

# Planning and Design Guidance for Dalston Western Curve

*(Site bounded by Kingsland High Street, Dalston Lane, Ashwin Street and Abbott Street (comprising buildings No.2-34 Kingsland High Street, No.1-9 Dalston Lane, and site 1/7 Ashwin Street (south of Shiloh Pentecostal Church); and site bounded by Boleyn Road and Kingsland High Street (comprising buildings No.25-33a Kingsland High Street))*

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## SUMMARY

The objective of this interim *Planning and Design Guidance* (Guidance) is to provide planning policy and design guidance for potential developers in and around Dalston Western Curve, a key area of Dalston which is subject to imminent railway development. It is intended that the outcome will be that development will occur above and around the Western Curve to help contribute to the regeneration of Dalston, and that resultant development will be of a high quality and well integrated within the fabric of Dalston, will provide services that enhance the town centre, and will provide housing. The guidance is 'interim' in the absence of an adopted Hackney Local Development Framework.

Much of the land area contained within this planning and design guidance is subject to the extension of the East London Line along the existing disused 'Dalston western curve' railway cutting. The first phase of the East London Line extension (ELLX) is currently under construction, with a new station at Dalston Junction, which will be complete in 2010. The second phase will extend through the Dalston western curve and then run parallel with the existing London Overground (formerly North London Line) terminating at Highbury & Islington station where there will be an interchange with the Victoria line, the mainline Great Northern route, and the London Overground. Enabling works and construction commenced in 2008 and the extension will be open in 2011. The 'western curve extension' presents development opportunities above and around the railway. Under the enabling agreements for the East London Line extension, Transport for London (TfL) is required only to ensure the construction of the railway and reinstate above ground development to a similar scale as the previous and surrounding existing buildings. This could have potentially meant that open cuttings would remain through the heart of the town centre. However, through partnership-working with the Council, TfL has committed to constructing a more extensive 'deck' to support development above sections of the Western Curve. The Council has committed the additional engineering costs to enable a better above-ground development.

Given its good location in terms of transport and accessibility, which will be improved with the ELLX, the Council considers that the area subject to this guidance has the potential for mixed use, and some increase in the density of development. The Council envisages that a mix of uses would be appropriate for the area including residential (C3) and retail (A1 and A2). Inclusion of commercial (B1) will be considered. The Council will also encourage community and creative uses (D1) appropriate to the scale of new development as part of mixed use development. Furthermore, D2 (Assembly and Leisure) and Sui Generis (theatre) uses will be considered to cater for the potential re-location of Arcola Theatre. New and improved areas of green open space and/or public realm will be encouraged subject to appropriate design. The possible development envelope could incorporate building heights up to a maximum of six-storeys in the appropriate location subject to engineering and design considerations.

The opportunity exists to improve the active frontages along Kingsland High Street, Dalston Lane, Ashwin Street and Boleyn Road. Residential and some commercial/office uses are recognised to be particularly appropriate above the ground level of retail/commercial frontages. The opportunity also exists for any new development to be considered comprehensively to improve the public realm in and around the subject sites.

Any new proposed development should demonstrate an exemplar standard of design and sustainable construction through detailed discussion with the Council's Development Control Officers. New developments should enhance existing east-west linkages and north - south linkages through continuous active frontages. Development should also seek to contribute to the environment of the existing network of secondary routes on to which the site has frontages to link the site into existing local routes; reduce pedestrian congestion especially around the Kingsland High Street/Dalston Lane junctions; and to improve overall permeability and the pedestrian environment in Dalston town centre.

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## 1.0 INTRODUCTION

- 1.1 This document provides planning policy and design guidance for any future redevelopment/refurbishment of 'Dalston Western Curve', a key site within Dalston Town Centre. It sets out the key planning policies and development issues that will need to be considered when assessing the development potential within the study area.
- 1.2 This document provides planning and design guidance for the purposes of guiding and informing potential developers of the planning and design parameters for this specific area given that TfL will shortly be seeking development partners. The guidance is based on and summarises the existing London Plan and saved UDP policies, as well as outlining emerging policies in the Local Development Framework such as the Core Strategy Proposed Submission Document and the Draft Interim Dalston Area Action Plan (Phase 1) - Masterplan. The guidance also incorporates and addresses responses and issues raised during the community consultation on the document which occurred from 9<sup>th</sup> March 2009 until 15<sup>th</sup> May 2009.
- 1.3 Much of the land area contained within this Guidance is subject to the extension of the East London Line along the existing disused 'Dalston western curve' railway cutting. The first phase of the East London Line extension (ELLX) is currently under construction, with a new station at Dalston Junction, which will be complete in 2010. The second phase now currently under construction will extend along the Western Curve and then run parallel with the existing London Overground (formerly North London Line) terminating at Highbury & Islington station where there will be an interchange with the Victoria line, the mainline Great Northern route, and London Overground. Enabling works and construction commenced in 2008 and the extension will be open in 2011. The 'Dalston western curve' extension presents development opportunities above and around the railway.
- 1.4 This Guidance and development of the Western Curve will positively shape the regeneration of Dalston. The resultant development will be of a high quality, will be well integrated within the fabric of Dalston, will provide services and uses that enhance the town centre and will provide housing.
- 1.5 The existing buildings on both sites have been removed to enable the construction of the ELLX extension through the Western Curve. This triggers the need for appropriate redevelopment above and around the Western Curve post construction of the ELLX extension.
- 1.6 This document is based on planning policy documents as listed in Section 3, and technical information on the ELLX extension received from TfL.
- 1.7 The scope of this Guidance covers land subject to TfL's 'areas of operation' for the Western Curve and is made up of two parcels of land on either side of Kingsland High Street. Land outside of TfL's 'areas of operation' has also been included to provide a rational area to consider for a comprehensive approach to development of the area. For the purposes of this document, the two parcels are referred to as the 'northern' and the 'southern' sites; see below for a description of the sites.
- 1.8 The Draft Interim Dalston Area Action Plan (Phase 1) – Masterplan (Masterplan) is a strategic, flexible planning policy and design document containing policies and strategies to guide development and investment for the holistic regeneration of Dalston Town Centre. The draft Masterplan identifies the subject 'western curve' sites as 'opportunity sites' for potential refurbishment, redevelopment and development and provides broader strategic policies on various elements such as land use and building scale for the subject sites. The Masterplan was extensively consulted upon from 9<sup>th</sup> March 2009 until 15<sup>th</sup> May 2009. The

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consultation responses received during this time are being analysed and the Masterplan is being amended where appropriate and will be referred to Cabinet and Council in November 2009 for adoption of Phase 1. This Guidance is consistent with the policies in the emerging Masterplan.

## 2.0 SITE CHARACTERISTICS

### Location, land use and character

2.2 Dalston is Hackney's major town centre and is located to the west of the Borough close to the boundary with the London Borough of Islington. The Dalston Western Curve runs from the current construction site for the new Dalston Junction station, under Dalston Lane, and passes underneath Kingsland High Street in a north-westerly direction to Boleyn Road where it crosses the Borough boundary. Dalston Western Curve extends into the London Borough of Islington, however, the part of the site located outside Hackney's boundary is already an existing railway line and open cutting and, therefore, is not subject to above ground development.

2.3 The Dalston Western Curve is made up of two sites: as shown in figure 1 and described below.

#### **Southern site**

2.4 This site is located on the north-eastern corner of the junction of Dalston Lane and Kingsland High Street, bounded by Kingsland High Street, Dalston Lane, Ashwin Street and Abbott Street. It comprises Nos. 2-34 Kingsland High Street, Nos. 1-9 Dalston Lane, and 1/7 Ashwin Street (south of Shiloh Pentecostal Church).

