LDF
Local Development Framework

Hackney Central Area Action Plan
Adopted October 2012
CONTENTS

PART A  INTRODUCTION AND CONTEXT  4

01  Background  4
  1.1  Purpose and Status of the AAP  4
  1.2  Planning Policy Context  4
  1.3  Hackney’s Sustainable Community Strategy  4
  1.4  The Process of AAP Production  4
  1.5  Consultation and Community Engagement  4
  1.6  Structure of the AAP and how to use the document  4

02  Characteristics and Key Issues  10
  2.1  Characteristics  10
  2.2  Key Baseline Findings  10

PART B  THE AAP FRAMEWORK  15

03  The Vision  15
  3.1  The Vision Overview  15
  3.2  Objectives and Policies  15
  3.3  Opportunity Sites  15

04  Promoting High Quality Urban Design and Conserving the Historic Environment  20
  4.1  Reinforcing Character and Identity  20
  4.2  Enhancing Town Centre Legibility  20
  4.3  Addressing Severance  20
  4.4  Heritage and Conservation  20
  4.5  Building Heights Strategy  20

05  Enhancing the Public Realm  35
  5.1  The Need for Improvement  35
  5.2  The Overall Approach  35
  5.3  Playable Spaces  35
  5.4  Establishing the Accessibility, Range and Location of Play Facilities  35
  5.5  Types of Play and Recreation Spaces  35

06  Ensuring a Functional Town Centre for Living, Working and Shopping  43
  6.1  Land Use Strategy Overview  43
  6.2  Employment Provision  43
  6.3  Social Infrastructure  43
  6.4  Retail Strategy  43
  6.5  Retail Strategy Overview  43
  6.6  Opportunities for Improvement  43
  6.7  New Housing Provision  43
  6.8  Housing Provision Overview  43
  6.9  Housing Mix  43
  6.10  Housing Density and Design  43
6.11 Infrastructure Implications

07 Establishing a Coherent and Attractive Movement Network

7.1 A Hierarchy of Movement and Access
7.2 Pedestrian Movement
7.3 Crossings and Junctions
7.4 Cycle Routes and Facilities
7.5 Public Transport
7.6 Parking and Servicing Strategy

08 Promoting Forward Thinking Sustainable Regeneration Strategies

8.1 Energy Overview
8.2 Energy Efficiency
8.3 Decentralised Energy (DE)
8.4 Renewable Energy
8.5 Code for Sustainable Homes (CfSH)/BREEAM

PART C SHAPING LOCAL CHARACTER

09 Character Areas

9.1 Character Areas Overview
9.2 Maximising the benefits of key opportunity areas
9.3 Character Area 01: Mare Street East New Urban Quarter
9.4 Character Area 02: Amhurst Road
9.5 Character Area 03: Mare Street
9.6 Character Area 04: St John-at-Hackney Churchyard and Gardens
9.7 Character Area 05: Civic Heart
9.8 Character Area 06: Mixed Use Employment
9.9 Character Area 07: Traditional Streets
9.10 Character Area 08: Kenmure Triangle
9.11 Character Area 09: Clarence Road and Clarence Mews
9.12 Character Area 10: Residential Estates

PART D PHASING AND IMPLEMENTATION

10 Phasing Strategy and Implementation Plan

10.1 Introduction to Phasing Strategy and Implementation Plan
10.2 Delivery Constraints and Opportunities
10.3 Phasing Strategy
10.4 Implementation Plan
10.5 Monitoring

APPENDICES

B New Town Square Indicative Perspective Sketch.
C Hackney Central Station Indicative Perspective Sketch.
D Reference to evidence base and supporting documents.
E Accommodation Schedule
F Superseded UDP Designations
G Saved UDP policies superseded within AAP area
FIGURES

PART A  CONTEXT AND ANALYSIS
1 Area Action Plans in the Hackney Context
2 Summary of SWOT Analysis

PART B  THE AAP FRAMEWORK
3 Hackney Central Area Action Plan Boundary
4 Character Areas and Opportunity Sites
5 Legibility
6 Heritage Assets
7 Urban Design Framework
8 Building Heights Strategy
9 Public Realm Strategy
10 Land Use Strategy
11 Community Strategy
12 Retail Strategy
13 Hierarchy of Routes
14 Pedestrian Strategy
15 Cycling Strategy

PART C  SHAPING LOCAL CHARACTER
16 Design Principles for Character Area 01: Mare Street East New Urban Quarter
17 Design Principles for Character Area 02: Amhurst Road
18 Design Principles for Character Area 03: Mare Street
19 Design Principles for Character Area 04: St John-at-Hackney Churchyard and Gardens
20 Design Principles for Character Area 05: Civic Heart
21 Design Principles for Character Area 06: Mixed Use Employment
22 Design Principles for Character Area 07: Traditional Streets
23 Locality Map for Character Area 08: Kenmure Triangle
24 Locality Map for Character Area 09: Clarence Road and Clarence Mews

TABLES
1 Hackney Central Town Centre AAP Policies
2 Hackney Central Town Centre Opportunity Sites
3 Phasing Strategy for the Hackney Central AAP
4 Summary of indicative AAP potential new accommodation
5 AAP Implementation Plan

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PART A: INTRODUCTION AND CONTEXT

01 Background

1.1 Purpose and Status of the AAP
This is a comprehensive spatial strategy for co-ordinated development and design reflecting local aspirations for the future of the area, helping to guide development and providing confidence and certainty to developers and other public sector bodies. It integrates policies for the development and use of land with other policies and programmes which influence the nature of Hackney Central and how it functions. It has been produced in parallel with an AAP for the Borough’s other main centre, Dalston (see Figure 1).

The overall purpose of the AAP is to establish the basis for shaping the regeneration of the area and to ensure the continued role of Hackney Central as a District Town Centre. Proposals are framed to respond to the needs of existing and future communities and plan for housing growth to 2026.

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants jointly to find solutions which means that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of the area.

Planning applications that accord with the policies in the Core Strategy, this AAP and other relevant documents of the Hackney Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

This document is a Development Plan Document (when formally adopted) that is consistent and conforms with the Council’s adopted Core Strategy (over-arching Borough-wide spatial strategy) and will form part of the Council’s Local Development Framework (LDF). It has been prepared in

The AAP has a strong focus on implementation, in line with Government guidance for an area of significant change and conservation. The format is that of a masterplan, in accordance with Planning Policy Statement 12 – Local Spatial Planning, which facilitates strong emphasis on urban design principles and the use of graphics and allows for a clear representation of the spatial expression of planning and design policies.

**Status of AAP**
Council’s Core Strategy was adopted in November 2010. Planning and design guidance, and an investment strategy was required for Hackney Central while the Core Strategy was being formulated.

The AAP was prepared in two phases subject to ongoing Regulation 25 Public Participation (Town and Country Planning Regulations 2004 and 2008). The AAP (Phase 1) was adopted by the Council in November 2009 and the final AAP was adopted in full by Council on the 24th of October 2012. The AAP forms part of Council’s Development Plan as a Local Plan and has full planning weight in the determination of planning applications within the AAP area.

**1.2 Planning Policy Context**
The AAP has been prepared in accordance with and is consistent with the planning policy framework as outlined below.

**1.2.1 National Planning Policy**
The AAP has been prepared and is in compliance with a range of Government planning and design policy statements and guidance documents.

**1.2.2 Regional Planning Policy - The London Plan July 2011**
The London Plan 2011 indicates Hackney Mare Street as a District Centre in the London’s Town Centre Network. District Centres should comprise 10 000 – 50 000 sqm of retail floorspace, be developed for convenience shopping to ensure access to goods and services at the local level and be of medium growth.

**1.2.3 The London Borough of Hackney Core Strategy**
The Core Strategy policies form the strategic policy basis for this document and recognise Hackney Central as the civic and cultural centre of the Borough. The AAP conforms to the Core Strategy.

**1.2.4 Other Emerging Development Plan Documents**
The AAP is also being developed in the context of other key Local Plan documents. As mentioned above, the document is being produced in parallel with the Dalston AAP, and also AAPs for other growth areas in the Borough, Hackney Wick and Manor House. The Site Allocations DPD identifies key development sites across the Borough except in the AAP area where this level of planning guidance is provided and identified as Opportunity Sites.
emerging Development Management DPD will contain more detailed planning policy guidance on a range of development issues to support the Core Strategy and replace the saved UDP policies (Appendix E lists proposals map designations superseded by the provisions of the AAP). In instances where more detailed relevant policy is being prepared or available, reference will be made in the AAP to the emerging Development Management DPD and existing or emerging Supplementary Planning Documents. In similar fashion, policies HCTC02 to HCTC18 inclusive provide this level of policy guidance applicable to the AAP. The policies of the Development Management DPD will apply where the AAP policies are silent. Appendix F lists those saved UDP policies superseded within the area of the AAP.

