MH3 - Boys Club and Deaf Centre, 258 Green Lanes

**Ward:** Woodberry Down

**Ownership:** Private

**Area:** 0.16ha

**Existing Use:** Community Use (D1)

**Planning Considerations:**
- Close proximity to the Manor House Local Shopping Centre
- PTAL 6a

**How was the site identified?** Manor House AAP (2012)

**Timescale:** Mid to long term

**Allocation:** Retention of community use with residential

**Development Principles:**

The site is constrained by a deep building line and proximity of Nathaniel Court. There is potential for residential development, including maximising the delivery of genuinely affordable new homes, above re-provided community uses. An indicative appropriate building height for the development is 5-6 storeys.

The site could be extended to include the site at 256 Green Lanes which is currently used as storage space during the residential development of Woodberry Down. There is an opportunity to make a new connection to the development at Woodberry Down which could create a reoriented frontage to the site.

**Indicative Capacity:** Approximately 50 residential units and reprovided community use.

**Planning Status:** No planning activity
HC1 - Clapton Bus Garage

Ward: Hackney Central

Ownership: Mixed
Area: 0.8ha
Existing Use: Bus depot

Planning Considerations:
- Hackney Central and Surrounds Masterplan SPD (2017)
- Hackney Central Major Town Centre (Secondary Shopping Area)
- Clapton Square Conservation Area (Adjacent and partially located within)
- Setting of Grade I Listed building - Augustine Tower and Grade II* St Johns Church
- Strategic Transport Infrastructure Designation (Including Crossrail safeguarding)
- Commercial Core of City Fringe (Tech City)
- PTAL 6b/6a

How was the site identified? Hackney Central AAP (2012)

Timescale: Medium Term
Allocation: Mixed use

Development principles:
This is a key town centre site to be developed for the provision of new commercial floorspace and housing, including genuinely affordable homes. Development should improve permeability through the Town Centre, making a much improved contribution to this key town centre location.

There is potential to relocate Clapton Bus Garage site (without compromising TfL’s ongoing bus operations, including existing bus stand provision) to an alternative location, or reconfigure the site to facilitate the continued use of existing operations whilst achieving redevelopment aspirations. There is potential to utilise Bohemia Place as a pedestrian route and open up the 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. This will
help to enable movement to and from the Fashion Hub and the Town Centre. There is also potential to create an enlarged public square at the bottom of the Narrow Way (with the potential for a pavilion building to activate the space).

Any proposed mixed use development must preserve the historic setting and key views of St John-at-Hackney Church and Churchyard, St Augustine’s Tower and the Old Town Hall, and maintain the churchyard’s unique sense of enclosure. A heritage assessment of buildings on site and a recording condition may be required.

**Option 1 – Courtyard Block**
A comprehensive, mixed use development providing commercial (retail/workspace) and residential floorspace, including genuinely affordable homes, 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, including genuinely affordable homes, 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, including genuinely affordable homes, with a new route to St John-at-Hackney Churchyard Gardens, and an enlarged square at the bottom of the Narrow Way.

**Indicative Capacity:** 140 residential units and 2,350sqm of commercial floorspace

**Planning Status:** No planning activity.
HC2 - 55 Morning Lane (Tesco Site)

Ward: Homerton

Ownership: Mixed

Area: 1.39ha

Existing Use: Retail

Planning Considerations:

- Hackney Central and Surrounds Masterplan SPD (2017)
- Hackney Central Major town centre (Secondary Shopping Area)
- Mare Street/Westgate Triangle Archaeological Priority Area
- Setting of listed buildings and conservation areas
- Strategic Transport Infrastructure (Channel Tunnel Railway Link)
- Commercial Core of the City Fringe (Tech City)
- PTAL 6/b/a

How was the site identified? Hackney Central AAP (2012)

Timescale: Short Term

Allocation: Mixed use

Development Principles:

There is potential for redevelopment of the existing Tesco superstore and car park for the provision of new commercial (retail / workspace) floorspace, including a potential new Tesco store and residential development, including genuinely affordable homes, with taller building elements to facilitate legibility and wayfinding. This provides opportunity to create improved permeability through the Town Centre by 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 will need to be given to transport infrastructure improvements, including to Hackney Central Overground Station and improvements to bus stop facilities, and to CCTV provision to increase surveillance and safety.
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, including genuinely affordable homes, 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, including genuinely affordable homes.

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.