2.5 The buildings at Nos. 2 – 8 Kingsland High Street and Nos. 5 – 9 Dalston Lane remain on site, however the buildings at Nos. 10 – 34 Kingsland High Street and Nos. 1 – 3 Dalston Lane have been demolished as part of TfL's enabling works. The building at Nos. 1 – 7 Ashwin Street was demolished as part of Planning Approval granted in 2004 for demolition of existing building and erection of five storey building to provide 9 x 2-bedroom and 3 x 3-bedroom residential units and 760m<sup>2</sup> of flexible A1 (retail) & A2 (financial + professional) floorspace. This development was not substantially commenced. Nos. 2-4 Kingsland High Street (corner building) is a locally listed building which is also within Kingsland Conservation Area.

2.6 Kingsland High Street and Dalston Lane are busy high streets in character. A high volume of pedestrian and vehicular traffic passes through the two routes for most part of the day. Ashwin Street and Abbott Street were originally secondary routes through the town centre located to the rear of the site. This route is becoming more vibrant and well used and it is anticipated this trend will continue with the opening of the Dalston Junction station in 2010 as people will use this route to interchange with Dalston Kingsland Station. There will also be an increase in footfall on this route when the Dalston Square development is fully occupied and people living and working in this new development access the town centre. There are a few key cafes/active frontages on these latter two streets and the area is emerging as a unique quarter of creative, cultural and 'third sector' uses.

#### **Northern site**

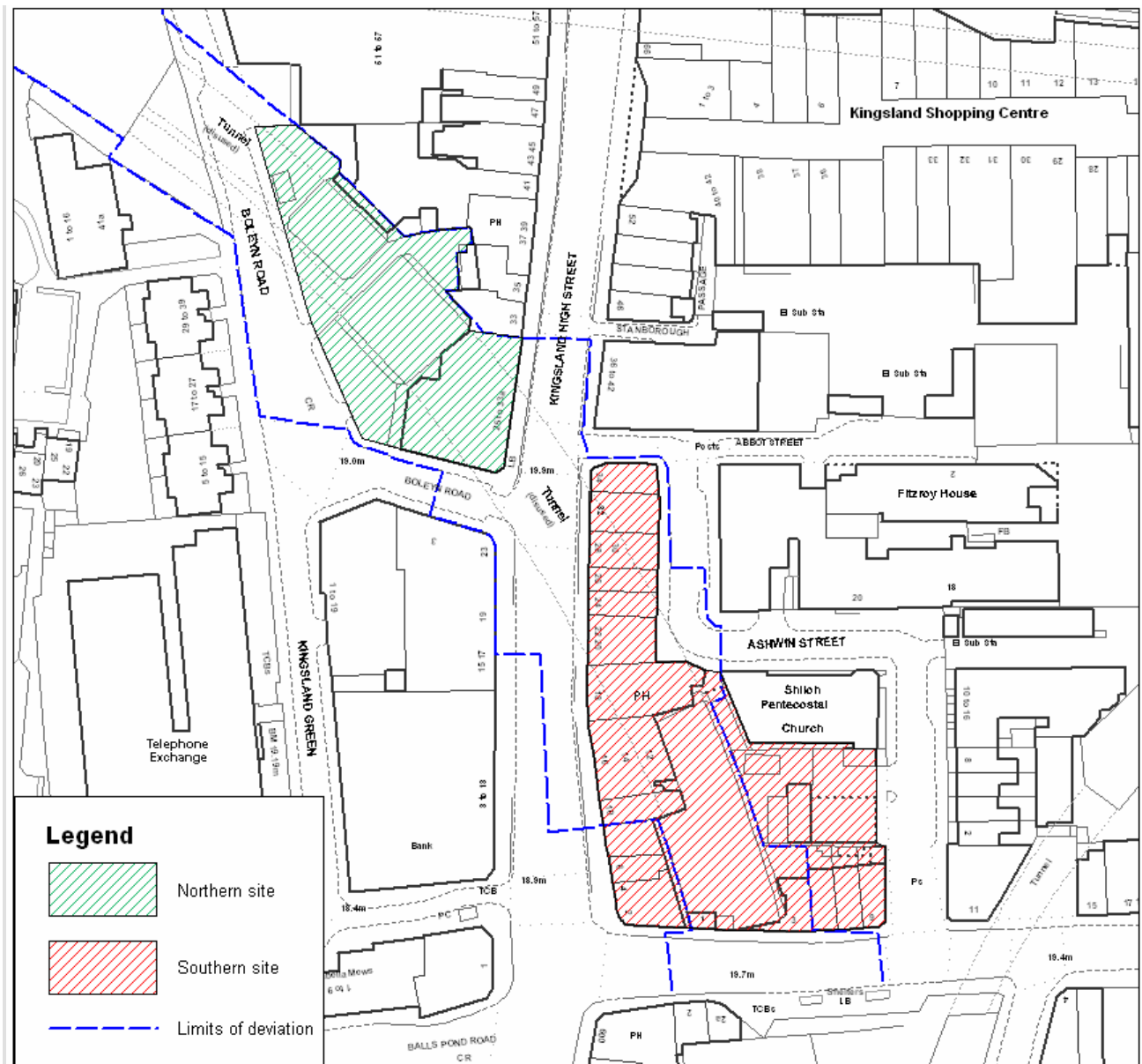
2.7 This site is bounded by Kingsland High Street and Boleyn Road. It comprises No.25-33a Kingsland High Street which have been demolished due to TfL's enabling works. It is adjacent to a Grade II listed building - No. 41 Kingsland High Street (the former F.Cooke's Eel, Pie and Mash Shop, now the Shanghai restaurant).

2.8 Kingsland High Street is a busy shopping street as described above. Boleyn Road is a busy secondary route located to the rear of the site.

**Dalston**

- 2.9 The two sites are located in the heart of Dalston town centre, and they are at the gateway to the town centre from the south. They are in close proximity to the existing Dalston Kingsland London Overground (formerly North London Line) station and the new Dalston Square (including the Dalston Junction Interchange and Dalston Lane South sites) development nearing completion which will include the new Dalston Junction station. Both sites occupy key positions on Kingsland High Street with significant frontages onto the street.
- 2.10 The sites are located in the town centre's primary retail core and is part of the High Street character area. The Southern and Northern sites have extensive frontages onto Kingsland High Street and Dalston Lane. Retail uses and active ground floor levels are important characteristics of this area.
- 2.11 A variety of buildings, mostly of Victorian origin, line Kingsland High Street. Typical building heights are 3-4 storeys and typical plot widths are 4-6m. The ground level is characterised by active shop frontages, with varied quality of shop-fronts and signage. The condition and appearance of some of the buildings is poor, as is the condition of some parts of the pedestrian environment.
- 2.12 The Southern site occupies one of the four street corners at the Kingsland High Street/Dalston Lane junction, and as such, forms part of an important crossroads in Dalston Town Centre.
- 2.13 The southern site as detailed above has frontage to Ashwin Street and is adjacent to properties fronting Ashwin Street. The Dalston Masterplan recognises and encourages the emerging unique and vibrant cluster of cultural, community and third sector uses around Ashwin Street. It is also recognised that Ashwin Street is and will be an important pedestrian and cyclist route from Dalston Junction to the Town Centre. The development on the southern site of the western curve is encouraged to complement this emerging hub and not turn its back on the opportunities to integrate with this unique setting.

**Figure 1 - Site Map**



Existing land use

**Southern Site**

**2.14** The terrace at No's. 2-8 Kingsland High Street and No's. 5-9 Dalston Lane contains a mix of retail and other high street commercial uses at ground floor level, however the sites which East London Line took possession of in September 2008 have been demolished (Nos. 10 – 34 Kingsland High Street and Nos. 1 – 3 Dalston Lane) and works on the cutting and deck are under way. Nos. 1-7 Ashwin Street (south of the Shiloh Pentecostal Church) is generally vacant (aside from the construction of a building 'platform') and owned by the London Borough of Hackney. Any development on the site is subject to further detailed consultation with Cross London Rail Links Ltd as it is located within the safeguarded zone of the Chelsea-Hackney line, and Transport for London [for the East London Line].