1.3 Hackney’s Sustainable Community Strategy
Planning Policy Statement 12 (PPS12): Local Development Frameworks states that the Local Development Framework should be a key component in the delivery of the Community Strategy.

Hackney’s Sustainable Community Strategy 2008 – 2018, was prepared and adopted by the local strategic partnership, Team Hackney.

The AAP will deliver the priorities of the Sustainable Community Strategy, as detailed in Appendix A.

1.4 The Process of AAP Production
The preparation of the AAP has been guided by the Hackney Central Steering Group, combining representatives from the Borough Council, London Development Agency, Greater London Authority and Transport for London. It has also been guided by a series of Members Advisory Groups containing Ward Members and the Cabinet Member for Regeneration and 2012 Olympic and Paralympic Games and Council officers. The document has also been driven strongly by extensive and ongoing informal and formal consultation with key stakeholders, the local community and representatives from locally-based organisations.

The AAP has been prepared in a number of stages and in accordance with Government guidance set out in PPS12 and the Communities and Local Government Plan Making Manual and the Planning Advisory Service Soundness Toolkit.

Stage 1: Phase 1 AAP Scoping and Baseline
This stage concluded with the production of the Hackney Central Masterplan Scoping Report which consists of background supporting material that provides an initial ‘evidence base’ upon which the Plan was developed.

Stage 2: Initial Alternatives and Initial Community Engagement
Four high-level preliminary strategic framework options were developed based on the key issues arising out of the Scoping Report, which considered the evidence base including the content of previous consultation feedback on previous AAP work for Hackney Central. Initial community engagement was
carried out as part of crucial further evidence-base work on what the community’s needs and aspirations were for the town centre.

Stage 3: Preparation of Consultation Draft Hackney Central Area Action Plan (Phase 1) - Masterplan
Following the assessment of initial community engagement, the most appropriate strategic framework was taken forward (when compared to the alternatives, it provided the most potential for town centre wide regeneration improvements) and the AAP (Phase 1) developed into a consultation draft document with input from stakeholders.

Stage 4: Consultation (Regulation 25)
The Draft AAP (Phase 1) underwent extensive formal public consultation (further details provided in section 1.5).

Stage 5: AAP (Phase 1)
Consultation responses were assessed following the consultation period and the AAP (Phase 1) was revised in consideration of responses where appropriate. The document was adopted by the Council in November 2009.

Stage 6: AAP
Since initial adoption in 2009, there has been on-going engagement with various community groups and stakeholders in Hackney Central which is set out in the updated consultation report. The AAP was updated to ensure conformity with the Core Strategy (as required by Planning Legislation). A retail study (update) was also commissioned which confirms the AAP’s approach to retail provision given its importance in the district town centre.

Stage 7: Publication (Regulation 27) and Representations relating to the AAP (Regulation 28)
Following endorsement from Council, the AAP and supporting documents were published in accordance with Regulation 27. Representations on the AAP were invited within a minimum 6 week period. As part of Regulation 29 the Greater London Authority (GLA) has confirmed that the AAP conforms to the London Plan (further details provided in section 1.5).

Stage 8: Submission to Secretary of State (Regulation 30)
The AAP, supporting documents and representations will be submitted to the Secretary of State and will subsequently be subject to examination with a view to pass the test of soundness and then be formally adopted by the Council as a DPD.

Sustainability Appraisal (SA)
Underpinning the approach to the development of the AAP is the process of formulating and undertaking a Sustainability Appraisal (SA) for the key stages of the project. A SA has informed the preparation of the AAP and should be read in conjunction with this document. This is available on the Council’s website at: [www.hackney.gov.uk/hackneycentral](http://www.hackney.gov.uk/hackneycentral).
The SA identified that the AAP would contribute significantly towards delivering the social, economic and environmental objectives set out in the SA framework, by:

- Supporting community and creative infrastructure/facilities;
- Improving access to community infrastructure/facilities;
- Improving the public realm and safety;
- Increase the retail and business viability of Hackney Central;
- Attract more investment into Hackney Central;
- Improve movement in and around Hackney Central; and
- Maximise energy efficiency of development, promoting sustainable urban growth in Hackney Central.

**Habitat Regulations Assessment / Appropriate Assessment**

A Habitat Regulations Assessment (HRA) has been completed. The HRA screening evaluates the AAP to confirm that there are no mechanisms for any adverse effects on European Sites. The impact of the AAP policies on the Lee Valley SPA/Ramsar site and Epping Forest Special Area of Conservation were examined. Issues of recreation pressure, reduction in air quality and water resource issues were all considered in relation to the impacts of the AAP. It was concluded that the AAP policies will be unlikely to lead to significant adverse effects on European sites and do not need to be taken forward for the next stage of Appropriate Assessment.

**Equalities Impact Assessment**

The AAP is accompanied by an Equalities Impact Assessment (EqIA) which examines what effect the AAP’s implementation has on different groups in the community to ensure there is no undue impact on any particular community groups. The Equalities Impact Assessment is also available on Council’s website.

**1.5 Consultation and Community Engagement**

The details of consultation are set out in the Consultation Report and Consultation database, available on the Council’s website at [www.hackney.gov.uk/hackneycentral](http://www.hackney.gov.uk/hackneycentral). As stated above, the AAP has underwent three stages of consultation which have informed and steered its development.

Following endorsement from Cabinet to proceed through the stages to formal adoption, the AAP and supporting documents have been published (prior to submission) and representations were invited on the AAP for a minimum 6 week period in accordance with the ‘Regulations’ and the Council’s Statement of Community Involvement. Notification of Publication was extensive including:

- Copies of the documents located in Council offices and libraries etc;
- Publication on the Council’s website and in a Borough wide newspaper; and
- Notification sent to all consultees that were engaged as part of Regulation 25 consultation, as well as those that submitted consultation responses and to all on the LDF consultation database.
A ‘Statement of Representations’ has been prepared in accordance with Regulation 30(1)(e) which provides a summary of the number of representations received and a summary of the main issues raised in the representations received during Publication in preparation for Submission. A database summarising each representation received and a response from the Council is also provided.

1.6 Structure of the AAP and how to use the document
The document is structured around 4 parts, as described below. For ease of reference, policies are highlighted in boxes throughout the document.

Part A:
Describes the Hackney Central AAP area and concisely summarises the analytical work and consultation undertaken to date, which serves as a foundation for the proposals in the AAP.

Part B:
Establishes the over-arching AAP framework and the development objectives the AAP seeks to meet through a range of town centre wide strategies and site-specific concepts. This section also sets out the core elements of the AAP in terms of a public realm strategy, land use, a building heights strategy, pedestrian and cyclist movement and access, as well as community infrastructure and sustainable development.

Part C:
Provides more detailed guidance for each of the Character Areas within the town centre. Detailed development policies are set out and illustrated on a site-by-site basis set out in the policy context of the overarching themes, objectives and policies in Part B. Developers are to refer to this section and engage with the Council early on in bringing forward development proposals for sites.

Part D:
Sets out an indicative Phasing Strategy in which timescales for the likely development and improvement of opportunity sites is indicated, and a detailed Implementation Plan setting a series of projects and tasks required to deliver the AAP. This section contains commentary on funding and delivery constraints and opportunities.
02 Characteristics and Key Issues

2.1 Characteristics
Hackney Central is Hackney’s civic and cultural hub with three fundamental influences that shape the area:

- The Town Hall, Hackney Empire Theatre, former Ocean venue and other related facilities establishing this as the civic and cultural heart of the borough;
- The intimate qualities of the Narrow Way, flanked by St John’s-at-Hackney Church and churchyard and potential of Bohemia Place, an area with a very distinctive feel; and
- The area is increasingly becoming a focus for cultural and creative activities, some transferring from Shoreditch.

Hackney Central benefits from good public transport connectivity, is in close proximity to both the City of London and the emerging Olympic-led regeneration area within the Lower Lee Valley. These benefits have stimulated interest and are bringing specific pressures to the town centre.

The strategic intention is to ensure a well-balanced offer of services and opportunities, with two complementary poles of regeneration activity at Dalston (the borough’s Major town centre) and Hackney Central, each specified to strengthen local distinctiveness and character facilitated through the production of the AAPs. Whilst both centres are focal points for shopping (Hackney Central primarily for convenience shopping and Dalston for comparison goods), too much spending power leaves the Borough. It is therefore necessary to encourage the provision of more and higher quality shopping and services to encourage local residents to shop locally.

2.2 Key Baseline Findings
This AAP has been informed by the Stage 1 Baseline Report findings and Stages 2, 4 and 6 of the community engagement and consultation process.

