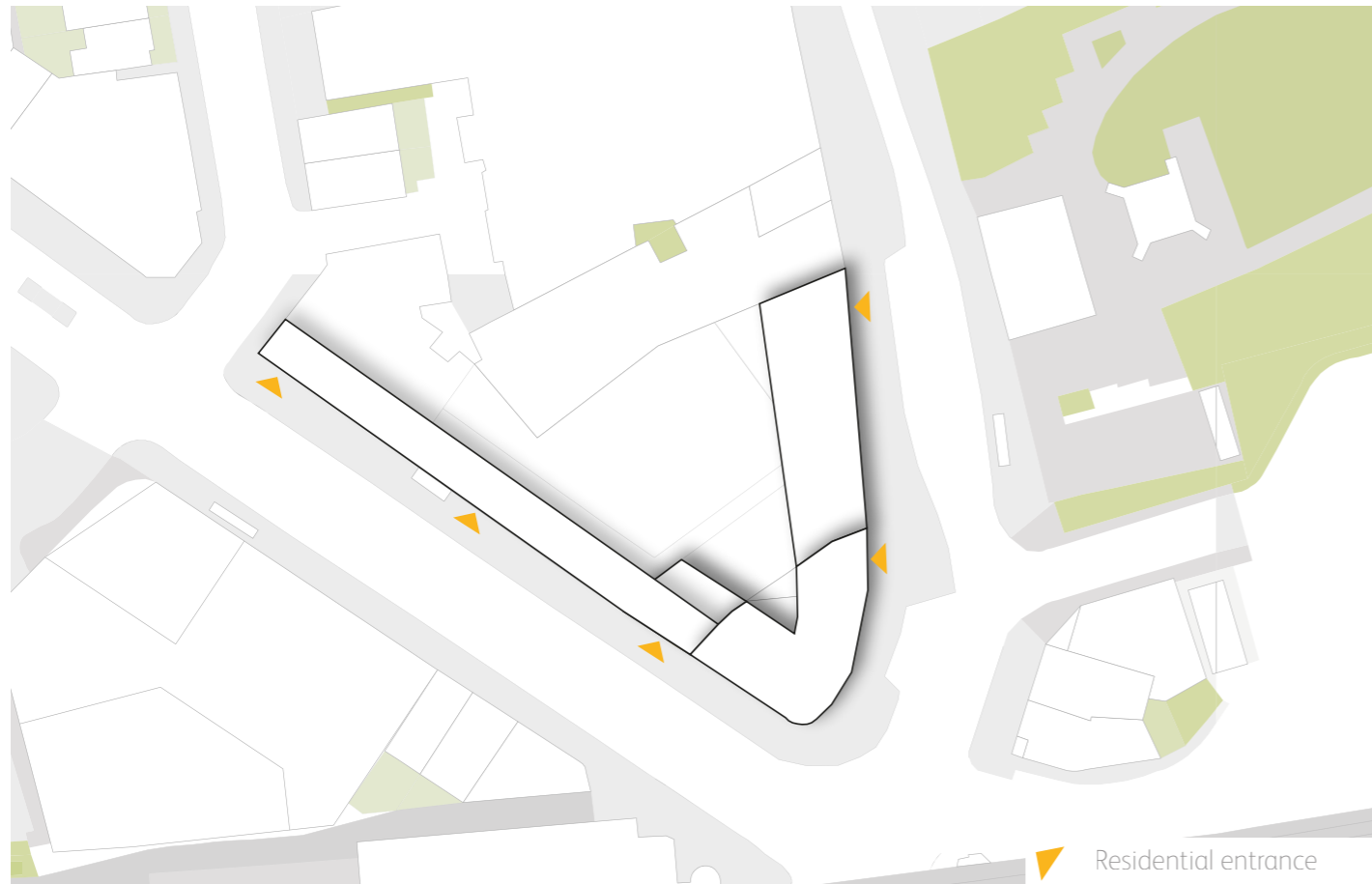


Figure 44. Proposed site diagram

Figure 45. Proposed site massing

339-357 Mare Street, 6-18 Amhurst Road (Marks & Spencer) Site Specific Urban Design Principles – Option 1 – Retention with Infill

To achieve the Hackney Central Cluster Strategic Objectives, development proposals should have regard to the following:

1. Mixed use development to provide commercial (retail / workspace) and residential floorspace to create an active, commercial frontage on to Amhurst Road, the Narrow Way and Mare Street.
2. Building height of predominantly 4 storeys, and up to 5 storeys on the corner site to create a local landmark to aid legibility and wayfinding from Hackney Central Overground Station with distinctive views from Mare Street and Bohemia Place, as set out in Figure 45.
3. Create consistent building alignment and parapet height along the Narrow Way and Amhurst Road, as set out in Figure 45.
4. Any development on this site must respect the surrounding heritage assets which comprise St Augustine's Tower and Hackney Old Town Hall, amongst others, and seek to improve the setting of these assets.

- ① New residential/commercial space above existing Marks and Spencer's store to infill the site and create a generally consistent height datum around the perimeter of Amhurst road and the Narrow Way.
- ② New residential/commercial space above existing building.

Opportunity Site Development Brief 339-357 Mare Street, 6-18 Amhurst Road (Marks & Spencer)

Option 2 – Retention, Infill and Redevelopment of Corner Site
 An infill and mansard development which retains 347-357 Mare Street / 6-18 Amhurst Road (M&S) and redevelopment of 339-345 Mare Street (corner site), for commercial (retail / workspace) and residential uses.

Quantum & Type of Development	
GFA:	
New commercial:	180 sq.m
Residential/Commercial:	1,290 sq.m - 18 Units
Height:	4-5 storeys
Open Space:	Balconies, terrace
Typology:	Podium block
Density:	100 dwellings/ha