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**Northern Site**

- 2.15 The buildings at No's. 25-33a Kingsland High Street occupying the corner of the site had been in retail use until East London Line took possession in September 2008 and have now been demolished. The rear of the site is vacant.

**Surrounding Land Use**

- 2.16 Land use in and around the subject sites is dominated by retail and other high street uses, mostly in the form of small ground floor units fronting the High Street and to a lesser extent Dalston Lane, with residential or ancillary offices and storage on the upper floors. Off the High Street on Ashwin Street, land use is more mixed use in character and includes a church (Shiloh Pentecostal) and a locally listed building - Reeves & Sons building containing small B1 (office/business) units and A3 unit (café Otto). Ashwin Street is being redefined as a unique and vibrant cluster of cultural, community and third sector uses.
- 2.17 Dalston Kingsland Shopping Centre just to the north of the southern site is a large covered shopping mall. Ridley Road Market north of the Shopping Centre, running east from Kingsland High Street, is a vibrant, active and characterful local market. It creates a strong sense of local community activity and reflects the multi-cultural character of the area.
- 2.18 There is also a wide range of other commercial uses which are active both during the day and at night, such as restaurants, cafes, bars, a cinema and a theatre. A large residential area – the Rhodes estate – is located to the south of Dalston Lane, east of the Dalston Square (Dalston Junction) development.
- 2.19 The recent development of Gillett Square offers the only current formal open amenity space in the town centre. The Dalston Square development presently under construction south of Dalston Lane will provide a new large public open space once it is completed, in addition to new homes, retail and other town centre uses.

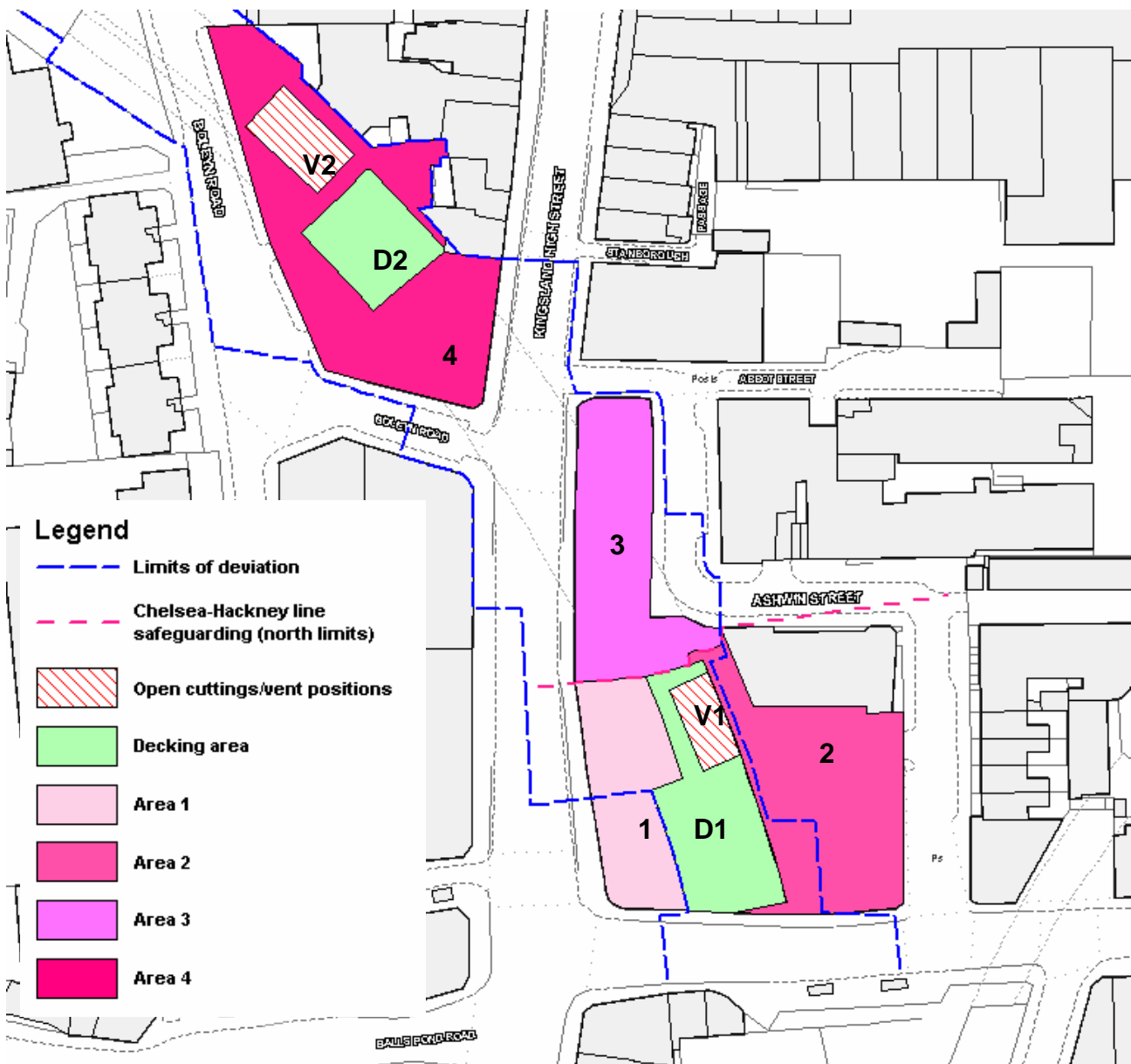
**Site constraints**

- 2.20 The Dalston Western Curve 'Limits of Deviation' (land controlled by TfL for purposes of constructing the ELLX through the Dalston Western Curve) affects both sites. The Chelsea Hackney Line statutory safeguarding area affects the Southern site only. The Dalston Western Curve tunnel runs underneath both sites. Currently, there are three open cuttings along this tunnel affecting the study area: two within the Northern site and one within the Southern site. The open cuttings and tunnel running beneath constrain the sites' capacity by reducing both ground area and supportable height for buildings. Replacement decks are currently being constructed to enable development, although the decks can only support a limited amount of development.
- 2.21 Figure 2 illustrates the site constraints. There will be two vents to the tunnel/station, V1 and V2, where the construction of buildings will not be possible. A distance of ten metres above the vent should be kept. The exact dimensions and locations of these vents will be confirmed after completion of this section of the ELLX. See note on vents under Urban design guidance and principles section.
- 2.22 Areas D1 and D2 indicate the construction of light weight decking over two of the open cuttings. D1 and D2 are subject to weight restrictions. The maximum supportable building height over area D1 is to be one storey, area D2 is to be designed to support loads for pedestrian use only. The exact dimensions, locations, and the load-bearing capacity of these areas of deck will be confirmed after completion of this section of the ELLX.

2.23 Areas 1, 2 and D1 are within the Chelsea-Hackney Line safeguarding area. This will limit the capacity for the building height over Areas 1 and 2. A basement level may be achievable in Area 1 and 2, but the tunnel prevents this in Area D1. Engineering solutions involving support for Areas 1 and 2 and/or lightweight construction methods may enable some taller/more intensive development over the area D1.