Hackney Central has a number of key features that set the town centre apart, making it unique not only within the Borough, but within London. The Strengths, Weaknesses, Opportunities and Threats (SWOT) have been identified through the Sustainability Appraisal and evidence base and contained within these documents. A summary of the key opportunities is provided below.

Opportunities
The positive characteristics of Hackney Central include its unique historic character, diversity of cultural and retail offer, open green spaces at St John-at-Hackney churchyard and gardens, the civic and cultural ‘hub’, and typical high street qualities of Mare Street and the Narrow Way.

These characteristics are affected, however, by several negative aspects such as the under performance of large sites in townscape terms such as the Tesco and Clapton Bus Depot sites, the congestion along the Narrow Way and traffic dominance along Mare Street, the severance caused by railway
barriers and poor connections to the east and the general low quality of the public realm.

The town centre is facing development pressure and many opportunities exist for creating a more vibrant, attractive and robust environment for living, working and shopping. A summary of the key physical constraints to emerge from the baseline assessment (Scoping Report) is provided in Figure 2.
Figure 1: Area Action Plans in Hackney Context
Figure 2: Summary of SWOT Analysis
PART B - THE AAP FRAMEWORK

03 The Vision

3.1 The Vision Overview

Part B contains the town centre-wide urban design framework and sets out over-arching design principles that underpin the proposed approach to regenerating the Hackney Central AAP area. This section also outlines AAP policies in terms of public realm, land use, building heights, movement and access and community infrastructure strategies. The vision encapsulates what the AAP aims to achieve.

“Hackney Central as a thriving and diverse town centre and civic, cultural and administrative hub for the Borough, serving the needs of its residents and offering distinctive shopping streets with a range of independent and larger shops, leisure, employment including cultural and creative industries and third sector employment and community and cultural facilities. Hackney Central will support its unique and historic public spaces; provide a variety of high quality housing types and tenures; and be an accessible place with rail and bus services, less traffic congestion and safe well-used pedestrian and cycle links.”

3.2 Objectives and Policies

The AAP vision has emerged around a set of five overarching design principles and 16 detailed town centre wide objectives. These objectives were established through early baseline consultation and SA Scoping. Policies are presented to deliver the 16 objectives and thus ensure robustness and appropriateness of this AAP.

The policies are shown in Table 1 below:

| Table 1 - Hackney Central Town Centre AAP Policies |
|---------------------------------|------------------------------------------|
| HCTC 01  | Defining the Hackney Central AAP Area |
| HCTC 02  | Promoting High Quality Urban Design and conserving the historic environment |
| HCTC 03  | Establishing Building Heights |
| HCTC 04  | Ensuring a Quality Public Realm |
| HCTC 05  | Play Space Provision |
| HCTC 06  | Creating a Vibrant, Mixed Use Town Centre – Land Use Strategy |
| HCTC 07  | Employment Provision |
| HCTC 08  | Social Infrastructure in Hackney Central |
| HCTC 09  | Town Centre Retail Strategy |
| HCTC 10  | New Housing Provision |
| HCTC 11  | User Hierarchy in Hackney Central |
Policy HCTC 01
DEFINING THE HACKNEY CENTRAL AAP AREA

1. The extent of the town centre is defined in Figure 3.

Policy HCTC 01 Supporting the definition of the town centre
The Hackney Central AAP area comprises approximately 37 hectares and is situated to the east of Dalston town centre within the London Borough of Hackney. The town centre boundary has been defined to encompass the key components of the town centre, including Mare Street, the Narrow Way, St John-at-Hackney Churchyard and Gardens, the Town Hall and adjacent civic and cultural facilities, Amhurst Road, Dalston Lane, Graham Road and part of Morning Lane leading to Homerton.

3.3 Opportunity Sites
The AAP lists a number of opportunity areas and sites that constitute the principal areas of change within the town centre. Some of these sites present opportunities for new development and others are more suited for refurbishment or other site improvements. The sites listed are not exhaustive and over the AAP period it is conceivable that further opportunities may come forward. The opportunity sites are not necessarily confined to individual areas of land ownership. In certain locations it is suggested that they are grouped to ensure comprehensive regeneration is delivered.
Figure 3: Hackney Central Area Action Plan Boundary
Due to uncertainty over specific opportunity sites (e.g. Clapton bus depot / Tesco / Hackney Central station and others), the AAP has been represented through a series of high level framework drawings that establish the design and development principles for the wider AAP area. Such an approach then allows various alternatives and more detailed scenarios to be accommodated within opportunity areas as discussions progress with key landowners / developers / investors / occupiers.

In Part C, each of the opportunity sites are addressed in the context of their respective character areas. The opportunity sites are listed in Table 2 below and shown in Figure 4.

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<th>Table 2 - Hackney Central Town Centre Opportunity Sites</th>
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Figure 4: Character Areas and Opportunity Sites
04 Promoting high quality urban design and conserving the historic environment

Objective 1: To reinforce the distinctive character and identity of the town centre
Objective 2: To promote the legibility of the town centre, ensuring it is easy to get around
Objective 3: To address severance and minimise barriers to access and movement

Policy HCTC 02
PROMOTING HIGH QUALITY URBAN DESIGN AND CONSERVING THE HISTORIC ENVIRONMENT

1. High quality urban design will be sought for all new development proposals for the town centre. Proposals will deliver high design quality by responding to the following criteria:
   a. Reinforcing local character, through an appreciation of local context in terms of: streetscape; urban grain; building type and scale, height and mass; and building material;
   b. Enhancing town centre legibility through well defined edges, networks, landmarks and views;
   c. Enhancing identified gateways and nodes to provide an appealing and inviting sense of arrival into Hackney Central as identified by Figure 5;
   d. Development proposals should seek to reinforce the gateways and nodes identified on Figure 5 by creating new local landmarks in appropriate locations and emphasising key corners to assist legibility;
   e. Development should maintain and frame the strategic and local views and view settings as indicated by Figure 5 Legibility;
   f. Enhancement, retention and creation of new local landmarks. These include:
      • The Tesco redevelopment site along Morning Lane, emphasising the new ‘Mare Street East urban quarter’;
      • The new building(s) fronting the Clapton bus depot site onto Mare Street;
      • Accents on key corners to help frame important public spaces which may comprise distinctive architectural treatment or emphasise with public art.
   g. Promotion and implementation of high quality architecturally designed active primary and secondary building frontages on principal routes and secondary streets;
   h. Address the issues of severance. New development proposals for identified opportunity sites should seek to reduce existing severance issues and support the evolution of a clear connected urban structure. This structure should ensure that:
      • All streets lead somewhere;
      • That places are connected with places;
      • That intermediary focal points are generated and supported by
activities (e.g. Hackney Central rail station and community facilities such as the Library);
  - These focal points are interlinked via high quality pedestrian routes; and are
  - Further ‘announced’ with landmarks or key corner buildings.

2. The historic fabric of the town centre in terms of the architectural, townscape, historic and landscape features will be protected and enhanced in relation to:
   a. Heritage Assets and their settings as indicated on Figure 6;
   b. Development should ensure that existing buildings and open spaces of historic or architectural merit are conserved and enhanced and that new buildings reinforce Hackney’s historic character whilst encouraging high quality design responses that achieve optimal regeneration impact.
Figure 5: Legibility
Figure 6: Heritage Assets
Policy HCTC 02 Supporting high quality urban design

4.1 Reinforcing Character and Identity
Locally distinctive character is a key contributor to the creation of successful places. Distinctiveness is achieved through reinforcing the predominant land use character within a specific area or neighbourhood and through addressing physical environmental design to support land use and local vernacular patterns.

Within mixed use areas this may be achieved through considering the Retail and Land Use Strategies to strengthen overall identity.

4.1.1 Defining areas of predominant character
The Hackney Central town centre character areas are demonstrated in Figure 4 Character Areas and Opportunity Sites. Several of these areas already function reasonably well and display consistent land use, development type and spatial patterns (e.g. Civic Heart and Kenmure Triangle). Others are less coherent and would benefit from varying levels of intervention or remodelling to reinforce a dominant character. The varying degrees of intervention to support the respective Character Areas are described in Part C.

4.2 Enhancing Town Centre Legibility
The Hackney Central AAP proposes a network of memorable places and spaces, supported by a well defined system of strategic and local views, landmarks and edges in order to enhance legibility. The key organising principles are shown in Figure 7.

4.2.1 Enhancing gateways and nodes
Four key gateways are identified on Figure 5 Legibility. The Town Hall Square gateway already works well as a meeting place of publicly-related activities and street movements however would benefit from some accessibility enhancements.