Indicative Capacity: 420 residential units and 15,550sqm of commercial floorspace

Planning Status: Pre-Application discussion for the redevelopment of the site to include the re-provision of Tesco with new retail, commercial and residential use.
HC3 - Hackney Central Overground Station and Car Park

Ward: Hackney Central

Ownership: Public including London Borough of Hackney

Area: 0.13ha

Existing Use: Station and Car Park

Planning Considerations:
- Hackney Central and Surrounds masterplan SPD
- Hackney Central Major Centre (Mare Street and Amhurst Road)
- Commercial Core of the City Fringe (Tech City)
- Clapton Square Conservation Area (adjacent)
- Strategic Transport Infrastructure Designation (including Crossrail 2 Safeguarding)
- PTAL 6a-b

How was the site identified? Hackney Central AAP (2012)

Timescale: Medium/Long Term

Allocation: Commercial - retail and employment workspace

Development Principles:

The Council has an aspiration to reuse the former Hackney Central ticket office building (which is Locally Listed along with 1-5 Amhurst Road) as a station entrance. There is the potential for redevelopment of the car park for the provision of commercial (retail / leisure / workspace) floorspace, improved public realm facilitating connectivity and wayfinding and the retention of some car parking (for further details see Hackney Central and Surrounds Masterplan SPD). New development should deliver an 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.

There is an opportunity to 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 meet long term need (including as part of the potential delivery of a Crossrail 2 station).

Development proposals should have regard to the following development principles:

- 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 increase surveillance and safety, within an indicative building height of between 2 – 3 storeys.

- Create a new access to Hackney Central Overground Station from Amhurst Road with DDA compliant lift and stairs.

- Create new public space as a forecourt to the station and bus interchange on Amhurst Road to draw people out of the station via a new route.

- Create clear sight lines to the station entrance from Amhurst Road to aid legibility and wayfinding to the station, encouraging use of the new route.

- Retain existing service access to adjoining development.

- Set back development to align with the existing building line on Amhurst road.

- Provide continuous, active frontages along Amhurst Road.

**Indicative Capacity:** 1,350 sqm of commercial floorspace

**Planning Status:** No planning activity.
HC4 - 333-337 Mare Street (Iceland Foods) & 231-237 Graham Road

Ward: Hackney Central

Ownership: London Borough of Hackney (Iceland Site) & Private (site to the rear)
Area: 0.148ha
Existing Use: Retail, vacant on upper floors and to the rear

Planning Considerations:
- Hackney Central Major Centre (Primary Shopping Frontage)
- Hackney Central and surrounds masterplan SPD (2017)
- Town Hall Square Conservation Area
- Mare Street/Westgate Triangle Archaeological Priority Area.
- Commercial Core of the City Fringe (Tech City)
- PTAL 6b

How was the site identified? Hackney Central and Surrounds Masterplan Supplementary Planning Document (2017)

Timescale: Medium Term

Allocation: Commercial/residential mixed use

Development Principles:
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 (retail) frontages on to Graham Road and Mare Street. There is also potential for residential development on the site including maximising the delivery of genuinely affordable homes.

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

**Option 2 – Individual Development of Iceland Site and Site to the Rear**
Redevelopment of the sites providing commercial (retail/workspace) and residential uses, including genuinely affordable homes.

**Option 3 - Comprehensive Development**
A combination of options 1 and 2

**Indicative Capacity:** 30 residential units and 1,850sqm of commercial floorspace (Option 3)

**Planning Status:** No recent activity
HC5 - 339-357 Mare Street, 6-18 Amhurst Road (including Marks & Spencer)

Ward: Hackney Central

Ownership: Private, Multiple Owners

Area: 0.18ha

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

Planning Considerations:
- Hackney Central and Surrounds Masterplan SPD (2017)
- Clapton Square Conservation Area
- Building of Townscape Merit
- Hackney Central Major Town Centre (Primary Shopping Frontage)
- Mare St/Westgate Triangle Archaeological Priority Area
- Commercial Core of the City Fringe (Tech City)
- PTAL 6b

How was the site identified? Hackney Central and Surrounds Masterplan Supplementary Planning Document (2017)

Timescale: Short Term

Allocation: Mixed use

Development Principles:

There is potential to make more efficient use of the site. Development should result in a net gain of retail floorspace and create an active frontage on to Amhurst Road and the Narrow Way.

There is potential for the retention and refurbishment of buildings, whilst respecting existing heritage assets, with the creation of additional floorspace from a mansard roof extension and infill development.

Proposed Submission Local Plan 2033 November 2018
There is also potential for the 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. The two options are:

**Option 1**
Retention with infill development which retains all existing buildings, with infill and mansard development above the existing buildings for commercial (retail/workspace) and residential uses including genuinely affordable homes.