2.24 Areas 3 and 4 are located over the tunnel but outside the Chelsea Hackney Line safeguarding area. Maximum supportable building height over each area is six storeys. The exact dimensions, locations, and the load-bearing capacity of these areas of deck will be confirmed after completion of this section of the ELLX

**Figure 2 - Site Constraints**



Refer to description above

## Transport

### East London Railway Context

- 2.25 The Dalston Western Curve is an existing but dis-used railway cutting and tunnel that runs beneath Dalston Town Centre. At its southern end it connects to the Dalston Junction Interchange site - the location for the new station included in Phase One of the East London Line extensions - and at its northern end it connects to the existing London Overground (formerly North London) line west of Dalston Kingsland station.
- 2.26 Recommissioning of the tunnel through the Dalston western curve is the primary engineering activity associated with Phase Two of the East London Line extension, which will form a railway from Dalston Junction through to Highbury & Islington station. However the existing tunnel, and the open cuttings either side of it, are in a poor state of repair and require strengthening or re-building prior to commissioning of the new railway. This is underway.

### Transport improvements

- 2.27 The study area has high public transport accessibility with on-going and future transport developments providing access to rail and bus services. Dalston currently has good transport connections which are set to improve significantly in the near future. The existing Dalston Kingsland station in the heart of the town centre provides a connection to the London Overground service running east and west between the nearest tube interchanges at Highbury & Islington and Stratford. There are numerous bus services along Kingsland High Street [4 bus services] and Dalston Lane [6 bus services] which provide good links with the City and the West End as well as local centres such as Stoke Newington, Hackney Central and Shoreditch.
- 2.28 There are plans for major improvements in Dalston's transport infrastructure both in the short term and over a longer period. By mid-2010 the new railway will connect Dalston Junction (immediately opposite the Southern site to the south of Dalston Lane) with the City at Shoreditch High Street Station and routes to south London. The redevelopment of the Dalston Junction Interchange site will also introduce a new bus interchange providing direct interchange between the railway and new bus services. The Dalston Junction Interchange and Dalston Lane South developments are now known as Dalston Square. The second phase of the East London Line extension is scheduled to open in February 2011.
- 2.29 In the longer term, the proposed Chelsea Hackney Line, if committed, will connect Dalston directly with the West End via King's Cross.

## 3.0 PLANNING POLICY AND URBAN DESIGN CONSIDERATIONS

### Introduction

- 3.1 The planning policy context for the site is established by the Hackney Unitary Development Plan (UDP) saved policies and Schedule of Proposals (1995), the London Plan 2008 (consolidated with alterations since 2004), recent government, regional and local planning guidance and the Council's emerging Local Development Framework (LDF) including the Core Strategy Proposed Submission Document, and the emerging Dalston Masterplan.

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## Relevant Regional and Local Plan Policy

### Hackney Unitary Development Plan

- 3.2 The Hackney UDP was adopted on June 5, 1995. Since then, planning legislation has changed and the Local Development Framework (LDF) together with the Regional Spatial Strategy will provide the essential framework for planning in the local authority's area.
- 3.3 Until the Core Strategy is adopted as part of the LDF, only some policies from the UDP are carried forward. These are called 'saved policies' and are available on the LBH website. These policies will eventually be replaced by the emerging Core Strategy and other LDF documents.
- 3.4 This section outlines the relevant 'saved policies.'
- 3.5 UDP saved policy R1 supports town centre development which enhances and improve the retail and town centre functions, particularly on the development sites shown on the proposals map. UDP saved policy R3 supports development within shopping frontages where the continuity of shopping frontage is maintained, or if shops are redeveloped, replacement shop units are required.
- 3.6 The UDP also supports office development in Dalston Town Centre, where appropriate (saved policy E12).
- 3.7 The Southern site is within the Hackney UDP Shopping and Town Centre Development designation. The Northern site is in part within the UDP Shopping and Town Centre Development designation and part within the Core Shopping Frontage designation.

### Core Strategy

- 3.8 The Core Strategy Preferred Options underwent public consultation in April 2008. Public consultation on the Submission Draft occurred in June – August 2009. It is anticipated that the Core Strategy is likely to be adopted in mid-late 2010. Within the document, Dalston is identified as a major town centre for development and investment.
- 3.9 The emerging Core Strategy seeks to direct development and investment to the creation of balanced and mixed communities in existing town centres and create new ones in the Borough. The Core Strategy identifies that development in Dalston will accommodate residential, commercial, retail, mixed use, cultural and community and leisure development.
- 3.10 Dalston is a Major Town centre where high density mixed use development is encouraged to take advantage of existing transport facilities and future transport improvements, to create a sustainable town centre which offers a wide range of services. This needs to be done by seeking development that transforms positively Hackney's built environment and create a sense of place and local distinctiveness. Public realm improvements will increase accessibility and permeability for pedestrians, cyclists and public transport users in Dalston.
- 3.11 New housing should provide an appropriate level of family housing, wheelchair housing and lifetime homes.
- 3.12 Development and investment will seek to re-establish neighbourhoods which will develop a sense of place, taking account of Dalston's character, identity and distinctiveness and integrating with the existing urban fabric. New development should be of the highest standard to complement the existing rich heritage of Victorian buildings in Dalston as well

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as protecting and enhancing the character of Conservation Areas as well as protecting statutorily listed buildings

*Draft Interim Dalston Area Action Plan (Phase 1) – Masterplan*

- 3.13 An Interim Dalston Area Action Plan (Phase 1) – Masterplan (Masterplan) is currently being produced for Dalston town centre. This Area Action Plan is being produced in two phases. Until the Core Strategy is adopted in mid – late 2010, an Interim Dalston Area Action Plan (Phase 1) – Masterplan is scheduled to be adopted by Council in November 2009 to provide strategic planning policy guidance for the town centre. This Masterplan has been subject to significant public consultation occurring from the 9<sup>th</sup> March 2009 until 15<sup>th</sup> May 2009. Following the adoption of the Core Strategy in mid 2010, the Council will seek to adopt Phase 2 of the Dalston AAP as a formal Development Plan Document consistent with an adopted Core Strategy.
- 3.14 The Dalston Western Curve sites are identified as ‘opportunity sites’ for refurbishment and development within the Masterplan. This Dalston Western Curve Planning and Design Guidance and associated consultation will be used to help inform both phases of the AAP given the detailed nature of this Guidance.

### **The London Plan**

- 3.15 The Regional Spatial Strategy for London is the Mayor’s London Plan (consolidated with alterations in 2008).
- 3.16 The London Plan supports the development of town centres to meet retail and other consumer needs and to increase their capacity for mixed-use development including housing. Dalston is identified as a Major Town Centre (Map 3D.1, and Annex 1, Table A1.1) with the potential to provide sustainable access to higher quality goods and services.
- 3.17 London Plan policy 3D.1 (Supporting town centres); policy 3D.2 (Town centre development); and policy 3D.3 (Maintaining and improving retail facilities) encourage the appropriate development of town centres to provide a wider range of services and goods, in particular as locations for retail and leisure activities; and to enhance access to town centres. Development of competitive retail sector is strongly supported. Town centres should also accommodate economic and housing growth through intensification and selective expansion.
- 3.18 London Plan policy 3A.1 (Increasing London’s supply of housing); and policy 3A.2 (Borough housing targets) promotes increasing housing provision through a variety of sources, including redevelopment in town centres.
- 3.19 London Plan policy 3A.3 (Housing choice) supports housing development which offers a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups, and to meet housing needs identified in the boroughs.
- 3.20 London Plan policy 3A.15 outlines the need for boroughs to assess the need for social infrastructure and community facilities working with relevant bodies to identify demand.