The remaining 3 key gateways should be emphasised, both in terms of public realm improvements and the design of adjacent corner buildings to create a series of points of distinction and reference for people in the overall townscape experience. Gateways and nodes should also be supported through notable architecture, including distinctive corner features on adjacent buildings. Figure 5 shows the appropriate locations for the 'key corner features or buildings to be enhanced'. These are sites where there are opportunities to support gateways and nodes through notable architecture, including distinctive corner features on adjacent buildings.

The minor nodes and gateways identified on Figure 5 Legibility are movement intersections or transitional points between areas. Although investment won’t be focused on these as a priority, they would benefit from safety and environmental enhancement should the opportunity arise.
4.2.2 Landmark buildings and structures
Within the AAP area, there are key existing architecturally distinctive, historic, cultural and civic buildings that are identified as local landmarks (see Figure 5 Legibility). The location of the Hackney Town Hall, Hackney Empire, Learning and Technology Centre and Hackney Picturehouse (formerly Ocean Music Hall) forms a particularly positive landmark contributing to townscape legibility and sense of place. This cluster of buildings forms the ‘civic and cultural quarter’ of the town centre and is supported by strategies in the AAP.

Character Area 01: Mare Street East New Urban Quarter is a new opportunity for a distinctive landmark in the town centre. See Part C – Shaping Local Character for further detail.

Existing Local landmarks:
- Hackney Empire;
- Hackney Town Hall, (including boundary wall and public conveniences);
- Learning and Technology Centre/Hackney Central Library;
- Ocean Music Hall (formerly Central library/Methodist Hall);
- Hackney Central station former ticket office;
- Old Town Hall;
- St Augustine’s Tower;
- St John-at-Hackney Church;
- Intersection of Institute Place, Dalston Lane and Amhurst Road;
- Pembury Tavern; and
- The 3 residential towers south of Morning Lane.

4.2.3 Key views
Strategic views are important to link the more southern parts of the town centre to the church setting in the St John-at-Hackney Character Area. At the local level view settings are identified where important buildings (i.e. the view termination or buildings enclosing a defined space) are located in public open space and thus contribute to a sense of place rather than a more simple view termination. Development should respect the strategic and local views and view settings as indicated by Figure 5 Legibility.

4.2.4 Building frontages
The sense of safety and security, and the vibrancy of an area is influenced by the degree of activity (both real and perceived) that takes place at street level. Figure 5 indicates how the AAP will address building frontages onto streets and public open spaces. New frontage, existing frontage and weak frontage in need of improvement are all defined. Figure 5 also shows the hierarchy of building and street frontage for the AAP which should be reflected in any future site proposals.

Primary building frontage:
Describes the principal public realm structure and is defined by high quality and/or architecturally distinctive buildings that create a positive relationship to the adjacent street and open space network. A high level of public realm investment is envisaged to realise the Public Realm Strategy.
**Secondary building frontage:**
Defines the public realm network of lower order routes and spaces that include a strong public/private realm interface with some ‘active’ street edges.

**Intermittent frontage:**
Describes frontage that provides natural surveillance to streets and spaces but the type of location (e.g. railway arches, ‘back street’ areas, minor pedestrian routes etc.) would not justify similar public realm investment as other more important routes and spaces.

4.3 **Addressing Severance**
Severance is to be addressed across the AAP area with a particular focus on:
- Railway infrastructure which is often impermeable at ground level for movement;
- The congested major road network, particularly bus congestion on the Narrow Way;
- Large building blocks that obstruct movement; and
- Threatening and unsafe locations with lack of visual connection that inhibit pedestrian/cycle access.

The AAP seeks to address each of these types of severance through the Urban Design Framework (Figure 7).

4.4 **Heritage and Conservation**
Hackney Central has a rich historic environment which has intrinsic heritage value and makes a considerable contribution to the area’s local character and distinctiveness. In reflection of this there are three Conservation Areas within the AAP Area; Mare Street, Town Hall Square and Clapton Square. The town centre is also defined by significant historic landmarks such as St John-at-Hackney, St Augustine’s Tower and the Old Town Hall. It is important that new development conserves Heritage Assets by respecting and enhancing their historic significance, being accommodated into the town centre’s historic urban fabric in a sensitive way and making a positive contribution to the overall townscape whilst stimulating regeneration.

The improvement and protection of Heritage Assets, including listed buildings, conservation areas and buildings of heritage and architectural merit and their settings will also be sought through a combination of the benefits realised by the development of ‘opportunity sites’; targeted public realm improvement projects; proactive work with land and property owners; and seeking of grant funding. To ensure that development proposals are informed by a sound appreciation of the town centre’s distinct characteristics; conservation area appraisals, including the consideration of the impact of the development proposals on existing Heritage Assets, are required to establish a robust design response for the conservation and enhancement of Heritage Assets.

all provide written appraisals of the relevant area’s character and appearance and will help to inform any development proposals that come forward.
4.5 Promoting high quality urban design

Objective 4: To carefully locate taller buildings such that they support town wide character, legibility and stimulate economic growth and investment.

Policy HCTC 03
ESTABLISHING BUILDING HEIGHTS

1. Development proposals are to adhere to the building heights parameters (Figure 8) and should seek to:
   a. Respect the context of the surrounding townscape with regard to:
      - The height, scale and mass of nearby buildings;
      - Solar access/overshadowing to new and existing streets, spaces and buildings; and,
      - Heritage Assets and Character Sensitive Areas.
   b. Developers proposing schemes within the safeguarded area should engage with Cross London Rail Link at an early stage to ascertain any limitations.
   c. Execute a sensitive approach to building heights, façade design and scale along Morning Lane to support the characteristics of a high street;
   d. Accommodate generous floor to ceiling heights at lower ground levels to allow for and facilitate flexible space in terms of use.

2. Very tall buildings will not be appropriate. Tall buildings* may be considered on appropriate sites where they serve a meaningful townscape function as identified in section 4.5, subject to:
   - adequately addressing the eleven codes of the Hackney Tall Buildings Strategy referred to in section 4.6.2; and
   - the design-related criteria contained in the London Plan and Hackney Core Strategy; and
   - the emerging Development Management DPD and Sustainable Development Standards SPD.

Buildings higher than this, by exception, may only be considered appropriate where it is satisfactorily demonstrated that, in addition to satisfying the eleven codes of the Hackney Tall Buildings Strategy, additional height is required by way of robust viability testing, to bring additional significant regeneration benefits as well as achieving excellence in design of an exemplar building that positively enhances the town centre.

* Tall buildings are defined in the Hackney Tall Buildings Strategy as between 10-15 storeys.
Policy HCTC 03 Supporting establishing building heights

4.6 Building Heights Strategy
The AAP area includes high quality conservation areas, Heritage Assets and their settings, and areas of important townscape character which limit its potential for taller buildings. As such, any application for a taller building or taller elements needs to enhance and better reveal the significance of surrounding Heritage Assets.

The Building Heights Strategy reflects the area’s existing character, and identifies the location where taller parts of new buildings could be located, away from sensitive areas such as conservation areas and historic street frontages and which can positively enhance the townscape. Figure 8 illustrates the Building Heights Strategy.

4.6.1 Townscape influences on building height
As identified in Figure 8, there are 6 ‘character sensitive areas’ where building height needs to be strongly influenced by the character, scale and prevailing height of existing buildings. These comprise:

1. **Mare Street / the Narrow Way**: New development should respect the character, grain, vertical rhythm and existing prevailing scale of Mare Street/the Narrow Way.

2. **St John-at-Hackney Churchyard and Gardens**: Any redevelopment to the edges of the gardens would need to avoid conflicts and dominance in scale over the setting of the churchyard and gardens and be no greater than 3 storeys with 4 storey taller elements.

3. **Kenmure Triangle**: The scale and elevational treatment of any future development facing onto the Kenmure Triangle needs to be sympathetic to the consistent 2.5 - 3 storey terraced and paired-villa style period development. Buildings along Dalston Lane and Amhurst Road in particular will be required to re-establish a consistent building line. A 4-5 storey building height is proposed, punctuated by taller building elements at the Amhurst Road/Dalston Lane junction.

4. **Clapton Square**: Any future development around this square and to the north eastern edges of the AAP area needs to respect the scale of existing residential development lining the north and west of the square.

5. **Martello Street**: An area of intimate lanes interspersed with traditional and modern low-mid rise buildings where new development should respect the scale of existing buildings.

6. **Graham Road**: Where existing 3 storey terraced development creates a strong consistent streetscape. New development should respect the scale of existing buildings with opportunities for taller buildings at key corners.
Within this context, the potential for new or improved key, high quality corner buildings has been identified within some of the opportunity sites. In these locations, it is proposed that buildings should accentuate these prominent locations in a way that enhances the overall townscape and legibility whilst respecting the existing scale, historic significance and character of their setting, particularly Heritage Assets including conservation areas. These sites comprise:

- Sites A1, A2, A3, A4 and A7 along Morning Lane;
- Site A5: Clapton bus depot new frontage to the Narrow Way;
- Site B2: Hackney Central station old ticket office (reinstating); and
- Site D1: 3-17 Lower Clapton Road.