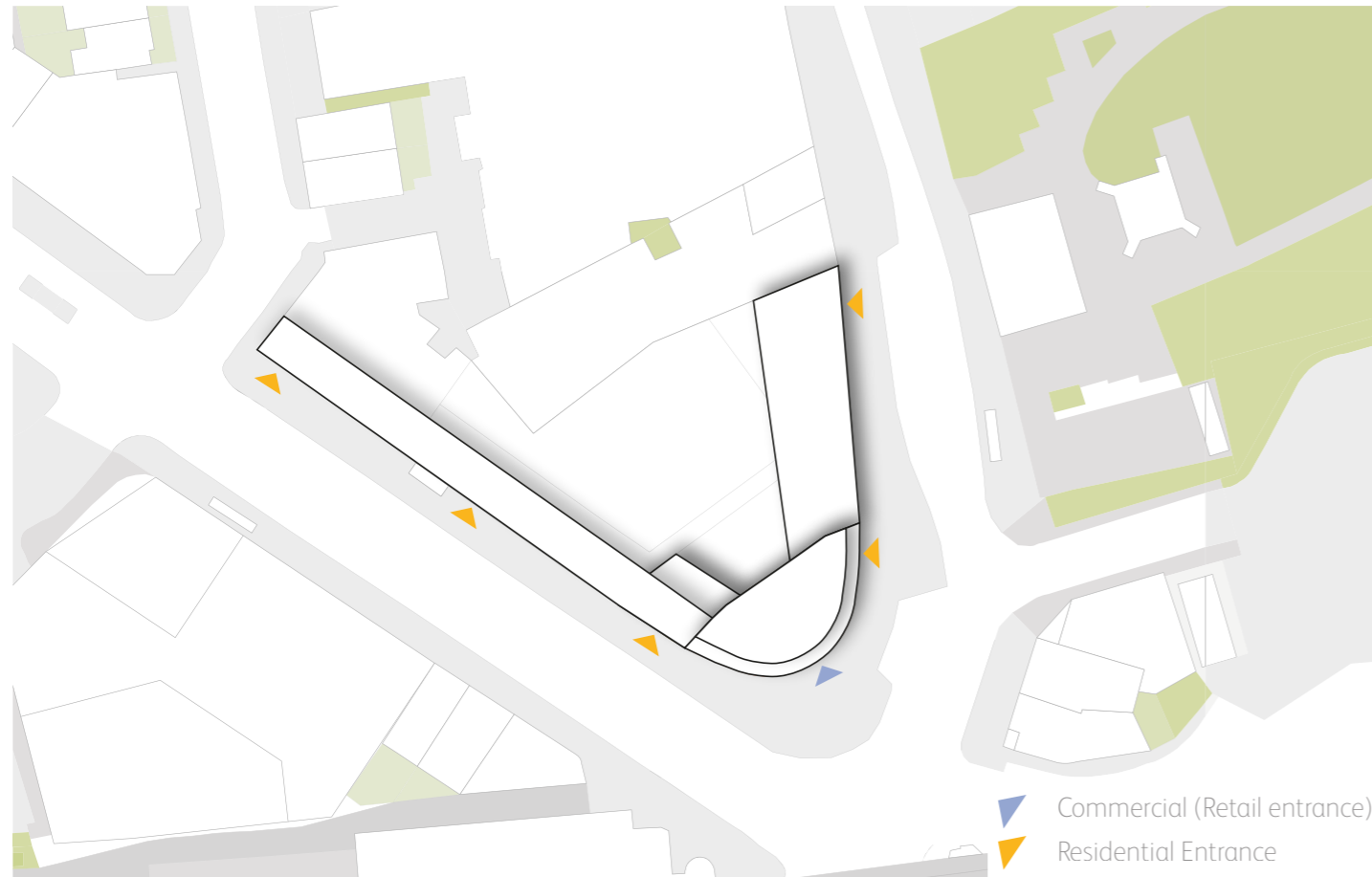


Figure 46. Proposed site diagram

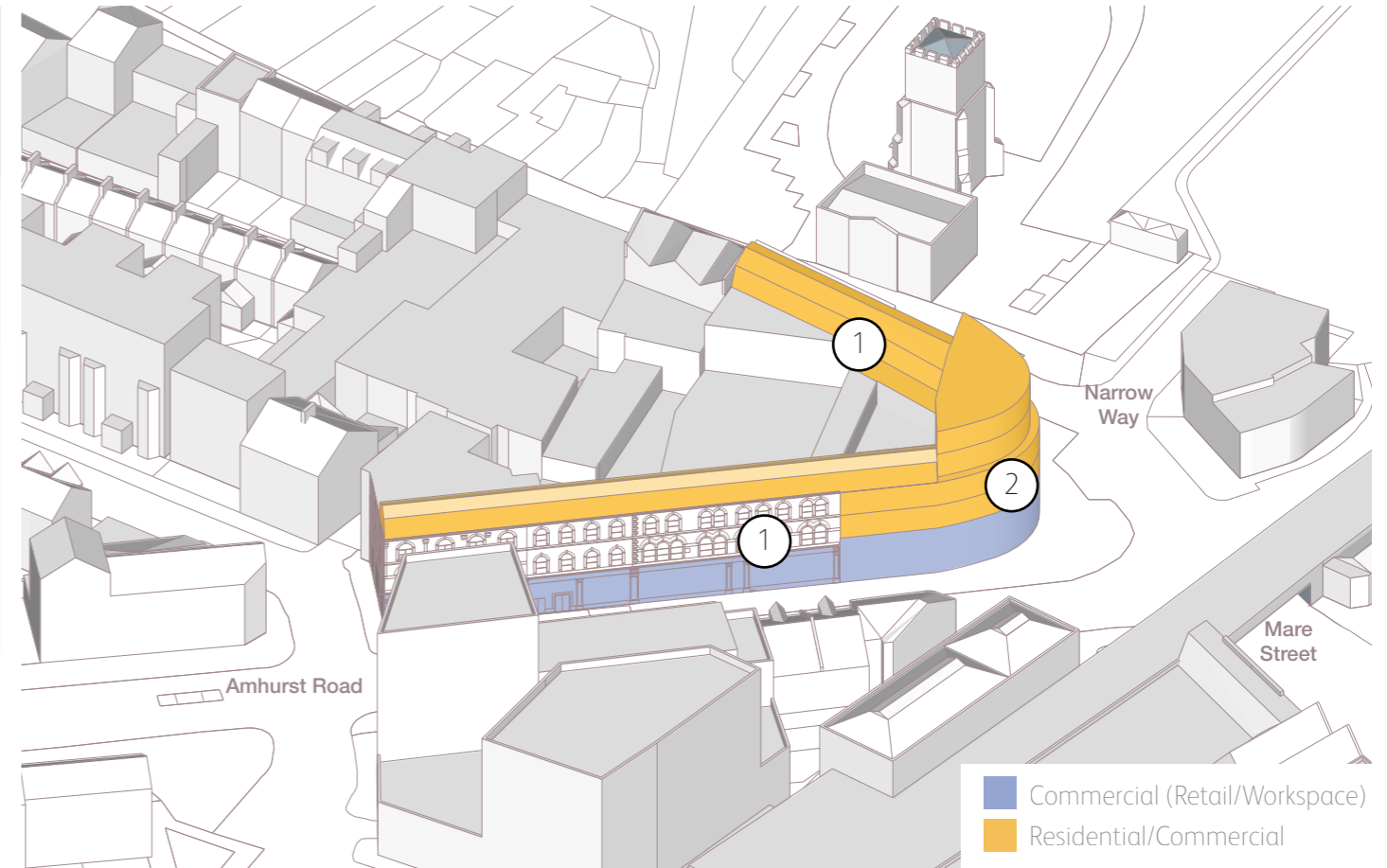


Figure 47. Proposed site massing

339-357 Mare Street, 6-18 Amhurst Road (Marks & Spencer) Site Specific Urban Design Principles – Option 2 – Retention, Infill and Redevelopment of Corner Site

To achieve the Hackney Central Cluster Strategic Objectives, development proposals should have regard to the following:

1. Mixed use development to provide commercial (retail / workspace) and residential floorspace to create an active, commercial frontage on to Amhurst Road, the Narrow Way and Mare Street.
2. Building height of predominantly 4 storeys, and up to 5 storeys on the corner site to create a new high quality local landmark to aid legibility and wayfinding from Hackney Central Overground Station with distinctive views from Mare Street and Bohemia Place, as set out in Figure 45.
3. Create consistent building alignment and parapet height along the Narrow Way and Amhurst Road, as set out in Figure 45.
4. Any development on this site must respect the surrounding heritage assets which comprise St Augustine's Tower and Hackney Old Town Hall, amongst others, and seek to improve the setting of these assets.

1. New residential/commercial space above existing Marks and Spencer's store to infill the site and create a generally consistent height datum around the perimeter of Amhurst Road and the Narrow Way.
2. New commercial unit on corner of Amhurst Road and Mare Street with residential/commercial space above.

3.2 Florfield Road Cluster

Overview

Located within the District Town Centre in the Development Plan, this area is recognised as the civic and cultural hub of the Borough, credited by Hackney Empire Theatre, Hackney Picturehouse, Hackney Town Hall, Hackney Central Library Hackney Museum, and several Council offices, including the Hackney Service Centre on Hillman Street. The area hosts a formal public square in front of Hackney Town Hall. Hackney Housing depot facilities are located on Reading Lane / Florfield Road and there is scope to relocate the depot elsewhere, including to 51-61 Mare Street. This would allow the site to be redeveloped to provide a high quality, mixed use development comprising commercial (workspace) and residential floorspace, including a taller building element, which builds on the success of adjacent Hackney Service Centre and surrounds, to generate new workspace and much needed housing, and optimises the sites capacity.

Opportunity Site:

- Florfield Road Site which comprises Hackney Housing Florfield Depot on Reading Lane, Maurice Bishop House at 17 Reading Lane, Roberts House at 6-15 Florfield Road, and a vacant plot on Florfield Road / Florfield Passage.