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**Land use**

- 3.21 This section reflects the existing and emerging policies relevant to the site as identified above, and summarises how they have been applied to the site.
- 3.22 The Dalston Western Curve sites are located in Dalston Town centre. The Council considers mixed use development with a focus on retail uses and other non-residential uses on the ground floors and residential on upper floors would be appropriate.
- 3.23 A mix of uses including residential (C3), with retail and high street services (A1 and A2), would be appropriate for the area. Ground floor retail and other active frontages will be required throughout the area where appropriate, but high street commercial uses should be proposed along Kingsland High Street and Dalston Lane. Retail development should enhance the existing High Street character of Dalston.
- 3.24 The Council will consider new community uses appropriate to the scale of new development as part of a mixed use development. Cultural, creative and third sector uses will also be considered. High Street frontages should be active retail frontages or high street uses as described above.
- 3.25 Office (B1) and community (D1) uses, at first floor level or above, as part of a mixed-use scheme will be considered. Amenity space is required within any development.
- 3.26 A Sui Generis (theatre) use could be considered on the southern site to accommodate a new location for the Arcola Theatre subject to appropriate design. Elements of green open space and/or public realm surrounded by active frontages could also be considered on this southern site to provide relief space from Kingsland High Street and additional public space within the town centre.
- 3.27 It is possible in the future that a Chelsea-Hackney Line station entrance will be located within the Southern site, where the Chelsea-Hackney line traverses underground, on the corner of Dalston Lane and Ashwin Street. The location is within the statutory safeguarding area and is also within the Area of Surface Interest under new Directions from the Department for Transport (2008).

***Retail***

- 3.28 Dalston is the major town centre within the Borough which policy documents (outlined above) identify as a primary location for accommodating future growth in retail and leisure facilities. The town centre is characterised by a variety of small-scale independent commercial uses stretched along Kingsland High Street. The retail core is focused on Ridley Road Market and Kingsland Shopping Centre, with a variety of secondary and tertiary uses along Dalston Lane, Balls Pond Road and Kingsland Road. There is a need to increase the quality of the retail offer in the town centre and potential to extend the shopping frontages from the main roads to surrounding roads. This will support Dalston's role as a major town centre and prime retail destination.
- 3.29 The subject sites are located within the core of the town centre. The Council requires that new developments improve retail provision and appearance of the High Street while retaining the character of the area. New developments should provide a continuous shopping experience with small retail units (compatible with existing high street shop typology) with active frontages located at ground floor level fronting Kingsland High Street

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and Dalston Lane. Shop frontages should be well designed to enhance the high street appearance.

- 3.30 In this regard, the following criteria will be applied when considering new retail development:
- the proposal does not undermine the vitality and viability of the town centre and in particular the High Street function;
  - high standards of detailed design, layout and access are adopted;
  - there are no unacceptable effects upon neighbouring uses and the environment of the surrounding area in terms of appearance, noise and disturbance;
  - there is adequate highway [including footway] capacity to accommodate traffic [including pedestrians] attracted;
  - maintenance arrangements achieve a satisfactory balance between retail and non-retail uses;
  - the proposal is a car free scheme due to high PTAL of the study area;
  - there is adequate servicing, to include the provision of rear service access where appropriate;
  - satisfactory means of access for shoppers arriving on foot or by public transport and for people with disabilities, and people with young children exists;
  - satisfactory quantity and quality of parking for shoppers arriving by cycle; and
  - satisfactory provision for waste and recycling facilities exists.
- 3.31 When assessing applications for retail development the Council will require applicants to demonstrate the following:
- that the development is of an appropriate scale;
  - that there are no unacceptable impacts on the existing centre; and
  - that the location is accessible.

### ***Housing***

- 3.32 The area subject to this Guidance has the potential through redevelopment to provide housing as part of a mix of uses in major town centres as outlined in policy considerations above. The upper floors of new buildings could accommodate residential uses, provided residential amenity standards can be achieved.
- 3.33 Any intensification of residential units must include a mix of dwellings including the provision of family housing units and associated amenity requirements. A third of dwellings should provide family accommodation of three or more bedrooms.
- 3.34 Any increase in residential density should ensure development contributes towards the Council's target for 50% affordable housing (70% Registered Social Landlord rented housing and 30% Intermediate housing). Where the Council considers that it would be more appropriate to provide a different tenure mix which is more consistent with housing need, the applicant will be advised early in the planning application process. The affordable housing percentage should be based on the number of units or habitable rooms whichever is greater.
- 3.35 The proportion of affordable housing required in such cases will be negotiated as part of the planning application process taking into account viability considerations.
- 3.36 In order to reflect contemporary best practice it is the Council's aspiration that all new affordable housing is built to Parker Morris floorspace standards plus 5 - 10% additional floorspace.

3.37 Thirty per cent of new housing should be designed to be wheelchair accessible or easily accessible for residents who are wheelchair users. In addition, the Council seeks to secure 100% 'Lifetime Homes.' There may appear to be an overlap between the two standards, however accessible housing is more specific and requires larger space standards than Lifetime Homes. Lifetime Homes involves a more general set of design features aimed at increasing flexibility and adaptability to meet the needs of most households. 1 The Council also encourages new housing development to be designed to achieve a Code for Sustainable home, code level 4.

3.38 Where provided, family accommodation should have access to open spaces (including courtyards and roof gardens).

### ***Employment***

3.39 The Council will consider provision of employment floorspace as part of mixed use developments on both sites as outlined in policy considerations above. This could be achieved at first floor level or above, to contribute to the wider economic activities of Dalston and generation of a full range of employment opportunities.

3.40 Commercial units should be suitable for small to medium sized enterprises. They should be constructed with high quality space that is easily adaptable for a range of commercial use. Units should be flexibly designed to offer possibilities for expansion or reduction of space through the removal or introduction of partition walls to improve the functional life of the building.

3.41 Proposals should be car-free due to the high PTAL of the study area with rating set to increase to take into account the transport improvements.

### ***Community Use***

3.42 The Council will consider new community uses appropriate to the scale of new development as part of a mixed use development. The character of the high street should not be compromised by such uses.

3.43 Community use frontages should occupy secondary frontages such as Boleyn Road, and Ashwin Street, if located at the ground floor level. Active retail frontages should occupy the high street frontage to enhance the retail character of the high street.

### ***Cultural and Creative uses/Third Sector Uses***

3.46 The Council will consider cultural, creative and third sector uses around Ashwin Street to consolidate the existing and developing concentration of these uses in this area. A theatre use (sui generis) could also be considered on the southern site to cater for the potential relocation of the Arcola Theatre.

### **Urban design guidance and principles**

3.47 Paragraphs 3.1-3.20 outline how new development should be of the highest quality design to ensure they can integrate into the existing urban fabric. This section provides further urban design guidance for these sites.

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1 Refer to [www.jrf.org/housingandcare/lifetimehomes/table1.asp](http://www.jrf.org/housingandcare/lifetimehomes/table1.asp) for an explanation of the difference between these standards.

- 3.48 Building height and design of all development must consider the impact on its immediate and wider context - Dalston town centre and surrounding listed buildings. For the Southern site, consideration must also be given to impact upon the Kingsland Conservation Area and Kingsland High Street/Dalston Lane junction, as shown in figure 3. Design must also consider the potential impact of overshadowing of taller elements on amenity space and neighbouring development.
  
- 3.49 The Kingsland High Street/Dalston Lane junction is a key node, focal point and 'gateway' to the Borough and Dalston Town Centre. The appearance and environment around the junction are at present very poor, and the enhancement of this is a key objective. Any new developments around the junction should strengthen and enhance this important location including framing views north and south along Kingsland High Street, Kingsland Road (towards the City); along Dalston Lane; and along Ashwin Street towards the Reeves & Sons building.
  
- 3.50 Any potential refurbishment/redevelopment scheme for Nos. 2 to 8 Kingsland High Street should facilitate a wider pavement than currently exists adjacent to these sites at the junction of Dalston Lane and Kingsland High Street to address existing and future pedestrian congestion. The Council encourages innovative, high quality design solutions in response to the locally listed building at Nos. 2 – 4 Kingsland High Street. There may be scope to create a high quality landmark corner building subject to appropriate scale and massing at the Southern site (Nos. 2 to 8 Kingsland High Street) given its focal location at corner of Kingsland High Street/Dalston Lane junction.