For more detail on the historic character and context of each area also refer to the Conservation Area Appraisals of Clapton Square, Town Hall Square and Mare Street.

### 4.6.2 Taller building considerations

Regional planning policy requires that development proposals achieve the optimum intensity of use compatible with local context, design principles and public transport capacity (London Plan Policies 3.4 and 2.13).

Hackney Tall Buildings Strategy indicates Hackney Central as a ‘Tall Buildings Opportunity Area’ and this designation is identified in the Core Strategy which was recently formally adopted in November 2010. Tall buildings are defined as ‘buildings or structures that are significantly taller than surrounding development’. This AAP refines this designation by identifying local constraints and opportunities that will inform the scale and massing of new buildings.

The Hackney Tall Buildings Strategy advises: “To determine if a building is significantly taller applicants are required to provide an assessment of the mean height of development for 100 metres in each direction of the proposed footprint and set this against the height of the proposal. Proposals that are 20% taller than the mean height of their context are ‘significantly taller’”. The presence of high quality conservation areas and areas of important townscape character limit Hackney Central’s potential for taller buildings. This increases the importance of carefully investigating the impacts that tall buildings would have on the area. The Strategy defines a ‘tall building’ as within the 10-15 storeys range.

Factors influencing scheme viability, such as the downturn in the property market, and the wider regeneration benefits of development, such as infrastructure provision, need to be considered in considering development proposals. The AAP recognises these factors and that there is potential for high density development with taller buildings located in the appropriate locations and designed to a high standard.

The AAP directs potential development of taller buildings to the most appropriate locations of the town centre as part of a holistic approach to
building heights. Taller buildings in these identified locations may be appropriate subject to adhering to and addressing the eleven codes for determining the acceptability of tall building proposals as set out in the Tall Building Strategy, to the satisfaction of the Council.

The Tall Buildings Strategy puts forward the following eleven codes for determining the acceptability of tall building proposals:

1. Design quality;
2. Visual impact;
3. Sustainability and environment;
4. Conservation areas;
5. Transport accessibility;
6. Public infrastructure and facilities;
7. Open space;
8. Access;
9. Land use and density;
10. Response and urban setting; and
11. Materials and maintenance.

At the strategic level, the key influences on the suggested appropriate locations for taller buildings in Hackney Central include:

- **Townscape and environment**: embraces visual impact, sustainability and environment and existing urban setting considerations;
- **Conservation and heritage**: response to Heritage Assets and their settings including conservation areas and listed structures;
- **Public transport availability and capacity**: Hackney Central has a high ‘Public Transport Accessibility Level’ (PTAL) of between 5 and 6, which is set to further improve with the implementation of public transport proposals identified in the Implementation Plan. Planning policy requires high density development that optimises this public transport accessibility;
- **Engineering constraints and ground conditions**: The location of tall buildings is limited by the Chelsea-Hackney line safeguarded route which will have an impact on all development proposed along its route. The safeguarded land is likely to affect the height and nature of any proposed development within this area, such as the type of foundations proposed and the loading capacity. The proposed location and depth of tunnels will influence these factors.

### 4.6.3 Suitable locations for taller buildings

Very tall buildings, as defined in the Hackney Tall Buildings Strategy, are not considered appropriate for Hackney Central and should be confined to the Shoreditch/City Fringe areas.

Figure 8 identifies two locations that are considered more appropriate for taller building elements within Hackney Central. Each of these sites offers a strategically important opportunity to help drive the regeneration programme forward and is considered in-principle to provide the opportunity to accommodate sensitively and well designed taller building elements (subject
to satisfying each of the eleven criteria in Section 4.6.2) in such a way as to enhance Hackney Central’s townscape whilst respecting the integrity of existing street frontages with conservation merit. These locations comprise:

1. Site A1: Tesco east, Morning Lane north side (see Figure 4). Running between Morning Lane and the railway. Provision for a mixed used retail/residential development. Taller building elements would be considered away from the street frontage and to the eastern part of the site. This allows for a predominantly 4-8 storey development along Morning Lane and alignment of the three 17 storey residential towers across the Trelawney Estate to establish a structure that may be continued with taller building elements. Building heights should step down towards Mare Street, the Conservation Areas and be moderated to 4 storeys along the northern edge adjacent to the railway viaduct and overlooking of St John-at-Hackney churchyard and gardens. Any proposals for this site which trigger the ‘eleven code assessment’ as outlined in Section 4.6.2 will need to positively address the historic context of the area; and

2. Site E1: Florfield Road Depot, Maurice Bishop House and 13 Reading Lane (see Figure 4). A taller building element may be appropriate adjacent to the railway line subject to the eleven codes identified in the Tall Buildings Strategy and positively addressing the historic significance of the Town Hall and surrounding heritage assets.
05 Enhancing the public realm

Objective 5: To deliver a high quality and accessible public realm across the town centre through a range of well designed public open spaces, street-based environmental upgrades and mutually supportive building projects.

Objective 6: To support enhanced landscape design for key areas, particularly St John-at-Hackney Churchyard and Gardens, the Old Town Hall and Town Hall Square.

Policy HCTC 04
ENSURING A QUALITY PUBLIC REALM

1. Development should achieve and contribute to the creation/enhancement of four key public open spaces (POS) in the specified locations identified in Figure 9.
2. All new town centre development must support the public realm by contributing high quality design that includes active frontages and quality architectural design. Development should adhere to the following principles:
   a. Create a sequence of new or enhanced high quality public open spaces that incorporate environmentally sustainable methods of design. These spaces should accommodate a range of functions and activities to cater and appeal to the varied population of Hackney Central, including developing and/or enhancing three principal public spaces and a new link space and local green space as follows:
      • An enhanced Town Hall Square;
      • An enhanced green space at St John-at-Hackney Churchyard and Gardens;
      • A new town square at the junction of the Narrow Way/Amhurst Road around the Old Town Hall;
      • A new open green space within Pembury Circus redevelopment; and,
      • A new pedestrian ‘link’ space on the Tesco Site between Morning Lane and Mare Street will also be created.
   b. Reinforce a clear street hierarchy by implementing a cohesive approach to streetscape design with principal routes and spaces receiving a focus of investment and unique bold design - secondary routes to be designed to reflect their more intimate smaller street character;
   c. Support and strengthen Hackney Central’s distinct character, making it a memorable place to visit and that is easy to move around;
   d. Enhance the appearance, vitality and quality of streets and spaces;
   e. Provide a network of multi-functional attractive places for people to sit, relax and enjoy;
   f. Provide a positive physical sense of arrival into the town centre at key
locations and emphasise key nodes through quality surface redesign and improved pedestrian crossings (see Chapter 5);

**g.** Utilise suitable, durable, quality materials, with special attention to details, the mobility impaired and maintenance;

**h.** Promote active building frontages that contribute to the public realm visually and functionally by:
- Designing building frontages that face onto the public realm;
- Placing private space primarily behind buildings within courtyards or next to the private space of adjacent neighbours;
- Minimising fencing and boundary walls adjacent to streets or public spaces;
- Arranging new development so that they make a clear distinction between public and private spaces; and
- Encouraging active ground floor uses particularly along primary and priority routes and spaces.

**i.** Design proposals for new public spaces should aim to enhance local biodiversity and have a strong environmental component. This can be achieved by the incorporation of sustainable urban drainage systems, appropriate planting, accessible green roofs, permeable paving, swales, rainwater gardens and attenuation ponds, and the installation of artificial nesting and roosting sites;

**j.** Ensure public open spaces and streets are not further overshadowed by inappropriate or out-of-scale building forms.

**k.** Incorporate a wide range of play spaces, see Policy HCTC 05 Playable Spaces.

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**Policy HCTC 04 Supporting a quality public realm**

**5.1 The Need for Improvement**

Hackney Central contains a number of public spaces and key streets, however these are poorly inter-connected and the quality of these streets and spaces is variable. The range of public space is also limited, with few play areas or places to sit and relax and pedestrians are often marginalised by traffic dominated streets and narrow pavements.

Some 12.24ha of Hackney Central are deficient in pedestrian access to a public park (ie outside of a 400m catchment area to public parks). To address this issue the AAP proposes a series of enhanced landscape play spaces within existing open spaces in the town centre.