Florfield Road Cluster Strategic Objectives:

To achieve the Masterplan vision, the following Florfield Road Strategic Objectives have been developed:

- Relocate the Hackney Housing depot and Council services to an alternative location including to 51-61 Mare Street, freeing up this key Town Centre site for redevelopment.
- Comprehensively redevelop Hackney Housing Florfield Depot (Reading Lane) Maurice Bishop House (17 Reading Lane), Roberts House (6-15 Florfield Road) and vacant plot on Florfield Road / Florfield Passage, for the provision of commercial (workspace) and residential use, in a development with a taller building element.
- Close Florfield Road to make more efficient use of the site and to optimise development potential.

Florfield Road Cluster Urban Design Principles:

To achieve the Florfield Road Masterplan Cluster Strategic Objectives, all new development should:

- Provide a continuous, active street frontage:** Create a new commercial frontage on Reading Lane to complement the existing civic and employment character, as set out in Figure 49.
- Support a positive transition between the Town Centre and surrounding neighbourhoods:** Locate new mixed use, commercial and residential development on Florfield Road Opportunity Site to form a transition between Mare Street and the residential neighbourhood to the west, as set out in Figure 49.

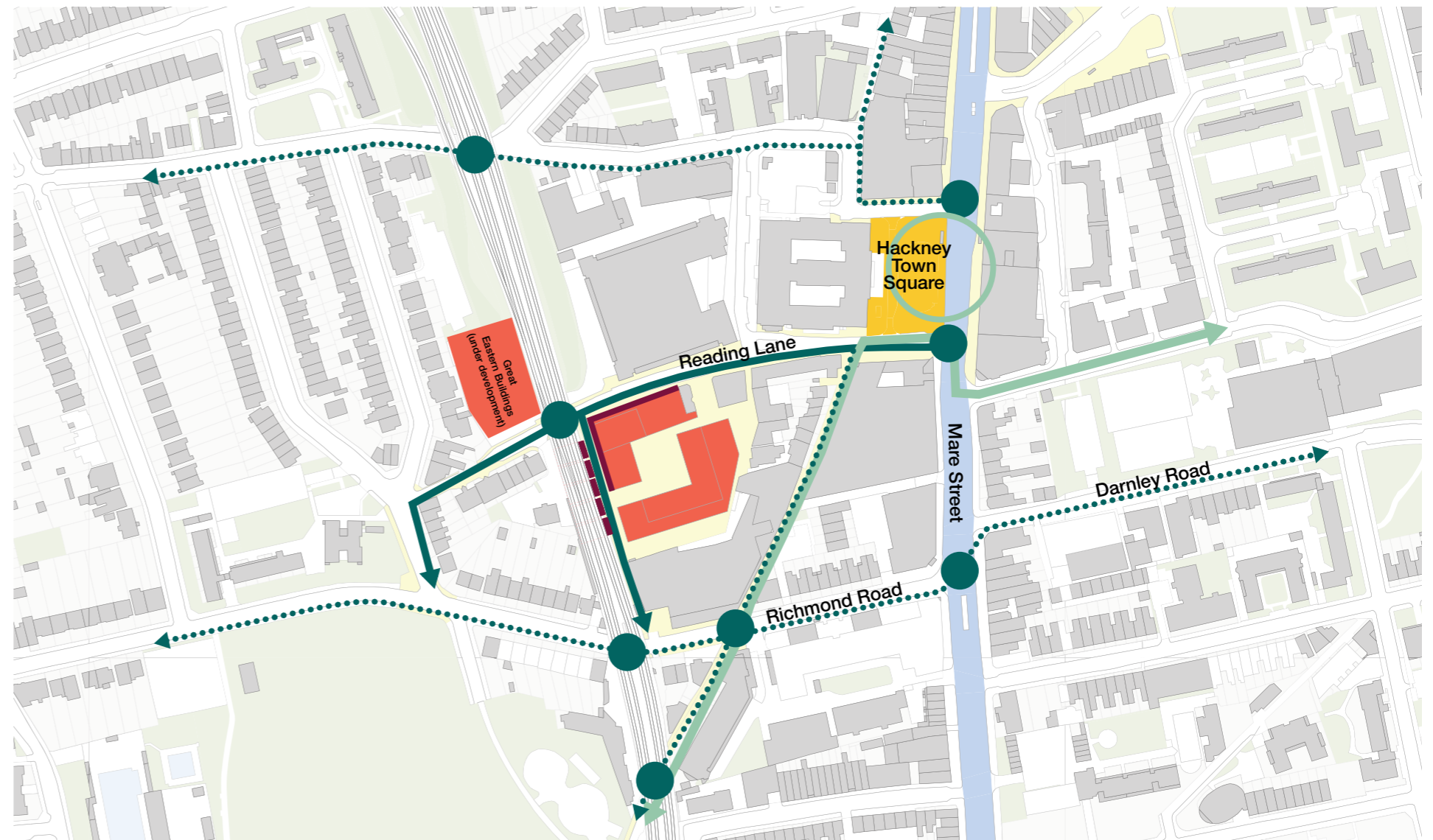
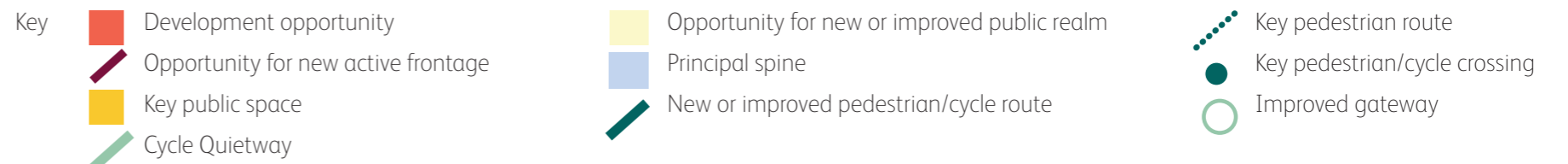


Figure 48. Overview of Florfield Road cluster masterplan opportunities



- 3. Position taller buildings to aid wayfinding and orientation, and identify opportunities for landmark buildings to improve place-making:** Position taller building elements on Florfield Road Opportunity Site to act as a marker and to signal the newly created pedestrian route along the railway arches from Reading Lane to Richmond Road, as set out in Figure 48.
- 4. Open up routes to improve pedestrian permeability:** Create a new pedestrian route along the improved frontage of the railway arches from Reading Lane to Richmond Road, as set out in Figure 48.
- 5. Create places to dwell and attractive public realm, with positive street edges and open spaces that are generous and well used:** Create new courtyard with pedestrian route along the refurbished railway arches, which comprise active, commercial frontages, as set out in Figure 48.

Other Delivery Considerations:

- Mixed use commercial and residential development on the Great Eastern Buildings site on Reading Lane is currently under construction.
- Consider opportunities for wider site assembly to optimise development potential.

Opportunity Site Development Brief Florfield Road

Ownership: London Borough of Hackney

Address: Hackney Housing Florfield Depot, Reading Lane
Maurice Bishop House, 17 Reading Lane, London, E8 1HH
Roberts House, 6-15 Florfield Road, London, E8 1DT
Vacant plot on Florfield Road / Florfield Passage

Existing Use: B1 - 2,000 sq.m - occupied by Hackney Housing Depot
Sui generis - 2,400 sq.m - occupied by Hackney Housing Depot
300 sq.m - vacant site, used as informal car park

Key Development Plan Designations: District Town Centre of Hackney Central
Opportunity Site E1 in the Hackney Central AAP
Mare Street Conservation Area (vacant plot only)
Mare Street Priority Employment Area (Robert House only)
Commercial Core of the City Fringe (Tech City)