**Figure 3 – views and conservation**



### 3.51 Building Height

Building lines should take their cue from the existing pattern of development and street widths in the immediate vicinity. The overall building envelope generated by maximum heights should be modelled and detailed to address issues of transition in scale between the heights of the existing buildings and proposed buildings and to address the impact on the amenity and character of the setting. With consideration of the established townscape, it would be desirable to have buildings ranging between 3-6 storeys high. The maximum building height considered appropriate is 6 storeys for both sites, subject to the quality of design proposed.

### 3.52 Character and appearance

Any new development on this strategic town centre location and historic setting warrants an example of contemporary architecture of the highest quality which enhances the 'sense of place' of Dalston Town Centre. The character and appearance of the development should be based on rigorous contextual analysis of the prevailing character, notable architectural and urban design examples - their elevation articulation, choice of materials and other architectural features, patterns of local life and types of uses.

### 3.53 Street Rhythm

Victorian high streets like Kingsland High Street are characterised by narrow street frontages. New developments should continue the established street rhythm. Large foot print building should be 'broken down' by creating bays through articulation of the elevation, use of materials and various devices such as columns and pilasters to create a perception of narrow frontages and vertical rhythm to enable the new development to harmonise with the surrounding and mitigate the impact of a large building.

### 3.54 Street Frontages

New development along Kingsland High Street should provide for highly active street frontages. It should maximise transparency to enable visual engagement. It should seek to maximise the number of door openings, wherever possible provide at least one door opening per bay to generate highest levels of activity. Principles of traditional shop-front frame should be utilised allowing for personalisation depending on individual requirements. For detailed advice on design of street frontages in historic settings refer to the Hackney Shop Front Design Guide. Along secondary roads such as Ashwin Street and Boleyn Road, active or semi-active frontages, e.g. residential entrances would enliven and create safer pedestrian environment.

### 3.55 Floor Arrangement

New development along Kingsland High Street and Dalston Lane should follow the classical tripartite arrangement with a strong ground floor with the tallest floor to ceiling height within the building; middle floor – same floor to ceiling height; and a well designed top floor making a positive contribution to the roofline of the high street and the wider area.

### 3.56 Materials

Due to the strategic location and the setting of the site the palette of material should be of high quality. The palette of materials should be derived from the notable examples of historic architecture of the area which is predominantly stock brick. Alternatively new development could use materials which are contemporary products of the building industry and are sympathetic in their texture, colour, articulation and detailing to the notable historic examples of the setting.

- 3.57 Colour and materials, such as uPVC, that conflicts with the high quality historic architecture or do not contribute visually/architecturally should be strictly avoided.

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### 3.58 Vents

The construction of the vents is being undertaken by TfL as part of the works for the East London Line tunnel and as such, the design of the structures is outside of this brief. However, the opportunity exists for the vents to be integrated with new developments through design of the vent envelope, such as roof treatment. The Council will seek that potential developers work with TfL to ensure the vents are appropriately design and incorporated into development.

#### ***The public realm, open space and linkages***

- 3.59 While the bustling, vibrant street activity in Dalston is one of its greatest strengths, in some areas the level of pedestrian activity and constrained road crossing points lead to significant footway congestion. In particular, pavements are currently extremely narrow in Dalston Lane at the junction with Kingsland High Street and this is exacerbated by the need to accommodate very heavy vehicular flows, including buses, at this key junction between the north-south Transport for London Road Network [TLRN] and the east-west Strategic Road Network [SRN].
- 3.60 The physical constraints along the high street, such as the locally listed building at Nos. 2 – 4 Kingsland High Street limit the potential for footway widening and provision of a more generous pedestrian environment. However, there is potential to make more of back-routes. This would do much to improve the pedestrian environment and linkages throughout the town centre. The Council is also seeking to take advantage of the reconstruction of the deck of the Dalston Junction bridge on Dalston Lane over the Western Curve to achieve a slightly wider carriageway and significantly wider footway on the north side of the road.
- 3.61 The Council will encourage new development in the area to enhance the pedestrian environment of the streets which bound the two sites. The Southern site is bounded by Kingsland High Street, Dalston Lane and Ashwin Street, of which Kingsland High Street and Dalston Lane are important pedestrian routes in the town centre. New development should provide for future footway widening along Dalston. Where new buildings are proposed for the site, the new building line on Dalston Lane should be set back to allow for a minimum width of 4 metre wide pedestrian footpath.
- 3.62 New development should improve the appearance and vitality of these routes. New development on Ashwin Street provides an opportunity to create an alternative attractive route through the town centre and help spread pedestrian movement from the more congested area of the High Street to the surrounding area.
- 3.63 The Northern site is bounded by Boleyn Road and Kingsland High Street. New development should improve the appearance and vitality of these routes to ensure safe and accessible pedestrian environment.
- 3.64 Where possible, public spaces, small and large, and wider pedestrian routes should be considered and designed to integrate with the existing fabric of the street and area. The Council will consider opportunities if appropriate for new green public open space and or public realm on the southern site which should be surrounded by active frontages to provide relief space from Kingsland High Street. Community roof gardens are considered to be appropriate for new development on both sites.

### ***General Principles***

- 3.65 Any future design approach should respond to the following basic principles of urban design and the objectives of the emerging Draft Public Realm Design Management and Maintenance Guide – Supplementary Planning Document for Hackney’:
- Creating connections between spaces, ensuring and facilitating movement and linkages across the sites and through the town centre
  - The enhancement of a ‘sense of place’ of Dalston Town Centre.
  - Development fronting Kingsland High Street and Dalston Lane should provide a coherent frontage treatment and scale reinforcing the High Street character and function.
  - The provision of a safe and secure environment and community, promoted by the provision of clearly delineated boundaries, the absence of ‘leftover’ spaces, and layouts which allow for natural surveillance and informal policing such as active ground floors.
  - Careful and considered approach to the public realm and public spaces, integrated into overall design of the sites and not a later addition. This would include consideration of and provision for improvements to the streetscape and landscape atmospheres.
  - Approach to height, scale and massing that does not result in domineering levels of development and proposals that are out of context either with scales of development in surrounding areas and consideration of transport constraints. Careful consideration must be given to the impact of proposals on key views and vistas into and out of the town centre.
  - The relationship of the buildings to the street and their cumulative effect on the townscape must be given careful consideration, not only in terms of mass and scale, but also the design of the façades, the rhythm and patterns created by the elevations and massing, how boundary conditions are treated as well as corners and entrances of buildings.
  - A commitment to the highest quality of design, detailing and materials must be an integral aspect of the proposed design and established at the outset. Any proposed materials must be durable and must retain their appearance and quality over the long term. As such, large areas of render and timber cladding tend to weather poorly and should be avoided.
  - The quality of accommodation offered must be of the highest standard. The provision of dual-aspect units and usable amounts of open space will be encouraged, whilst the provision of single-aspect units and the use of uPVC windrows are considered unacceptable.
- 3.66 The density and form of the development, the materials, levels, building heights, location of access points and building lines will require careful consideration in order to preserve and enhance building relationships between the development and the existing built form.
- 3.67 Building lines should take their cue from the existing pattern of development and street widths in the immediate vicinity. Along the Dalston Lane frontage of the Southern site however, as noted above there is the prospect of a different building line following reconstruction of the bridge deck. The Council encourages innovative, high quality design solutions in response to the site constraints and opportunities to provide new public realm. Detailing should incorporate visual cues such as building form and rhythm, where beneficial, from the surrounding buildings. Colours of material should be selected to complement, rather than replicate, the surrounding buildings.