**5.2 The Overall Approach**

The Public Realm Strategy establishes a clear hierarchy of streets and spaces across Hackney Central’s town centre and proposes to ‘knit together’ and reinforce their role by directing efforts and resources towards key town centre locations and routes.
5.2.1 Public Open Spaces
The Public Realm Strategy aims to create or improve four public open spaces, each with a distinct but complementary function. It is important that these spaces are linked in with the primary routes and that high levels of pedestrian accessibility are encouraged between the public spaces so they do not become isolated or underutilised. For further detail on the historic status and context of these spaces also refer to the Clapton Square, Town Hall Square and Mare Street Conservation Area Appraisals.

POS 1 Town Hall Square
The existing Town Hall Square will continue to be maintained as the civic and cultural quarter, although a review of the existing area would look to deliver enhancements in the existing space, including the surrounding roads such as Wilton Way and Reading Lane, as well as access arrangements to examine the potential for enlarging the existing public space, provide for a broader range of social uses and prioritise pedestrians. It is important that such enhancements conserve its historic significance.

POS 2 St John-at-Hackney Churchyard and Gardens
This established green space will be retained with its existing tranquil character, providing a respectful setting to the church and its historic location, with retention of existing mature trees. It would continue to be the principal focus as the major recreational space for Hackney Central, providing a range of types of spaces, including the current grassed gardens for informal relaxation, to equipped play spaces for children and a place for events such as markets or outdoor theatre. Interventions should consolidate this area through a new high quality landscape scheme focusing on high quality materials and installation and better links between spaces.

POS 3 New Town Square
The existing space immediately south of the Old Town Hall (fronting onto the Narrow Way) will become an exciting new town square situated at the critical intersection of the Narrow Way / Amhurst Road / Mare Street. This will establish the significance of this central location as the nexus of the town centre and will be treated with a combination of hard and soft landscaping, public art and imaginative lighting in the square and will ensure that it continues to be a notable space at night. Environmental improvements in this area should be continued along Bohemia Place in conjunction with the redevelopment of Opportunity Sites A4 and A5 and POS 4 to help draw footfall to the eastern part of the site.

POS 4 Link space
A new pedestrian link through the Tesco site (opportunity sites A1 and A2) between Morning Lane and Mare Street north of the railway arches. This route should provide for a variable width that would allow spaces for outdoor seating for cafes, displays by retailers or kiosks/stalls, as well places for people to linger and enjoy. Safety at night will be a key concern and therefore overlooking from adjacent buildings and appropriate lighting must be considered.
5.2.2 Key gateways

Important points of arrival/gateways should be emphasised as follows:

1. Hackney Central Station Gateway:
   • Mark this area as a major location and focal point through landmark design treatment;
   • Providing exciting landscape treatment to emphasise this location as a hub and key organising space within the town centre;
   • Treatment of railway over-bridge to highlight it as a landmark in its own right;
   • New/improved pedestrian crossing arrangements;
   • Refurbish the ticket office; and
   • Extend the public realm treatment south to junction with Graham Road.

2. North-western Gateway:
   • Mark the intersection of Pembury Road/Dalston Lane/Amhurst Road as a gateway into the town centre. Ensure any future proposals for the south west corner of the Pembury Estate support the gateway role;
   • Enhance the setting of the two existing significant buildings at this location;
   • Provide exciting, high quality landscape improvements; and
   • Recognise the importance of pedestrian movement through enhanced crossing facilities.

3. Town Hall Square Gateway
   • Minor restoration of existing features and incorporating existing trees;
   • Extending the treatment of the public realm into Mare Street to emphasise the gateway function, to address the dominance of traffic and support pedestrian crossing movement; and
   • Enlarge the size of the square through shared surface treatment to the northern and southern bound routes prioritising pedestrian movement.

4. Northern Narrow Way Gateway
   • Reinforce this junction as a key gateway into the town centre from the north;
   • Ensure redevelopment of opportunity site D1 supports the gateway enhancement; and
   • Re-work the highways configuration and streetscape design to create an uncluttered, coherent space that is pedestrian focused.

5.2.3 A clear street hierarchy

Primary Routes
High quality landscape treatment of the public realm should be directed towards the primary routes comprising Mare Street and the Narrow Way. It is important that any proposals along this route or proposals that would be visible from Mare Street are fully co-ordinated and distinctive to create a clear
sense of place for the town centre, linking the gateways, via the primary routes to the centre.

The Narrow Way forms the northern extension to Mare Street but serves a different function. It nevertheless is part of the primary High Street spine and performs an important retail role and should receive the same focus of investment. Specific treatment to the Narrow Way will differ from Mare Street, with the intention of creating an intimate, pedestrian focused, quality retail street scene. This is further explored in Character Area 03 (Part C).

**Key Connecting (Secondary) Routes**
These principally comprise Amhurst Road, Morning Lane and Graham Road and act as important connecting roads to Mare Street, having a significant transport function. They share some parallels with the High Street spine, in terms of the breadth of road space, catering for significant amounts of traffic and containing elements of retail, albeit of a more peripheral nature.

These streets should be approached in a similar way to the High Street spine, with a co-ordinated treatment of the public realm, although the degree of intervention will be less significant than that of the primary High Street Spine route. Interventions on secondary routes will focus on minor nodes/crossings or where particular locations require a greater level of attention.

**New Pedestrian Priority Route (through the Tesco site)**
New pedestrian routes are proposed through the AAP area linking Paragon Road to the Narrow Way through the railway arches. This would provide a high quality environment for pedestrian movement and an alternative to the noise and bustle of Mare Street (see POS 4 Link Space).

5.3 Playable Spaces

**Objective 7: Provide increased provision of children’s play facilities to address the current lack of play spaces for all age groups.**

**Policy HCTC 05**

**PLAY SPACE PROVISION**

1. Future development shall reflect the need for and contribute towards the provision of new and enhanced children’s play facilities in the town centre. Proposed playable spaces are distributed throughout the area and interlinked via safe and attractive pedestrian routes. Play space proposals include:
   a. Doorstep Playable Space (DPS) specifically intended for the under 5’s;
   b. Local Playable Space (LPS) for children aged up to 11;
   c. Neighbourhood Playable Space; and
   d. Youth Space.

2. Possible provision of a Doorstep Playable Space within the Town Hall car park:
   a. Redevelopment of the under used Town Hall car park to potentially
accommodate a new space including a new DPS space.
3. Maintaining the existing recently completed Playable space at Clapton Square.
4. Provide an informal Doorstep space to the eastern end of the current Clapton bus depot and incorporate into landscape proposals as part of any redevelopment of the bus depot.
5. Provide a new playable space on the grassed area on Morning Lane that:
   a. Encourages ‘natural surveillance’ from adjacent buildings;
   b. Facilitates protection from traffic; and
   c. Accommodates a Doorstep space within its own landscape setting.
6. Proposals for new development should investigate opportunities for informal play areas to be provided where opportunities arise, including:
   a. Through innovative landscape design treatment of open areas and spaces; and
   b. Potentially incorporate into roof gardens and space in proposals for the Tesco opportunity sites.
7. Provide a wide range of play space types to be included at St John-at-Hackney churchyard and gardens.
8. Landscape improvements elsewhere within the town centre will present additional opportunities for incorporating features of interest to children and their carers. Studies of children’s play have emphasised the appeal and use of unofficial play areas in addition to planned children’s play areas. Roof gardens should also be considered in this regard.

Policy HCTC 05 Supporting play space provision

5.4 Establishing the Accessibility, Range and Location of Play Facilities
Figure 9 illustrates how the various proposed playable spaces are to be distributed throughout the town centre. The AAP focuses on the need to adapt existing spaces to provide suitable playable space in order to cater for the future child population that would live in the area following the introduction of additional residential accommodation.

5.5 Types of Play and Recreation Spaces
The Hackney Play Strategy 2007-12 has been prepared by the Learning Trust and seeks to build on previous successes as well as address gaps and shortfalls in the promotion and provision of quality play opportunities for all children. It also aims to ensure that play is an integral part of strategies and developments which impact on children’s ability and opportunity to play in Hackney. This AAP has therefore sought to have regard to the objectives of the strategy.

This AAP proposes a typology of play spaces based upon the multifunctional concept of ‘playable space’ rather than play spaces and defines a hierarchy of play provision:

- **Doorstep playable space**: a place where children under 5 can play;
- **Local playable space**: a place where children aged up to 11 can play;
• **Neighbourhood playable space**: a more extensive place where children aged up to 11 can play, and where there are some facilities for young people over 11;

• **Youth space**: a place where young people aged 12 and above can meet and take part in informal sport-based activities (including ‘extreme sports’ such as skateboarding) and other informal recreation.
06  Ensuring a functional town centre for living, working and shopping

Objective 8: To ensure land uses are well integrated and incorporate mixed use models generating active ground floors.