PTAL: 5-6a

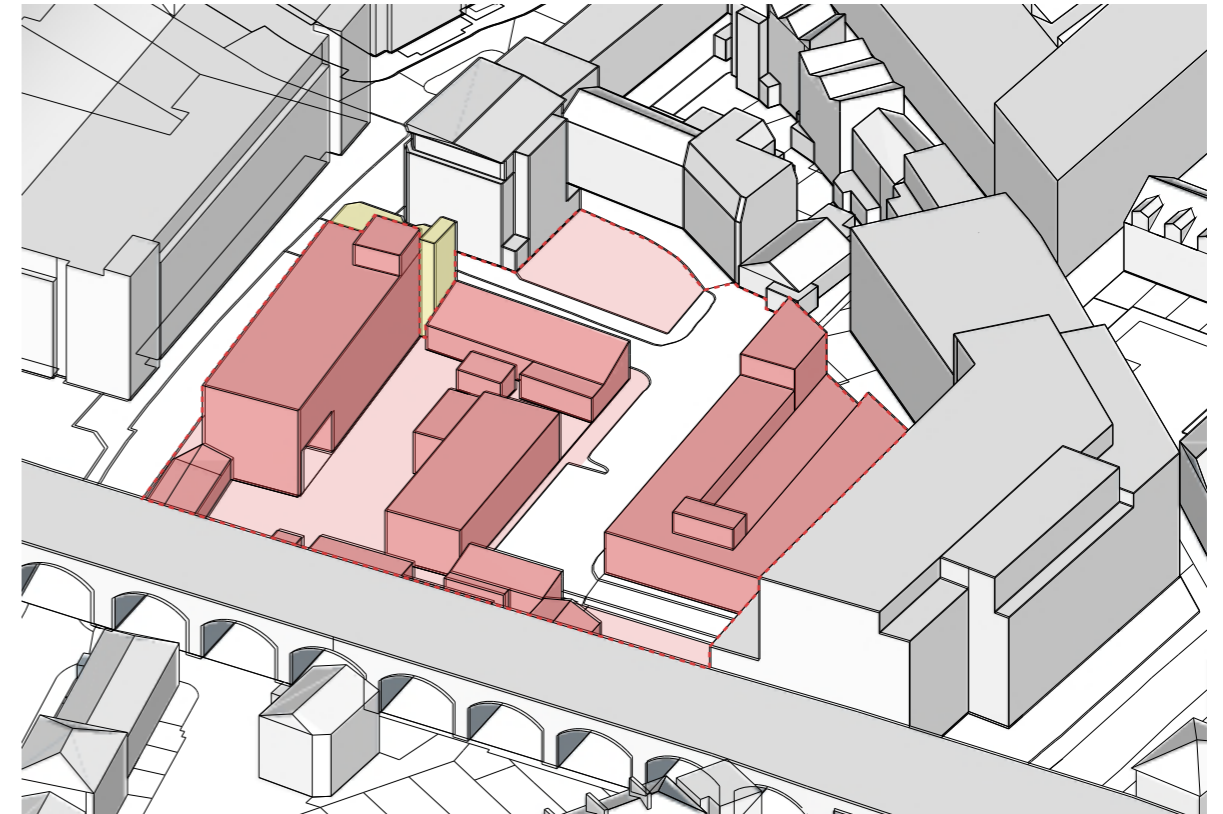
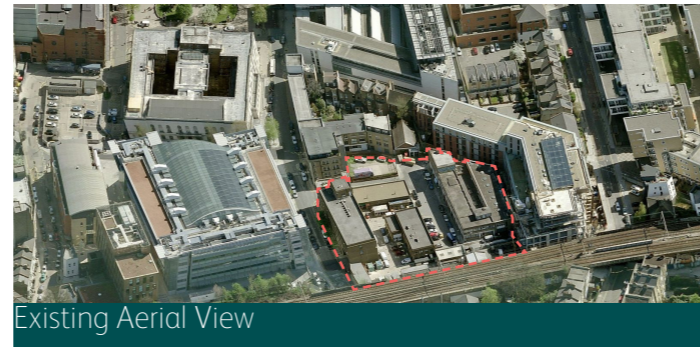
Site Area: 4,700sqm / 0.47ha

- Opportunities:**
- Relocate the Hackney Housing depot and Council services elsewhere, including to 51-61 Mare Street, freeing up a key Town Centre site for redevelopment.
 - Comprehensively redevelop the sites for the provision of a high quality mixed use development including commercial (workspace) and residential use, which includes a taller building element.
 - Close Florfield Road to make more efficient use of the site and to optimise development potential.

Options:

Option 1 – Mixed Use Development
A mixed use, commercial (workspace / retail) and residential development which maintains existing vehicular access to adjacent sites, including a taller building element.

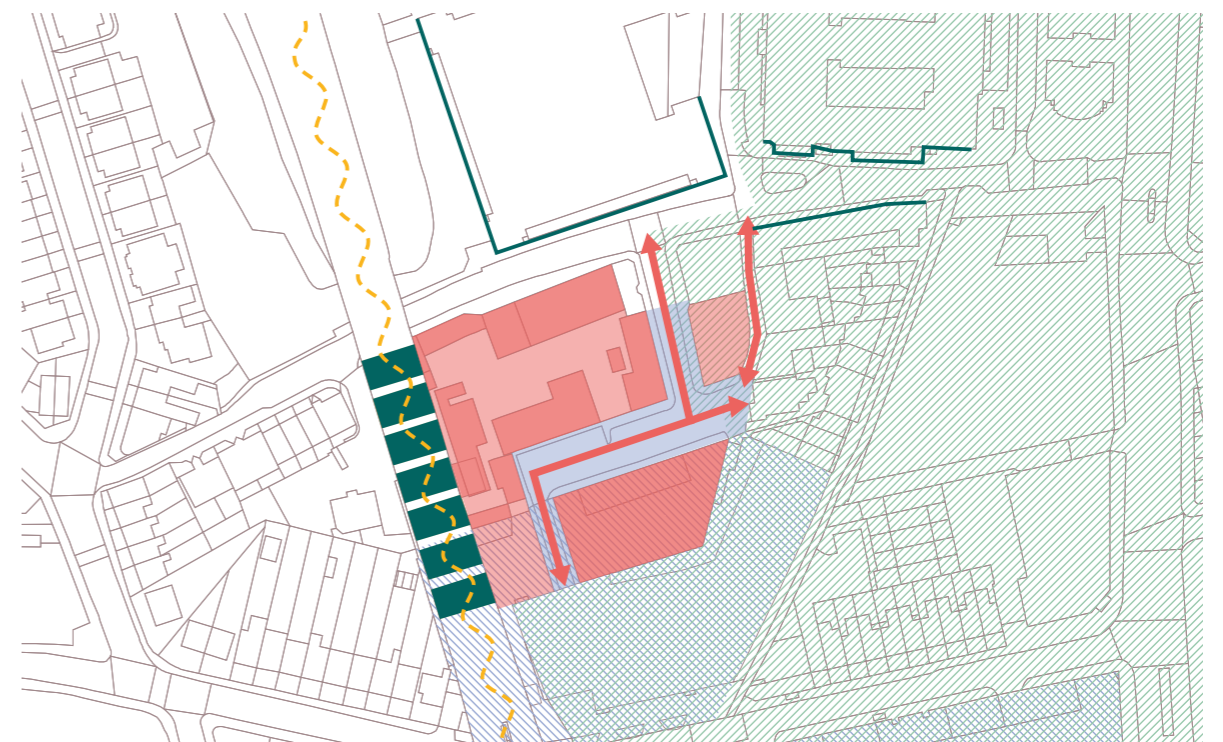
Option 2 – Closure of Florfield Road for Mixed Use Development
A mixed use, commercial (workspace / retail) and residential development which involves the closure of Florfield Road, including a taller building element.



- Site for redevelopment
- Structure to retain

Key

	Site Area		Access
	Mare Street Conservation Area		Noise and Vibrations
	Priority Employment Area		Active Frontages
	Railway Arches		Inactive Frontages
	Opportunity to close Florfield Road		



Opportunity Site Development Brief Florfield Road

Option 1 - Mixed Use Development

A mixed use, commercial (workspace / retail) and residential development which maintains existing vehicular access to adjacent sites, including a taller building element.