**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 including genuinely affordable homes.

**Indicative Capacity:** 20 residential units and 200 sqm of new commercial floorspace

**Planning Status:** Pre-app discussions ongoing for redevelopment and re-provision of retail floorspace which includes the provision of the M&S site with a new retail frontage on Amhurst Road.
HC6 - Florfield Road

Ward: Hackney Central

Ownership: London Borough of Hackney
Area: 0.47ha
Existing Use: Office

Planning Considerations:
- Hackney Central and Surrounds masterplan SPD
- Hackney Central Major Centre (Secondary Shopping Area)
- Mare Street Conservation Area
- Mare Street Priority Office Area (Robert House only)
- PTAL 5/6a

Timescale: Short to Medium Term
Allocation: Commercial/residential mixed use

Development Principles:

There is potential for a comprehensive redevelopment of this site to make more efficient use of the site and provide a high quality mixed-use development including commercial (workspace) and residential use, including maximising the provision of genuinely affordable homes, and a potential taller building element. The Hackney Housing depot and Council services will be relocated elsewhere (including to 51-61 Mare Street).

Development within the Priority Office Area should be employment-led.

Development proposals should:
- Provide high quality mixed-use development providing commercial (workspace) and residential floorspace including maximising the delivery of genuinely affordable homes.
- Create a consistent building alignment and parapet height along Reading lane. Indicative appropriate building heights is 4-6 storeys (except for a taller building of up 15 storeys to act as a landmark to and from the civic and cultural hub, set back
from Reading Lane to minimise overshadowing of existing buildings). Taller building elements must adequately address the eleven codes of the Hackney Tall Buildings Strategy and design-related criteria contained in the London Plan and Hackney’s Local Plan.

- Create an active, commercial frontage on to Reading Lane and Florfield Road.
- Create an active frontage and pedestrian route along eastern side of the railway with new uses (workspace) in the railway arches.
- 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 (Option 2).

**Option 1 – Mixed Use Development**  
A mixed use, commercial (workspace/retail) and residential development, including maximising the provision of genuinely affordable homes, which maintains existing vehicular access to adjacent sites, including a potential taller building element.

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

**Indicative Capacity:** 120 Residential Units and 6,900sqm of commercial floorspace  
**Planning Status:** No planning activity
HC7 - London College of Fashion, 182 Mare Street E8 3RF

Ward: Victoria

Ownership: Private

Area: 0.49ha

Existing Use: Education use

Planning Considerations:
- Mare Street Conservation Area
- Locally listed buildings - 182 Mare Street and 184 Greek Orthodox Church of ST John the Theologian (adjacent)
- Mare Street / Westgate St Triangle Archaeological Priority Area
- Commercial Core of the City Fringe (Tech City)
- PTAL 6a

How was the site identified? Hackney Central AAP (2012)

Timescale: Medium Term

Allocation: Education or mixed use including education, other community, retail, leisure and residential uses

Development Principles and Issues:
Any redevelopment of this site must be in association with the College’s plans for its Curtain Road site and other education sites in the London area. There is potential for development to the rear and to the south of the site. The site may be appropriate for residential accommodation associated with University Arts London, including maximising the provision of genuinely affordable homes, and education uses associated with London College of Fashion including industry focused incubator space and community uses

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

**Option 2 - Comprehensive Development with 27 – 37 Well Street (Lidl site)**
Refer to Site Allocation HC8 27-37 Well Street (Lidl) for this option.

**Indicative Capacity:** 45 residential units and 2,200sqm of commercial floorspace alongside retention of community (D class – educational/institutional) use.

**Planning Status:** Pre-application discussions between the Council and the College ongoing regarding the College’s plans for its various sites in London including the Curtain Road site.
HC8 - 27-37 Well Street (Lidl), London E9 7QX

Ward: Victoria

Ownership: Private

Area: 0.4ha

Existing Use: Single storey retail store and off street parking

Planning Considerations:
- Mare Street Conservation Area
- Locally listed buildings adjoin the site; 23-25, Well Street
- Mare Street/Westgate Street Triangle Archaeological Priority Area
- PTAL 5
- Hackney (Central) CPZ

How was the site identified? Hackney Central and Surrounds Masterplan (2017)

Timescale: Medium Term

Allocation: Mixed use retail and residential

Development Principles and Issues
There is potential for intensification of the site and introduction of other uses, mainly towards the Well Street frontage, including mixed use development above the existing store incorporating commercial and residential development, including the maximising the provision of genuinely affordable homes, with indicative appropriate building heights of 3-4 storeys. The existing quantum of retail floorspace must be retained.

Any new development must be in keeping with the scale of existing buildings to the east and west, and appropriate distances especially privacy, outlook and daylight/sunlight of existing occupiers maintained.