Policy HCTC 06  CREATING A VIBRANT, MIXED USE TOWN CENTRE – LAND USE STRATEGY

1. Development proposals should support and enhance the quality and diversity of Hackney Central town centre and mixed use character for a range of retail, business, leisure, residential, hotel and community facilities along with an improved public realm. Figure 10 designates a balanced approach to general land uses (indicating the dominant use) to strengthen town centre vibrancy, linked to the Character Area and Site Specific Policies in Part C.

Policy HCTC 06  Supporting the creation of a vibrant, mixed use town centre

6.1 Land Use Strategy Overview

The Land Use Strategy for Hackney Central focuses on reinforcing the town centre’s civic functions allied with emerging third sector, cultural and creative industries, leisure and recreation uses.

The Strategy envisages a mix and distribution of uses that reflect and support the multifunctional role that the town centre performs; notably, as a retail, cultural, creative and civic hub, an important public transport node and as a place where people also live and work. The Land Use Strategy seeks to maintain and strengthen existing positive uses, and introduce new uses that complement the role of the town centre in areas that are currently underperforming.

In some cases, and where appropriate, existing uses might be re-provided, though usually at a greater degree of intensity in order to make more efficient use of land and maximise the potential of the town centre. New residential floorspace within the town centre is supported. Office/employment uses are predominantly proposed for the Hackney Yards (opportunity site E1) with smaller pockets potentially in the rail arches and in the St Johns area. Employment floorspace should be flexible to provide for a range of Small and Medium Enterprises and the digital economy.

The Mare Street spine will continue to support predominantly retail with a mix of leisure and community facilities at the ground floor and residential or employment above. An evening economy including pre-theatre dining culture
is to be encouraged around the civic and cultural quarter (see Figure 10) and towards the Narrow Way to support existing civic/cultural/entertainment uses. The Narrow Way will continue to support a predominantly retail environment with a mix of independents and some multiples. Environmental enhancements to Bohemia Place will support the transition of the rail arches to provide a predominantly retail environment with potential for some space for priority sectors (defined in Policy HCTC 07).

The Strategy supports and encourages both the creative employment uses in Clarence Mews and the cluster of community facilities with residential around St John-at-Hackney Church and Churchyard. Site development within this area will therefore be required to provide B1 workspace and/or alternative employment space that will directly support the priority sectors.

**Policy HCTC 07**

**EMPLOYMENT PROVISION**

1. The AAP specifically provides for mixed use commercial employment space in Character Area 06 at Reading Lane (see HCTC 24). The Council will support the development of B1 workspace and/or alternative employment space that will directly support the following priority sectors:
   a. Cultural and creative industries;
   b. ICT, design and interactive media technologies;
   c. Finance and business services;
   d. Third sector/voluntary industries;
   e. Public services, including government, education, health and social care; and
   f. Transport.

2. Employment that provides mixed accommodation for a range of business types and across business lifecycles will be supported subject to design. Proposals that provide: flexible serviced office accommodation; own front door type offices; larger multi-let floor space; and potentially accommodation for HQ type space will be encouraged subject to design.

3. Where workspace is provided this will support Small and Medium-sized Enterprises (SMEs) through development unit sizes of 50-250sq.m. including space for cultural and creative industries, the third sector and the digital economy.

4. The refurbishment of railway arches and existing employment floorspace to provide for priority sectors is also encouraged (with the exception of Bohemia Place where a predominantly retail environment is envisaged).
Policy HCTC 07 Supporting employment provision

6.2 Employment Provision
There is an increasing shift of cultural and creative industries north from Shoreditch and support for these industries is outlined in both the Hackney Cultural and Hackney Community Strategies.

The AAP (Figure 10) provides for new employment space in various locations across the AAP area as part of a mix of uses on a number of the identified opportunity sites (principally located at the Florfield Road depot site and through refurbishment of railway arches and existing employment floorspace).

Where employment uses are indicated, preferred development is for B1 use classes and/or non B use classes which directly support the priority sectors. It is expected that on these opportunity sites, employment uses will be accommodated on the ground and first floors with suitable uses including C3, D1 and D2 above. Areas suitable for mixed business and commercial uses are identified on Figure 10 and also include the refurbishment of existing employment floorspace. This AAP promotes other proposals to support creative and cultural and third sector uses including:

1. Part of enhancements to Bohemia Place (see Character Area 01) and refurbishment of railway arches where retail would be the predominant use interspersed with priority sectors;
2. A hub for cultural and creative industries could emerge around a redeveloped bus depot site that includes workspace suitable for priority sectors (see Character Area 01); and
3. Supporting the existing established creative sector in Clarence Road and Clarence Mews (see Character Area 09).
Figure 10 – Land Use Strategy
Policy HCTC 08
SOCIAL INFRASTRUCTURE IN HACKNEY CENTRAL

1. All new development must have regard for the need for additional social infrastructure provision to support population growth, specifically:
   a. The AAP will support Hackney’s Cultural Strategy through:
      • Enhancing the Town Hall square and setting;
      • Broadening the local retail offer;
      • Improving streets as settings for wide ranging activities;
      • Ensuring access and integration of existing cultural facilities; and
      • Providing new development opportunities that include the potential for cultural uses.
   b. The adequacy of existing primary school provision in relation to the projected child yield generated from new residential development in the area must be considered.
   c. Subject to historic environment impacts, St John-at-Hackney Churchyard and Gardens should become a focus for community activities and events such as:
      • Opening the southern part of the church as a community cafe, with outside seating space; and,
      • Utilising some of the larger open spaces for multifunctional activities and events such as markets or outdoor theatre.

2. Council will seek to work with local community organisations in the provision of youth facilities.
3. Council will seek to work with the Primary Care Trust (PCT) (or replacement organisation) in the provision of healthcare facilities.
4. Council will seek to work with the Metropolitan Police Authority in the provision of policing facilities.
5. New development in Hackney Central will acknowledge and contribute to the varied cultural and creative character of the town centre through:
   • New cultural and theatre/performance/entertainment venues and facilities will be encouraged where they further contribute to Hackney Central’s emerging creative and cultural identity.
Figure 11 – Community Strategy
Policy HCTC 08 Supporting social infrastructure in Hackney Central

6.3 Social Infrastructure
A range of public and private community facilities already exist in the area, however with the potential development of new homes, the AAP recognises the need to increase the provision of high quality flexible social infrastructure to accommodate the anticipated scale of residential growth as well as the growing community and voluntary sector (Figure 11). The Core Strategy outlines the key social infrastructure developments for Hackney Central and the surrounding area that will be reviewed and updated regularly.

Educational Facilities
These facilities such as Homerton College of Technology and Hackney Free and Parochial secondary school are either on the boundary or outside the AAP area. The Council will work with the Learning Trust to monitor development in relation to schools and facilities, although it is not envisaged that any facilities will be provided or expanded within the area at this time.

Healthcare Facilities
The Primary Care Trust (PCT) (at the time of writing) strategy for the development of primary care centres is aligned with Hackney’s emerging Core Strategy that focuses on the defined town centres including Hackney Mare Street.

The closest hospital to Hackney Central is the Homerton University Hospital, located east and outside of the AAP area. However, the PCT does not identify any new requirement for Hackney Mare Street or the AAP area.

Policing Facilities
The Council will continue to work with the Metropolitan Police Authority to identify need for police facilities and support the provision of facilities where required.

St John-at-Hackney Churchyard and Gardens
The Church is a focus for community activities and initiatives and is looking for ways to make the church building and grounds more accessible and usable for the community. The AAP proposes the creation of a new multi functional space to the north of the church building and enhanced play and café facilities south of the church which will be of benefit to all age groups.

Public Services
It is anticipated that public toilet facilities will be retained/re-provided within the town centre. The AAP proposes that existing facilities near the Old Town Hall will be re-provided within the remodelled retail area to the western end of the Clapton Bus Depot.

Youth Facilities
The AAP Public Realm Strategy includes a range of play facilities to suit children of different ages. As part of this strategy it is suggested that a facility could be provided within St John’s churchyard gardens. Further youth
services / social clubs should be considered as part of the AAP led regeneration process to ensure that there is adequate provision of social or leisure facilities specifically geared to teenagers.

**Cultural Facilities**

Hackney Central’s core activities are based on civic functions, local employment and increasing cultural/creative uses.

Hackney Central's distinct cultural identity is primarily influenced by its diverse ethnic mix and particular areas such as the civic and cultural quarter around the Town Hall/ Library/Technology and Learning Centre, the Hackney Empire and former Ocean venue. Mare Street is currently the centre of cultural activity with potential for expansion, for example to opportunity site D1 at the northern end of the Narrow Way.
6.4 Retail Strategy

Objective 9: To identify and promote retail opportunities within the town centre that will support a vibrant and diversified retail offer.