- 3.68 Any planning application will need to include a 'Design and Access Statement' including detailed site analysis, a clear design rationale, architectural intent, designing out crime measures, and visual impact assessment<sup>2</sup>.

### ***Environmental Quality***

- 3.69 High quality hard and soft landscaping should be an integral part of the development and public realm.
- 3.70 Development should seek to address the London Plan's renewable energy targets. Where possible, new developments should make provision for Decentralised Energy, as required in the London Plan 2008 (consolidated with alterations since 2004), in particular Policy 4A.6, and linking in with Communal Heating System being or to be developed in Dalston, for example at Dalston Square. All new developments are required to provide a feasibility assessment for installing CHP systems and connecting to a Decentralised Energy system. Subject to the infrastructure being in place, all new developments will be required, where feasible, to connect to a Decentralised Energy system.
- 3.71 All new developments, including extension, refurbishments and conversions will be required to provide a Sustainability Assessment.
- 3.72 All new developments above 5 units or 500 sqm are encouraged to achieve a minimum of BREEAM or EcoHomes 'Excellent' ratings and Code for Sustainable Homes level 4, with a stepped increase to CSH level 5 from 2013, and CSH level 6 from 2016. All other developments are encouraged to achieve a minimum of CSH level 3 from 2010 and minimum BREEAM or EcoHomes 'Excellent' rating.
- 3.73 Any future development must incorporate adequate storage space for waste and recycling within the curtilage of the development. Design measures to promote recycling of waste to meet the Council's recycling targets will also be required. It is recommended that the applicant enter into pre-application discussions with the Council's waste officer to ensure innovative solutions to waste storage.
- 3.74 Development should be adaptable to Climate Change. Development will give consideration to a sustainable drainage approach to surface water management (SUDS) to ensure surface water run-off is controlled as near to its source as possible. Consideration should be given to incorporating green or brown roofs into the development.

### **Transport**

- 3.75 Consistent with the Hackney Transport Strategy (March 2006), the Council encourages measures to reduce private motor vehicle usage. This is reflected in Council's users' hierarchy as follows:
- pedestrians;
  - cyclists;
  - public transport;
  - freight;
  - private vehicles (multiple occupancy);
  - private vehicles (local); and
  - private vehicles (non-local).
- 3.76 Consistent with the Transport Strategy, people with disabilities, the infirm, older people, and parents with children will take precedence over those without mobility problems within each

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<sup>2</sup> Refer to DCLG Circular 01/2006 and from CABE, *How to write, read and use Design and Access Statements*.

category (refer to accessibility section below). An adequate level of emergency services access is also required for all schemes.

- 3.77 Development should have regard to the key aims of the Hackney Transport Strategy as follows: improved safety and security for public transport users; increased walkability; a high quality of urban design; and a high level of pedestrian priority.
- 3.78 To meet these aims, the Council will encourage good design to make walking and cycling safer and more attractive. A travel plan should also accompany development proposals to manage the impact of the development in the most sustainable way possible, by monitoring that impact and mitigating its effect, for example by increasing modal share in favour of public transport over time. As part of the Travel Plan schemes, such as car-share schemes, car clubs and public transport tokens should be considered as part of Section 106 agreements to reduce private car dependency. Careful consideration should also be given to pedestrian and vehicular movement around, into and out of a site, and measures to reconcile demands of pedestrians, cyclists and motor vehicular circulation.

### ***Pedestrian and Cycle Movement***

- 3.79 It is important that development includes measures to ensure the needs of the local residents, pedestrians and cyclists will be provided over those of the private car user. Pedestrian and cycle safety measures should be in place in order to recognise the sites' location adjacent to busy road. Development should incorporate secure cycle parking facilities. BREEAM and Ecohomes standards suggest that 50% of dwellings should have provision for the adequate storage of cycles. The provision is determined by the number of bedrooms within a dwelling: 1 and 2 bedroom flat - storage for 1 cycle; 3 bedroom flats – storage for 2 cycles; 4 bedrooms and above – storage for 4 cycles. The storage provision should be secure, safe and weather-proof.
- 3.80 The development should promote the enhancement of existing cycle crossings and pedestrian and public realm improvements, including cycle signage and junction treatments, in Dalston. These will be secured by planning condition where appropriate.
- 3.81 Future development will seek to create opportunities to improve the link between the study area and the surrounding area through improvement to pedestrian and cycling facilities. Strong pedestrian movement through the area should be created and designed to ensure safe, active footpaths, providing pedestrian through routes towards the surrounding area.

### ***Accessibility***

- 3.82 Any development proposal is required to include suitable access to spaces and buildings, particularly in the following areas of priority: all public spaces including major footpaths, squares, green space, and public amenities; access to and internal circulation with public buildings and community facilities; and public transport infrastructure. In this regard, development proposals should reflect guidance outlined in the Department for Transport's *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure*.

### ***Car Parking***

- 3.83 The London Plan advises to reduce the dependence on the private car and manage controls over the inefficient and unattractive use of scarce land for car parking space<sup>3</sup>. In this regard, development proposals will be expected to include an investigation of measures (such as car clubs) in favour of promoting sustainable transport.

<sup>3</sup> Annex 4 of the London Plan (pages A19-A29) sets out the most recent and detailed parking guidance.

- 3.84 The London Plan indicates that flat developments in areas of good public transport accessibility should aim for less than one unit (one-street) and an element of car-free housing should be included. However, Dalston is considered to be particularly suitable for car-free development other than parking/loading/unloading requirements in relation to service vehicles (operational parking) and car parking for disabled persons<sup>4</sup>. As such the Council considers that proposed development should be car free. As noted above, the Council will seek to negotiate an agreement whereby occupiers will not be entitled to parking permits, due to the high PTAL of the area. The Council also expects the developments to include an appropriate quantity and quality of cycle parking for occupiers.
- 3.85 Operational parking is that which is required to enable the development to function through the provision of off-street servicing of premises. It includes arrangements for maintenance, servicing and deliveries, but excludes employee and visitor parking.

### **Servicing**

- 3.86 Servicing arrangements must not hinder the servicing of adjacent buildings, the pedestrian environment and movement, or adversely affect public transport services. Time controlled access could be considered to protect residential activities at busy times. All commercial properties require good access and loading/unloading facilities if they are to operate safely and efficiently however genuine need for operational parking (such as a workforce with a high proportion of travelling salespeople) should be minimised through the use of a travel plan. Provision of adequate loading facilities helps reduce the conflict caused by goods vehicles servicing premises directly from the road. For all major developments, the likely impact of servicing and deliveries on other road users and the local environment should be assessed as part of the Transport Assessment.

### **Planning Contributions**

- 3.87 The Hackney Planning Contributions Supplementary Planning Document (adopted in November 2006) sets the priorities to be covered by planning contributions as outlined in Figure 5 overleaf. Additional Planning Contributions are applicable to all qualifying development located within Special Planning Areas, which includes the Dalston Area Action Plan (Masterplan) area. The Dalston Masterplan is soon to be adopted, however in the interim Planning contributions will be negotiated on a case by case basis and will initially be based upon Borough wide Planning Contributions, and specific contributions required to mitigate the impact of development that are not formula-based, such as highways contributions. Further clarification on specific planning contributions relating to the Dalston Masterplan will be provided within the Dalston Masterplan itself when adopted. The Dalston Masterplan may include contributions not contained within the Planning Contributions SPD (such as Town Centre Management and Public Art contributions).
- 3.88 The exact planning contributions triggered by a development will be negotiated on a site-by-site basis. The priority given to the differing types of planning contribution will be at the discretion of the Council, taking into account the individual characteristics of the site and the impact of the development. This approach will ensure that planning contributions are directly related to the proposed development.