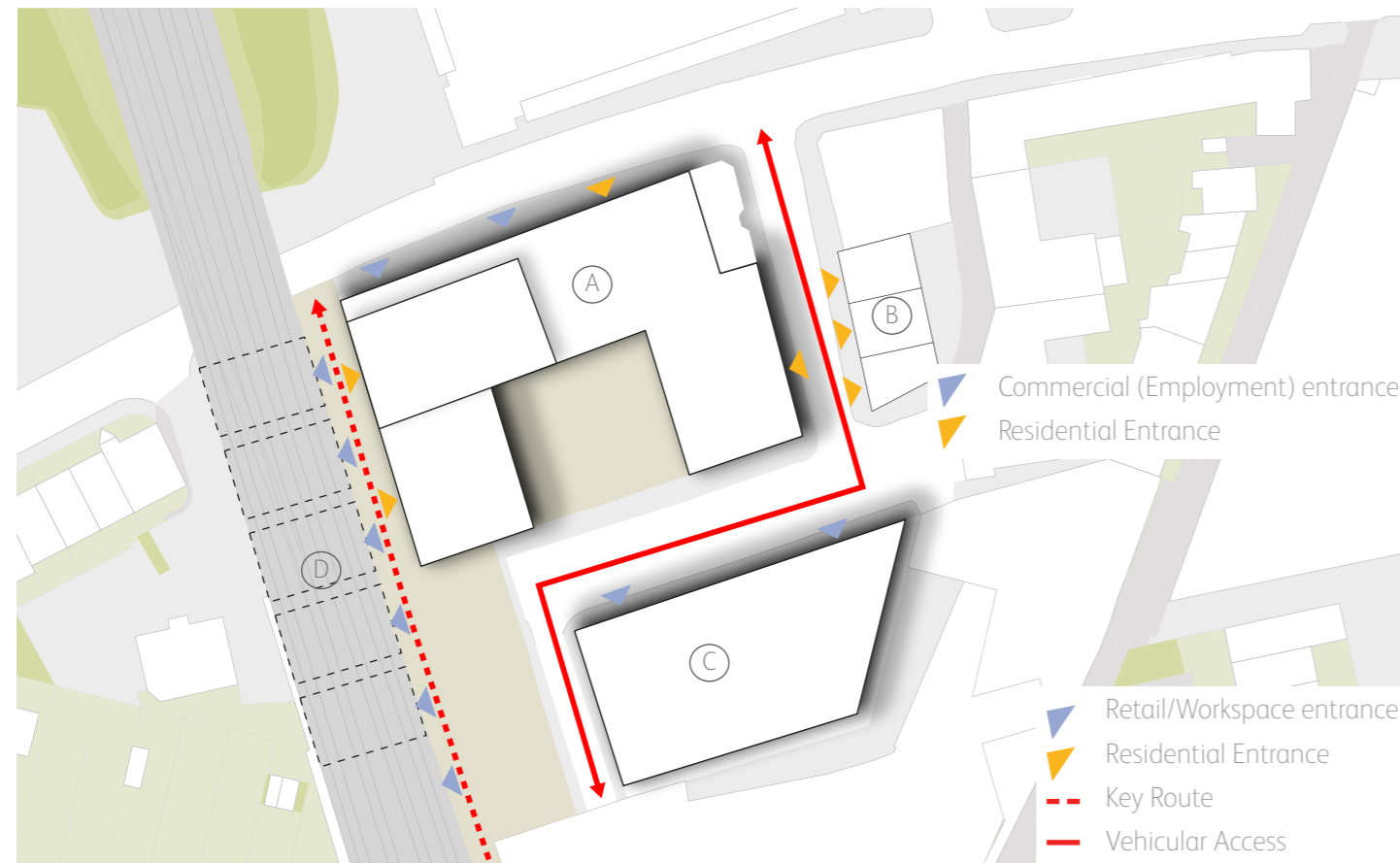


Figure 51. Proposed site diagram

Florfield Road Site Specific Urban Design Principles – Option 1 – Mixed Use Development

To achieve the Florfield Road Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 51 and 52):

1. High quality mixed use development providing commercial (workspace) and residential floorspace.
2. Creation of a consistent building alignment and parapet height along Reading lane, with a development comprising 4-6 storeys (except for taller building of up 15 storeys set back from Reading Lane to minimise overshadowing of existing buildings and act as a landmark to and from the civic and cultural hub).
3. Create an active, commercial frontage on to Reading Lane and Florfield Road.
4. Create an active frontage and pedestrian route along eastern side of the railway with new uses (workspace) in the railway arches.

Quantum & Type of Development

GFA:	
Residential:	8,500sq.m - 119 units
Commercial:	6,700 sq.m
Height:	2-15 storeys
Open Space:	Courtyard garden, balconies, terraces, roof terrace
Typology:	Open courtyard block
Density:	255 dwellings/ha

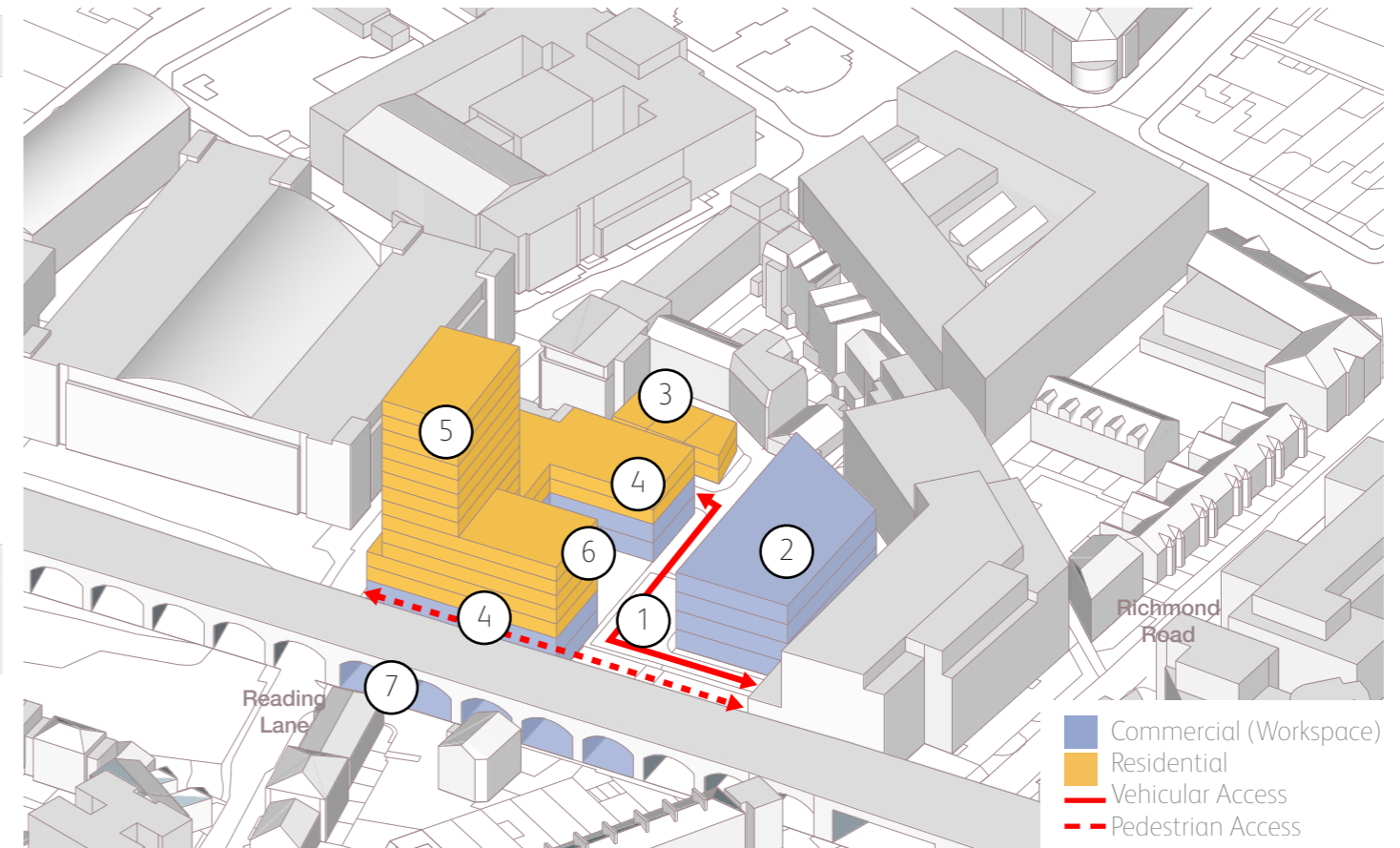


Figure 52. Proposed site massing

1. Existing Florfield Road retained as vehicle access.
2. New commercial (workspace) floorspace to replace existing employment floorspace (site within Priority Employment Area), subject to sunlight/daylight.
3. New terraced houses to create frontage along Florfield Road.
4. New commercial (workspace) floorspace on ground and first floor to tie in with civic and office uses along Reading Lane, and to animate the street.
5. New residential development with taller element oriented to limit overshadowing.
6. New semi-public courtyard shared between workspace and residents.
7. New uses in railway arches (including workshops) facing east and framing new pedestrian route between Reading Lane and Richmond Road.

