Hackney Council Local Plan 2033
Statement of Common Ground between Hackney Council and Transport for London Commercial Development (TfL CD)

May 2019

This Statement of Common Ground (SoCG) has been prepared by Hackney Council (the Council) and Transport for London Commercial Development (TfL CD) to assist the Inspector during the examination of Hackney Council’s Local Plan (LP33).

1.0 Background

1.1 The Council is the Local Planning Authority responsible for the production of the Local Plan for the borough of Hackney. TfL CD is a landowner in the borough. The Inspector should note that this SoCG is signed by TfL CD in its capacity as a significant landowner in the borough only, and not in relation to TfL’s statutory, operational or land-use planning / transport policy roles. This SoCG focuses on the matters which are relevant to the two parties and is provided without prejudice to other matters of detail that the parties may wish to raise during the examination.

1.2 Discussions between both parties (including Officers and Council Members) are ongoing. An officer steering group (with TfL and Hackney representatives) has been established to oversee the preparation of the masterplan for Clapton and Lea Bridge Roundabout (Place Policy 7) and the delivery of site allocations HC1 - Clapton Bus Garage and HC10 - 40-43 Andrews Road and Ash Grove Bus Garage. In addition to this both parties have met to review the representations made by TfL CD and have agreed suggested changes to the Plan as set out below.

1.3 This statement covers the following parts of the Plan:

- Site Allocation HC1 - Clapton Bus Garage
- Site Allocation HC10 - 40-43 Andrews Road and Ash Grove Bus Garage
- Place Policy 3 - Hackney Central and Surrounds
- Place Policy 7 - Clapton and Lea Bridge roundabout

2. Areas of Common Ground

2.1 The following areas of common ground are agreed:

i. Site Allocation HC1 is sound and minor changes have been agreed (see 2.2).

ii. There is potential to relocate the operations at the Clapton Bus Garage (to Lea Bridge roundabout (PP7) and Ash Grove Bus Garage (HC10), subject to operational requirements and the agreement of TfL and service operators, and minor changes to the Hackney Central and Surrounds Place Policy 3 would assist with clarifying TfL’s role in facilitating this and to provide clarity that PP3 covers all Hackney Central Site Allocations (see 2.2).
iii. Site Allocation HC10 is also sound but minor changes are required to clarify that Ash Grove Bus Garage forms part of the allocation which is a development opportunity for transport infrastructure, housing and commercial development (see 2.2)

iv) The Clapton and Lea Bridge Place Policy (PP7) is sound subject to the suggested amendment set out in 2.2 of this Statement which clarifies that options to retain bus operations will be explored.

2.2 The following modifications to LP33 are proposed (these are also set out in Response to Examination Matter 3):

i) PP3 Hackney Central and Surrounds

Strategic Principles (bullet point 3)

Potentially relocate parking and operations at Clapton Bus Garage (without compromising continuing bus operations) to an alternative location such as Ash Grove Bus Garage and the Lea Bridge roundabout (see PP7 Place Policies for Clapton and Lea Bridge Roundabout), freeing up a key town centre site for redevelopment and improving permeability throughout and arrival into the town centre.

ii) PP3 Hackney Central and Surrounds

Area Character

The redline boundary on the maps showing existing and historic urban grain (p20) on both maps is to be deleted.

iii) PP3 Hackney Central and Surrounds

Development Opportunities

The Council has identified a number of key development opportunities suitable for development during the lifetime of this plan including:

- Clapton Bus Garage, Bohemia Place (Site Allocation HC1)
- 55 Morning Lane (Tesco Site) (Site Allocation HC2)
- Hackney Central and Overground Station Car Park (Site Allocation HC3)
- 333-337 Mare Street (Iceland Foods) and 231-237 Graham Road (Site Allocation HC4)
- 339-357 Mare Street, 6-18 Amhurst Road (including Marks & Spencer) (Site Allocation HC5)
- Florfield Road (Site Allocation HC6)
- London College of Fashion, 182 Mare Street (Site Allocation HC7)
- 27-37 Well Street (Lidl) (Site Allocation HC8)
- 51-56 Mare Street (Site Allocation HC9)
- 40-43 Andrews Road and Ash Grove Bus Garage (Site Allocation HC10)
iii) PP7 Clapton and Lea Bridge Roundabout

Paragraph 4.66

Key to improving this part piece of Hackney is to look at more efficient and innovative ways of accommodating the buses (both existing bus layovers and potential relocation of spaces and operations from Clapton Bus Garage), maximising space savings from new technology and to address severance, improving the public realm and creating healthy streets, new homes and workspace whilst also improving bus journey times, elsewhere which take up so much of the opportunity space.

iv) Site Allocation HC1 - Clapton Bus Garage

Development principles (second paragraph)

Subject to TfL’s agreement, there may be potential to relocate the Clapton Bus Garage site—(without compromising TfL’s continuing bus operations, including existing bus stand provision) to an alternative location, or reconfigure the site to facilitate the continuation of use of existing operations whilst achieving redevelopment aspirations."

v) Site Allocation HC10 - 40-43 Andrews Road and Ash Road [sic] Bus Garage

Title Amend title as follows:

HC10 - 40-43 Andrews Road and Ash Grove Road Bus Garage

vi) HC10 - 40-43 Andrews Road and Ash Grove Bus Garage - amend aerial photo and OS plan to show the full extent of the bus garage:

This suggested change would also be made to the Policies Map
vii) HC10 Area: 0.49ha **40-43 Andrews Road (2.2ha including Ash Grove Bus Garage)**

viii) HC10 Development Principles -

The site **40-43 Andrews Road** is underused and currently temporarily used as a car pound. There is potential for joint development with the adjacent Ash Grove Bus Garage (located to the north) to **optimise the potential for development** maximise the performance of both sites. **This could include** and **creating** a larger bus garage at Ash Grove to **increase capacity including potential relocation of some spaces and operations from** accommodate the Clapton Bus Garage, **as part of a mixed-use development alongside housing (including the provision of genuinely affordable housing in line with policy LP13)** and commercial development along with improved access / egress arrangements.

Should **40-43 Andrews Road** the site not be needed to accommodate a **larger bus garage including** 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...

Additional development principle -

**Notwithstanding the Priority Office Area designation, the improvement, re-provision and intensification of transport operations on the existing bus garage site will be prioritised over office provision.**

Option 1 - Mixed-use Development (**40-43 Andrews Road**)...

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

**Option 3; Mixed use development incorporating larger bus garage (40-43 Andrews Road and Ash Grove Bus Garage)**

**Comprehensive mixed use redevelopment to create a larger bus garage to provide increased capacity, including potential relocation of spaces and operations from the Clapton Bus Garage:** provision for parking, charging and fuelling of hybrid, electric and hydrogen buses; state of the art maintenance and repair facilities; improved access and egress; housing (including the provision of genuinely affordable homes in line with policy LP13) and commercial development.

**Capacity**
**Option 3 - Bus garage, housing (including the provision of genuinely affordable homes in line with policy LP13) and commercial development**
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