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<sup>4</sup>The Hackney Parking and Enforcement Plan (2005) recognises that car parking arrangements should meet the operational requirements of new development with respect of maintenance, servicing and deliveries and the car-based access / car parking needs for disable people, in accordance with the Disability Discrimination Act, car parking needs for disable people, in accordance with the Disability Discrimination Act and the Mayor of London's Supplementary Planning Guidance *Accessible London: Achieving an Inclusive Environment*.

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- 3.89 Strategic planning applications (referable to the Mayor of London) may be required to contribute to strategic improvements where the Mayor identifies opportunities to reconcile strategic intentions.

**Figure 4 - Planning Contribution Categories**

	Planning Contribution	Qualifying Development	Contribution
1	Affordable Housing	10 units or more	Residential units or monetary contribution in lieu of onsite and/or offsite provision
2	Transport Impacts Associated with All Development (including public realm and transport improvements)	All development proposals where contributions are required to mitigate the transport impacts of development	Monetary contribution
3	Education Facilities & Life Long Learning	5 units or more	In most cases a monetary contribution will be pooled otherwise provided on-site
4	Providing for Employment and Removing Barriers to Work	Employment Land and Floorspace Provision – All development within the hierarchy of employment areas	Monetary contribution to be pooled
		<ul style="list-style-type: none"> <li>• Training &amp; Local Labour in Construction – All major development</li> <li>• Removing Barriers to Work – All development which generates employment and will employ 10 persons or more</li> </ul>	Training – Monetary contribution plus local labour non-monetary clauses Removing Barriers to Work – Monetary Contribution
5	Sustainable Design and Development (including water supply and drainage)	All development	Monetary contributions will only be accepted in lieu of works in exceptional circumstances.  Large strategic development will be asked to provide a monetary contribution to strategic initiatives.
6	Strategic Transport Impacts Associated with Major Development	All major development as appropriate	In most cases a monetary contribution will be pooled
7	Other Community Facilities	All residential development (excluding residential extensions that don't create self contained units) as appropriate	In most cases a monetary contribution will be pooled otherwise provided on-site
8	Health Facilities <sup>5</sup>	All residential development (excluding residential extensions that don't create self contained units) as appropriate	In most cases a monetary contribution will be pooled otherwise provided on-site
9	Open Space, Children's Play Areas and Recreation Facilities	All major development identified as appropriate	Monetary contribution or onsite or nearby

<sup>5</sup> NB: Planning contributions for health facilities should be carefully reviewed in the context of the overall scale of the development and the capacity available from local GP practices in addition to the impact of other planned local developments, including those located within the London Borough of Islington.

#### **4.0 PLANNING APPLICATION REQUIREMENTS AND CONSULTATION**

- 4.1 Depending on the nature of any future development proposal, details on the following matters may be necessary to enable a balanced consideration by the Council.
- 4.2 Land use statement detailing the existing uses, existing sensitive uses surrounding the site and proposed land uses / use mix and how they support and complement the surrounding land use pattern and local community needs and assists in delivering relevant housing opportunities.
- 4.3 Design and Access Statement (DCLG Circular 01/2006) including a daylight / sunlight / overshadowing / microclimate assessment and a planting scheme and associated landscape maintenance regime including details of the sites topography, boundary treatments and tree species stating whether any are to be lopped, felled or become affected by the proposal.
- 4.4 Environmental Impact Assessment.
- 4.5 Social and economic impact assessment. This should consider the direct and indirect effects of a development on the Area of Regeneration (including the London Borough of Islington), and be prepared by developers, in close collaboration with local community organisations and other local partners. This could be incorporated into a Sustainability Statement.
- 4.6 Infrastructure and transport statement in accordance with Transport for London's Transport Assessment Best Practice Guidelines (May 2006) -
  - provide detailed information on the impact that the development has on the transport network (including within the London Borough of Islington), including information on trip rates, modal share, and proposed mitigation measures, such as a planning contribution towards bus network enhancements.
  - illustrate accessibility to the site by all modes and the likely modal split of journeys to and from the site and to give details of proposed measures to improve access by public transport and walking, to reduce the need for parking and to mitigate transport impacts.
  - assess the current capacity of local public infrastructure and facilities;
  - identify additional infrastructure and facilities required as a result of the development and how these will be achieved;
  - describe existing transport services such as rail stations, bus stations, pedestrian / cycle routes within walking distance; and
  - describe measures incorporated in the proposal which will help to reduce private vehicle use and improve access to public transport.
- 4.7 Travel Plan.
- 4.8 Details of proposed planning contributions.
- 4.9 Contamination assessment if there is any history of industrial use on the site or part of the site.
- 4.10 A statement on the BREEAM / Code for Sustainable Homes and Lifetime Homes compliance for the development.
- 4.11 Details of community consultation proposals.
- 4.12 Should an application include tall buildings, the applicant is encouraged to submit a Tall Buildings Document including a survey plan and calculations illustrating the proposals relationship to the mean height of all surrounding development within a radius of 100m from

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the development site, for the purpose of calculating whether the proposed building is significantly taller than its surroundings and addressing the considerations identified in the Council's Tall Building evidential study. Of particular importance is density, surrounding context, transport and other infrastructure, historic environment, architectural excellence, sustainable design and construction, local environment (micro climate and general amenity), permeability and legibility of the site and surrounding areas, public realm and accessibility.

- 4.13 Consultation best practice are set out in the Hackney Statement of Community Involvement (November 2006). When considering a planning application for tall buildings the Council will consult English Heritage and CABI.
- 4.14 The Council will require that detailed arrangements be made for managing the construction process, particularly with regard to the management of construction traffic and for ensuring community safety. These measures would be secured through the signing of a Considerate Contractors Agreement.

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**Appendix 1 Documents used and further information**

Commission for Architecture and the Built Environment, By Design: better places to live, September 2001.

Department of Transport, Guidance and Explanatory Note for Local Planning Authorities, 12 November 1991.

Consultation on safeguarding revision for the Chelsea-Hackney line. April 2007.

English Heritage/CABE, Guidance on Tall Buildings (final document), July 2007.

English Heritage, Regeneration and the Historic Environment. 2005

English Heritage, Transport and the Historic Environment, 2004, and Streets for All.

London Borough of Hackney, Unitary Development Plan, June 1995, (Saved Policy).

London Borough of Hackney, Planning Service, capacity studies:

- Housing Capacity, Entec UK Ltd, to be finalised.
- Employment Growth Options Study, Final Report, Atkins, March 2006;
- Open Space and Sports Assessment, Final Report, Atkins, June 2004;
- Retail and Leisure Capacity Study (Final Report), Roger Tym and Partners, May 2005;
- Tall Buildings, Gillespies, Donaldsons, ARUP, February 2005;
- Night Time Economy, Urban Practitioners, February 2005; and
- Live/Work, London Residential Research, April 2005.

London Borough of Hackney Shop Front Design Guide

London Borough of Hackney, Transport Strategy: March 2006.

London Borough of Hackney, Hackney Statement of Community Involvement (November 2006)

LBH draft Interim Dalston Area Action Plan (Phase 1) - Masterplan

Greater London Authority's spatial development strategy: The London Plan (consolidated with alterations since 2004)

Mayor of London, Sub Regional Development Framework for East London, May 2006.

Mayor of London, Transport Strategy, July 2001, First revision, August 2004 and Second revision, July 2006.

Office of the Deputy Prime Minister, Safer Places, the Planning System and Crime Prevention, April 2004

Office of the Deputy Prime Minister, Planning Policy Statement 1: Delivering Sustainable Development, 2005.

Office of the Deputy Prime Minister, Planning Policy Statement 6: Planning for Town Centres, 2005.

Office of the Deputy Prime Minister, Planning Policy Statement 12: Local Development Frameworks, September 2004.