Opportunity Site Development Brief Florfield Road

Option 2 – Closure of Florfield Road for Mixed Use Development

A mixed use, commercial (workspace / retail) and residential development which involves the closure of Florfield Road, including a taller building element.

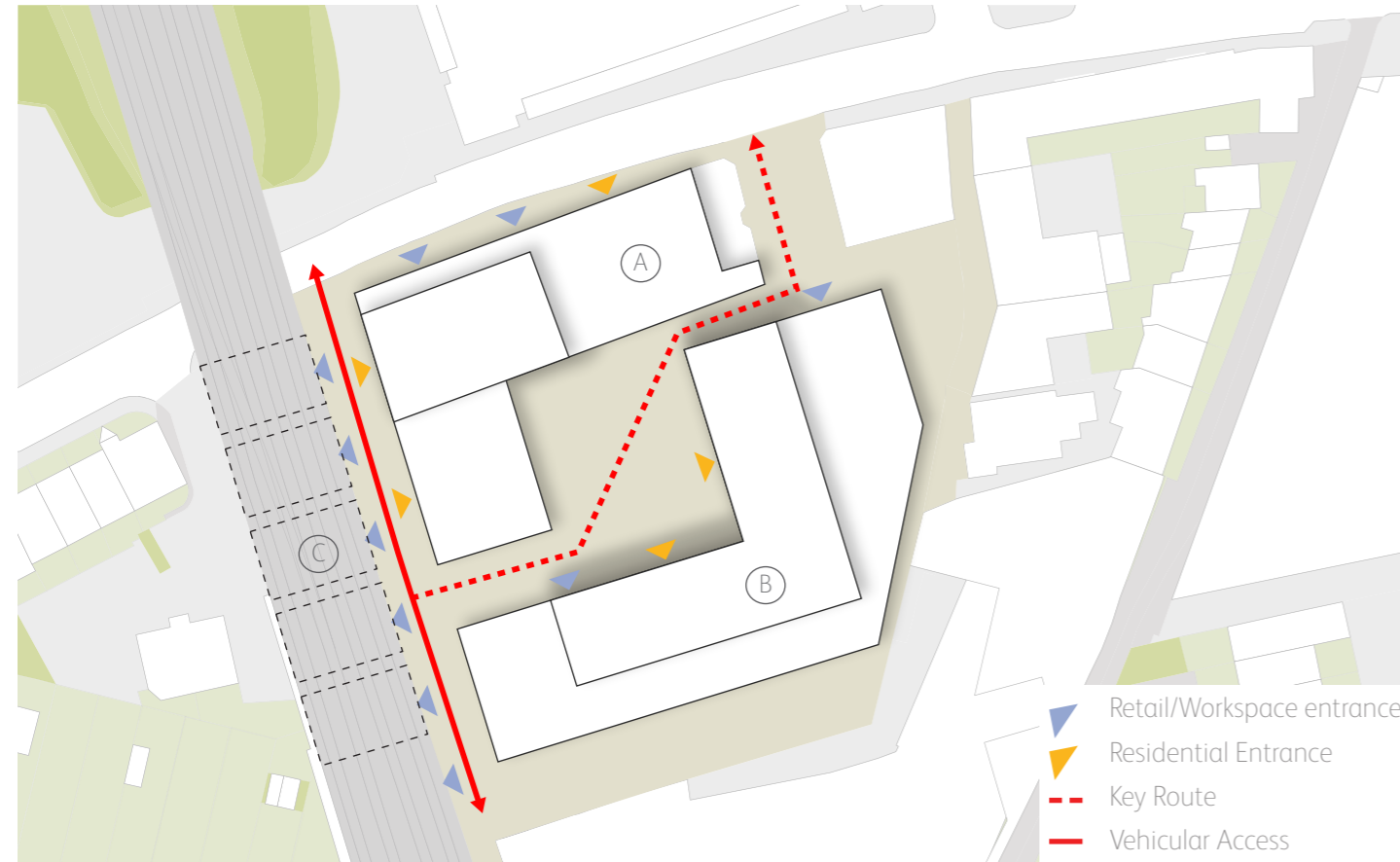


Figure 53. Proposed site diagram

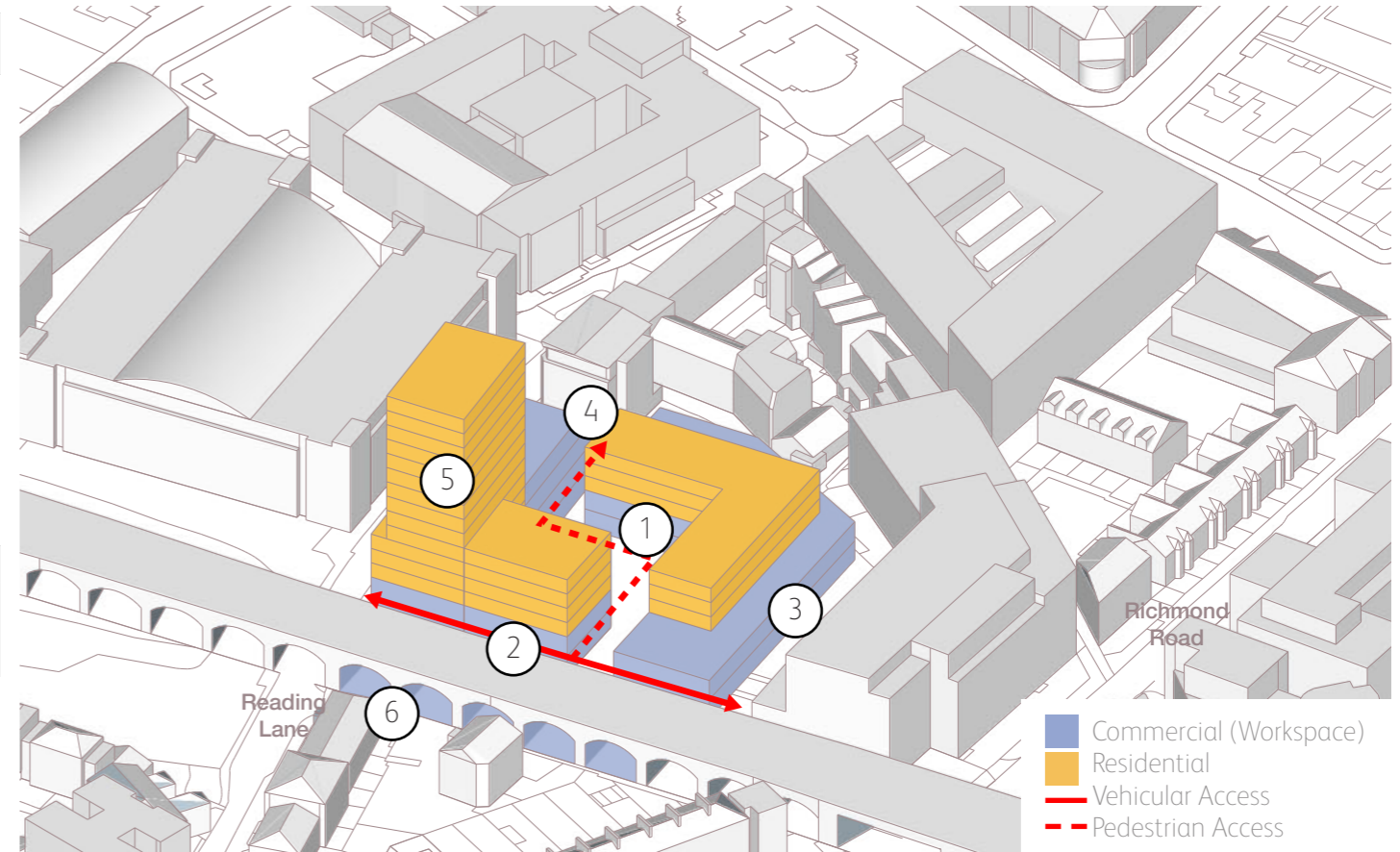


Figure 54. Proposed site massing

Quantum & Type of Development

GFA:	
Residential:	8,400sq.m - 120 units
Commercial:	6,900 sq.m
Height:	2-15 storeys
Open Space:	Courtyard garden, balconies, terraces, roof terrace
Typology:	Open courtyard block
Density:	257 dwellings/ha