The rear of the site adjoins the London College of Fashion Mare Street site, (site allocation HC7).
**Indicative Capacity:** 140 residential units and 4,700sqm of commercial floorspace

**Planning Status:** Variation of condition planning application in relation to planning approval 2010/0388 was granted in 2015.
HC9 - 51-61 Mare Street, London, E8 4RG

**Ward:** London Fields

**Ownership:** London Borough of Hackney

**Area:** 0.35ha

**Existing Use:** Light Industrial/Warehouse uses

**Planning Considerations:**
- Mare Street Priority Office Area (POA)
- Mare Street/Westgate Street Triangle Archaeological Priority Area.
- Commercial Core of the City Fringe (Tech City)
- PTAL 6a

**How was the site identified?** Hackney Central AAP (2012)

**Timescale:** Medium Term

**Allocation:** Mixed-use employment-led scheme

**Development Principles:**

This site forms part of the Andrew’s Road cluster which includes 40-43 Andrews Road (London Borough of Hackney Car Pound - Site Allocation HC10). The wider cluster accommodates key transport infrastructure which includes an operational bus garage at Ash Grove.

An opportunity exists to renovate this site as part of the wider cluster through the relocation of the Hackney Housing Depot to the site, creating a new active frontage along Mare Street. Should the relocation of the Hackney Housing depot to this site not be possible, there is potential for mixed use, commercial (workspace) and residential development, including maximising the provision of genuinely affordable new homes.

**Option 1– Refurbishment for Hackney Housing Depot**

Refurbishment and reconfiguration of the existing building for a rationalised Hackney Housing depot.
Option 2 – Mixed-Use Development for Hackney Housing Depot
A mixed use development which provides a purpose built Hackney Housing depot, providing a material store with mezzanine level, associated office space, yard for loading of vans and workshops. Mixed use, commercial (workspace) and residential development including maximising the provision of genuinely affordable new homes on the southern part of the site.

Option 3 – Mixed-Use Development
A mixed use development providing residential, including maximising the provision of genuinely affordable new homes, and commercial (workspace) floorspace, whilst utilising the adjacent railway arches for commercial use.

Indicative Capacity: 80 residential units and 7,000sqm of commercial floorspace

Planning Status: 2016/2026: 61 Mare Street London E8 4RG - Proposed change of use of part of ground floor and part of first floor from storage and distribution (Use Class B8) to office (Use Class B1). Decision: Granted
HC10 - 40-43 Andrews Road and Ash Road Bus Garage

Ward: London Fields

Ownership: London Borough of Hackney

Area: 0.49ha

Existing Use: B8 occupied by Hackney Council Car Pound and Hackney Council’s Meal on Wheels Service, and bus garage.

Planning Considerations:

- Mare Street Priority Office Area
- Mare Street / Westgate Street Triangle Archaeological Priority Area
- Commercial Core of the City Fringe (Tech City)
- Adjacent locally Listed buildings (35-38 Andrews Road)
- Recording condition required prior to demolition of existing building (non-designated heritage asset)
- Regents Canal Green Corridor (towards southern part of site)
- PTAL 5

How was the site identified? Hackney Central AAP (2012)

Timescale: Medium Term

Allocation: Mixed-use employment-led development

Development Principles:

The site is underused and currently temporarily used as a car pound. There is potential for joint development with the adjacent Ash Grove Bus Garage site (located to the north) to maximise the performance of both sites and to create a larger bus garage at Ash Grove to accommodate the relocation of Clapton Bus Garage.

Should the site not be needed to accommodate the relocation of the Clapton Bus Garage, there is potential for mixed-use, employment-led development alongside residential, including maximising the provision of genuinely affordable homes, and conversion of the adjacent railway arches for employment (workspace) use. Any development should
consider public realm improvements along Andrews Road towards Broadway Market (including along the towpath and The Regent’s Canal).

Development will need to address any environmental pollution and land contamination caused by the Bethnal Green Gas Holder Station (located to the south of The Regent’s Canal). Any rationalisation of the site as a depot, either individually or with the Ash Grove Garage, would require the closure of Bush Road. Underground utility apparatus have been identified on this site, and thus any development needs to take this into consideration.

**Option 1 – Mixed-Use Development**
A mixed use development on 40-43 Andrews Road to provide employment-led development with residential, whilst converting the adjacent railway arches for employment (workspace) use.

**Option 2 - Bus Depot Site**
Utilise 40-43 Andrews Road to create a larger bus garage at Ash Grove to accommodate the relocation of Clapton Bus Garage. The adjacent railway arches should be converted for employment (workspace use).

**Indicative Capacities:**
Option 1 - 100 residential units and 8,700sqm of commercial floorspace
Option 2 - Bus garage plus a small proportion of employment (workspace use)

**Planning Status:** Recent planning activity on the site relates to the temporary use of the site as the Council car pound and the Councils’ Passenger Transport and Meals on Wheels services.