Florfield Road Site Specific Urban Design Principles – Option 2 - Closure of Florfield Road for Mixed Use Development
To achieve the Florfield Road Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 53 and 54):

1. High quality mixed use development providing commercial (workspace) and residential floorspace.
2. Close Florfield Road to allow comprehensive development of the site and to create a courtyard with pedestrian route. Direct vehicular access along the west side of the refurbished railway arches to maintain servicing to Arthaus development located to the south on Richmond Road.
3. Creation of a consistent building alignment and parapet height along Reading lane, with a development comprising 4-6 storeys (except for taller building of up to 15 storeys set back from Reading Lane to minimise overshadowing of existing buildings and act as a landmark to and from the civic and cultural hub).
4. Create an active, commercial frontage on to Reading Lane and Florfield Road.
5. Create an active frontage and pedestrian route along eastern side of the railway with new uses (workspace) in the railway arches.

1. Florfield Road closed to allow comprehensive redevelopment of the site and creation of a communal courtyard.
2. New vehicle access along east side of railway arches to serve Arthaus development to the south and pedestrian route through to Richmond Road.
3. New commercial (workspace) floorspace with increased set-back from adjacent residential development to allow dual aspect; with residential above.
4. New commercial building with address on Reading Lane to tie in with civic and employment uses along the street.
5. New residential development with taller building element marking the transition to the residential neighbourhood further west along Reading Lane.
6. Potential for new commercial uses (including workspace) in railway arches facing east.

3.3 Mare Street Cluster

Overview

Largely designated as a Priority Employment Area and within the Mare Street Conservation Area in the Development Plan, this cluster hosts an agglomeration of creative, maker, tech and light industrial businesses. Mare Street high street runs north-south through the cluster and hosts a range of shops, cafés, restaurants and bars, and key transport infrastructure includes London Fields Overground Station. The popular London Fields open space which sports a grassed area, heated lido and café, children's play space, tennis courts and designated barbeque area, is located to the west.

The area has experienced a transition from existing light industrial use towards commercial led, mixed use development, which can be credited to the expansion of the "Tech City" initiative. "Tech City" is a diverse cluster of digital / creative businesses that is recognised by both the Mayor of London and the Prime Minister as strategically important to the economy of London and the UK. The City Fringe Opportunity Area Planning Framework (OAPF) now recognises the importance of Hackney Central and surrounds through its designation as the 'Commercial Core of the City Fringe'. The importance of this area as a key employment location is also evident from the number of major planning applications that the area has been the subject of. Several, planning applications for mixed use, commercial (workspace) and residential development have been granted, some of which are currently under construction; at 22-44 London Lane and 143 Mare Street, whilst others have recently been complete; The Laundry at 2-18 Warburton Road, and the Warehouse development at 13-18 Sidworth Street.

Whilst the area has been the subject of several large scale planning applications, there is still significant development potential to build on the emerging success of the area as an exciting and vibrant workspace and business hub, supporting the town centre functions of Hackney Central and Local Shopping Area of Broadway Market. The area presents opportunities for mixed use development, for the provision of a variety of employment generating uses including workspace, studios, maker space, and office floorspace. Improvements to the intimate network of movement routes connecting London Fields with the Mare Street Spine, as well as delivery of emerging and new mixed use development with active frontages will enhance the pedestrians experience of the vibrant workspace and businesses in this area, strengthening its character and attracting further businesses and investment to the cluster. Businesses flourishing in the arches will complement this workspace hub. Promoting these uses as a priority for the area will cement its growing importance to the local, regional and national economy, and allow a variety of businesses, institutions and enterprises to thrive, building upon its current success.

One of the key opportunities in this cluster, surrounds the site at 182 Mare Street, which is currently occupied by the London College of Fashion / University Arts London. While at this stage the London College of Fashion / University Arts London are planning to consolidate some of their operations to the new cultural hub at the Queen Elizabeth Olympic Park in the short term, this creates an opportunity to introduce new uses on the site to support wider functions of the London College of Fashion / University Arts London and maintain a mix of uses which retain a connection to this important facility. As such, there is scope to retain the Locally Listed building at 182 Mare Street and redevelop the land to the east and south for a variety of uses including to support the London College of Fashion / University Arts London. Looking even more ambitiously, there is also potential for a comprehensive mixed use development at the site at 27-37 Well Street (Lidl site) which is located the south-west of 182 Mare Street.

Opportunity Sites:

- 182 Mare Street (London College of Fashion Site)
- 27-37 Well Street (Lidl Site)

- Key
- Development opportunity
 - Opportunity for new active frontage
 - Key public space
 - Opportunity for public realm improvement
 - Principal spine
 - New or improved pedestrian/cycle route
 - Key pedestrian route
 - Key pedestrian/cycle crossing
 - Improved gateway

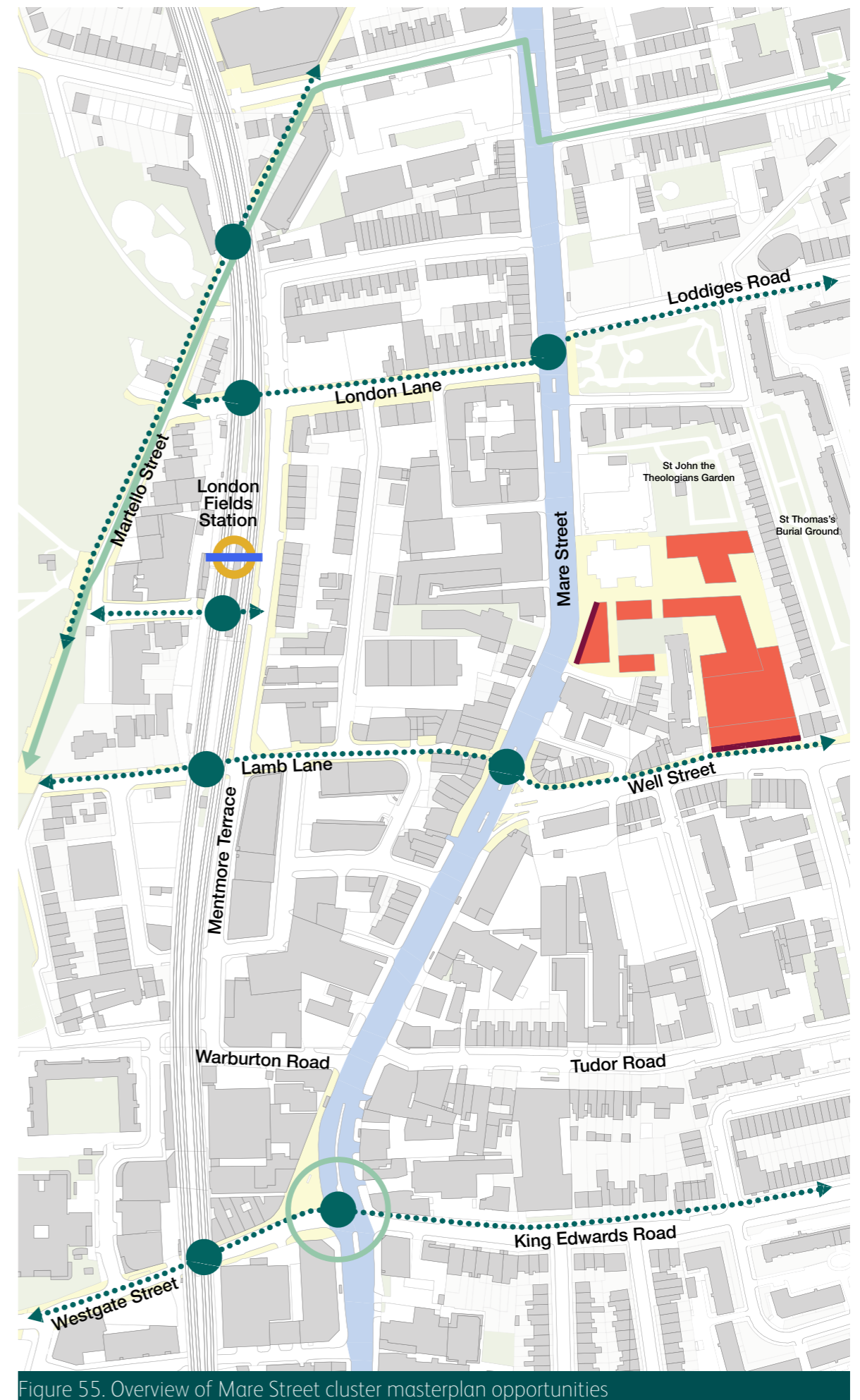


Figure 55. Overview of Mare Street cluster masterplan opportunities

Mare Street Cluster Strategic Objectives:

To achieve the Masterplan vision, the following Mare Street Strategic Objectives have been developed:

1. Strengthen the role and expanding economy of the Cluster and the Town Centre through introducing new commercial floorspace (workspace) with active frontages that will enhance the pedestrian's experience of the vibrant workspace and businesses in this area, strengthening its character and attracting further businesses and investment to the cluster.
2. Improve permeability and connectivity of the area (including to London Fields Overground Rail Station) by improving key pedestrian routes.
3. Encourage part refurbishment, part development of 182 Mare Street (the London College of Fashion site) for mixed use development including education, workspace, retail and residential with active frontages on Mare Street.
4. Encourage redevelopment of 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.
5. Encourage 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.

Mare Street Cluster Urban Design Principles:

To achieve the Mare Street Cluster Objectives, all new development should:

Provide a continuous, active street frontage: Create a continuous and improved street frontage, including on to Mare Street, Well Street and Pemberton Place, as set out in Figure 55.

Support a positive transition between the Town Centre and surrounding neighbourhoods: Create a buffer to commercial area on Mare Street and Well Street with a new mixed use development including a range of uses, as set out in Figure 55.

Identify opportunities for landmark buildings to improve place-making: Provide a new high quality development fronting on to Mare Street, which improves the setting of surrounding heritage assets and cements the locally listed building at 182 Mare Street as a local landmark, as set out in Figure 55.

Improve pedestrian movement and crossing points on main roads: Improve crossing point on the junction of Mare Street and Well Street, and improve pedestrian and cycle links to London Fields, as set out in Figure 55.

Form clear routes to green spaces and frame parks and squares with positive building frontage: Create a new active frontage on to St John the Theologian Park to increase overlooking and natural surveillance, and increase accessibility to London Fields Park through improving pedestrian and cycle routes, as set out in Figure 55.

Other Delivery Consideration

- Scope to facilitate dialogue between London College of Fashion / University Arts London and Lidl to explore delivery of comprehensive refurbishment / development of their sites to optimise sites improvements.

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

Ownership: University of Arts London

Address: 182 Mare Street, E8 3RE

Existing Use: Education, occupied by London College of Fashion

Key Development Plan Designations: Mare Street Conservation Area
Mare Street/Westgate Triangle Archaeological Priority Area
Site 133 in the Site Allocations Local Plan
Commercial Core of the City Fringe (Tech City)

PTAL: 6a

Site Area: 4,900 sqm / 0.49 ha

Opportunities:

- Part retention and part development of 182 Mare Street (the London College of Fashion site) for mixed use development including education, workspace, retail and residential with active frontages on Mare Street.
- Potential 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:

Option 1 – 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.

Option 2 - Comprehensive Development with 27 – 37 Well Street (Lidl site) – refer to Opportunity Site Development Brief – 27-37 Well Street (Lidl) for this option.



Existing aerial view from west



Existing college entrance



Elevation on Mare St

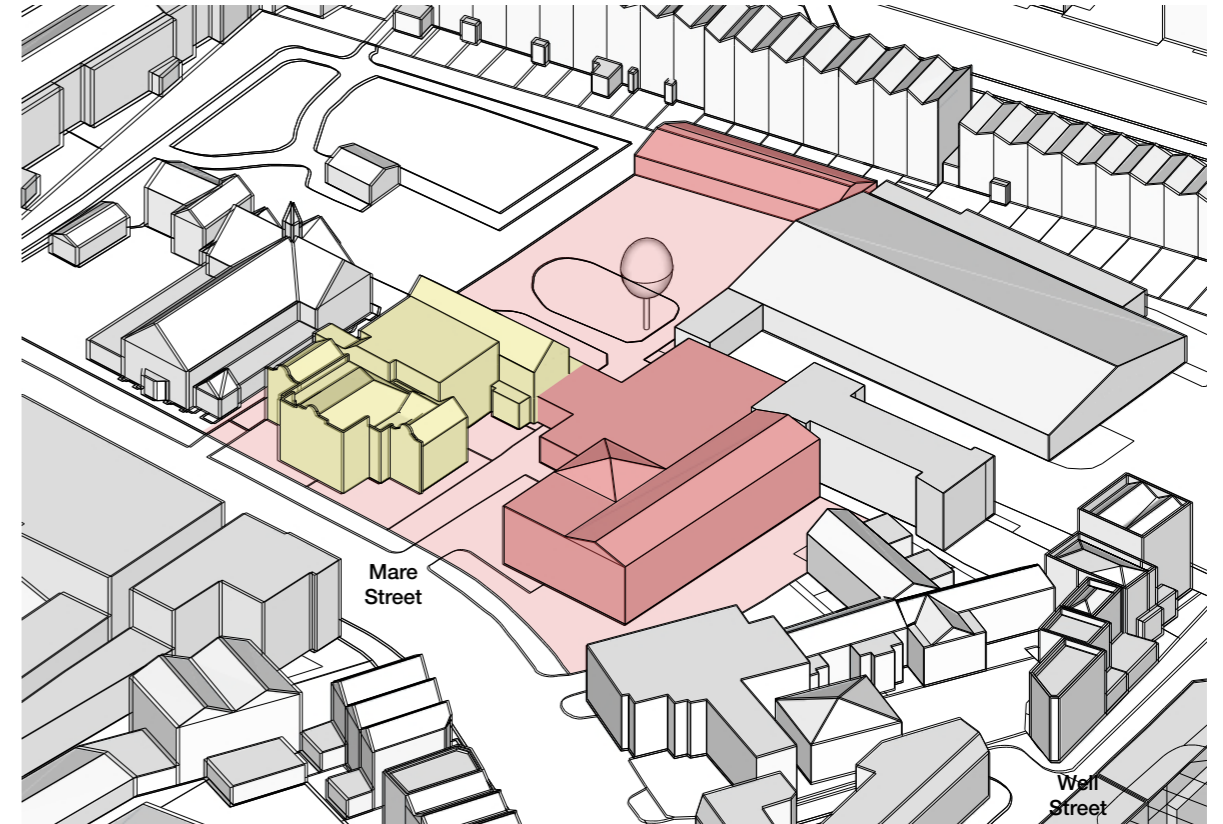


Figure 56. Existing site

- Site for redevelopment
- Structure to Retain



Figure 57. Constraints & Opportunities