Policy HCTC 09
TOWN CENTRE RETAIL STRATEGY

1. Retail use will be focused in the primary shopping area and frontages set out in the Retail Strategy (Figure 12). Development proposals should take into account this Strategy.

2. The primary shopping area and frontages will continue to contain predominantly retail (A1) of above 50% (as a proportion of total units) and the use of these premises will be managed to ensure lively, active and attractive ground floor uses are created. New shop fronts will be designed to a high standard and poor quality existing shop fronts will be enhanced, considering:
   a. their immediate street context and adjacent or parent building;
   b. the quality, type and robustness of materials and finishes; and
   c. the level and means of illumination.

3. In secondary shopping frontages a variety of use classes including A1 (shops), A2 (financial and professional services), and A3 (restaurants and cafes) will be supported at ground floor providing proposals do not result in a concentration of non-retail uses (more than two-thirds of the total number of units measured across the AAP secondary frontages).

4. It is envisaged the Bohemia Place railway arches will be refurbished to contain predominantly retail with potential for priority sectors.

5. For floorspace above ground floor level, development will be favourably considered for the change of use to residential, offices and other appropriate services or community uses, which extend the activity period of the area, encourage natural surveillance and maintain or enhance the character and vitality of the area.

7. Developers are encouraged to work with the Council in formulating large retail led development proposals in the town centre and retail should be largely accommodated as follows:
   a. On a redeveloped Tesco site (A1); and
   b. Within the primary shopping area (Figure 12). Large retail developments should incorporate smaller ‘independent’ shop units where possible.

8. Included within the total new retail is:
   a. Enhanced ‘High Street’ retail along Mare Street and the Narrow Way;
   b. Large format anchor stores on a redeveloped Tesco site (over two storeys);
   c. Market-related specialist / boutique / independent retail at Bohemia Place utilising improved railway arches; and
   d. Enhanced leisure / evening economy.

9. The creation of active frontages must be a key element of all new development along Mare Street and excessive amalgamation of existing units will be resisted.

10. A3 and A4 uses as part of the enhancement of the Retail Strategy and
evening economy are appropriate in certain locations identified in the character areas and site specific policies, subject to the assessment of the potential impact of those uses on other uses and mitigation measure being in place to counter any adverse impacts.

Policy HCTC 09 Supporting the town centre retail strategy

6.5 Retail Strategy Overview
The Retail Strategy seeks to strengthen the town centre retail offer to provide a distinctive, attractive and unique experience. A mix of national multiples, an enhanced range of independent retailers and other service providers will be provided within an improved environment that benefits all town centre users.

Apart from, for example, Marks & Spencer and Tesco, the majority of the shops are small independent retailers and this variety and range of shops creates both interest and distinctiveness for Hackney Central. However, the limited range of national retailers and suitably large units means that many shoppers go elsewhere for their comparison shopping needs. There are few suitable sites for significant additional retail space and strong competition from larger town centres together with emerging centres such as Stratford City, makes competing directly with these locations very difficult. It is anticipated that a substantial amount of additional ‘anchor’ retail floorspace could potentially be accommodated on the Tesco site.

6.6 Opportunities for Improvement
A number of opportunities exist to improve the retail offer in Hackney Central. A balanced approach is required to strengthen viability without undermining the existing retailers. As a primarily convenience shopping location, the delivery of mixed-use development on the identified opportunity sites in the area combined with the increased catchment and footfall arising from the proposed new retail offer is important to raise the profile, attractiveness and viability of Hackney Mare Street to operators. The overall enhancement of the quality of the town centre environment is also important in creating an attractive place that people will enjoy visiting. Enhancement of the local retail environment should take the following approach:

6.6.1 Strengthening the Shopping Circuit and Primary Shopping Area
By re-developing the Tesco site (and/or potentially the bus depot site) a stronger shopping circuit would be created that would establish routes linking disparate parts of the town centre.

In conjunction with the re-development of the Tesco site, new pedestrian routes are envisaged through the Tesco site between Morning Lane and the Narrow Way between Bohemia Place and the Tesco site (by opening a railway arch). These would provide a more convenient and desirable route for pedestrians and provide a connection to an enhanced Bohemia Place, refurbished railway arches, the retail on the Narrow Way and the refurbished Hackney Central Station.
Figure 12 – Retail Strategy
Opportunity site D1 on Lower Clapton Road at the top of the Narrow Way, offers some potential to be redeveloped as an anchor use to maximise its position at the top of this retail street and act as a draw to encourage pedestrian movement up the Narrow Way. Such a use could incorporate larger retail units and appropriate leisure uses such as cafes and restaurants.

The Primary Shopping Area centres around the proposed shopping circuit and it is anticipated the existing high street retail character of Mare Street and the Narrow Way would be retained and improved, with its mix of retail and business uses, local and national retailers, although the quality of the environment could be improved to enhance this area for visitors and retailers.

In some circumstances, the typically smaller shop units of the Narrow Way have the potential to be amalgamated to larger units to attract national multiples and support the civic and cultural quarter with an evening food offer. This is subject to maintaining a balance of the predominantly A1 use and smaller independent retail environment.

The Old Town Hall is also an important historic building occupying a key space in the town centre, but its use currently does not relate well to the Narrow Way or adjoining public space. Subject to impacts on the Old Town Hall a new use will be supported which enlivens this space, such as a restaurant or café.

**Clapton Bus Depot Site**
The Retail Centres Study 2011 reaffirmed that if a need was “identified for substantial growth and the market conditions prove favourable then the bus garage site is the obvious location to expand the retail centre….“ The Narrow Way frontage of the site is within the primary shopping area and its use therefore assessed against a predominantly retail environment. Although in its entirety, the site is large and its redevelopment would provide an important opportunity to create a step change in the quality and character of the town centre, the eastern portion of the site relies on the relocation of the bus garage facility in order for redevelopment to occur. For this portion of the site, the AAP advocates the establishment of retail on the frontage opposite the railway arches with residential and office uses adjacent to the churchyard in order to both maintain its tranquility and provide surveillance of the public space.

**Opportunity Site B1 (7-19 Amhurst Road)**
This site located partly within both the defined Primary Shopping Area and Frontages where retail is the predominant use, and partly in the secondary shopping frontage. This is an important redevelopment opportunity site in the town centre and has the potential to make a significant contribution to the regeneration of Hackney Central in conjunction with Hackney Central station.

**6.6.2 The Secondary Shopping Frontage**
The secondary shopping frontage provides a complementary mix of uses to the primary shopping frontages. The Retail Strategy takes a town centre wide approach to maintain the viability of these areas.
**Bohemia Place / Railway Arches**
The refurbishment of the railway arches and enhancing Bohemia Place through environmental improvements are opportunities linked to the redevelopment of both the Tesco site and/or the bus depot. The opportunity exists to refurbish the arches for predominantly retail use (dependent on viability) and integrate them more into the town centre-wide retail offer by creating a distinctive shopping environment to the Narrow Way and Mare Street. The arches could also support compatible A2 or B1 type commercial space.

**6.6.3 Leisure and the Evening Economy**
Clear potential exists for Hackney Central to become a more vibrant civic and cultural centre, particularly with the setting of the Hackney Empire and former Ocean venue (now Hackney Picturehouse) and close proximity to public transport. This civic and cultural quarter needs to be supported through provision of good quality places to eat and drink in the evenings to contribute to an enhanced evening economy and support/complement both the existing retail offer and the cultural facilities. Growth in the café and restaurant sector should be promoted and managed in the areas identified on figure 12; in particular a pre-theatre dining culture could be developed around or within easy walking distance of the Town Hall Square extending north to the Narrow Way.

Some leisure uses such as cinemas can positively contribute to the evening economy and should be encouraged, however other leisure uses such as gymnasiums and areas for sport and recreation are considered as social infrastructure (Policy HCTC 08).

Improvements to safety are considered to be an important part of future changes to the evening economy and need to be considered alongside the public realm strategy. Existing and proposed leisure and evening economy related businesses are encouraged to contribute to ‘Pubwatch’ (a community based crime prevention scheme facilitated in partnership with the Metropolitan Police Authority or any similar local partnership management scheme) to promote a collaborative, neighbourhood approach to mitigating and managing the impacts of leisure and evening economy uses on the town centre.

**6.6.4 Active Retail Frontages**
At present, there are more than 15 premises every 100m (a typical plot width of 4-6m, with intermittent larger stores) along Mare Street with frequent doors and windows and much visual variety and activity. It is important that these active frontages are maintained in order to reinforce the character of Hackney Central. Where existing shop units are to be amalgamated, it is important that the appearance remains of two shop fronts is maintained as much as possible to maintain the character and quality of the traditional shopping street.
6.7 New Housing Provision

**Objective 10:** To achieve a range of high quality new dwelling types, sizes and tenures that will sustain a mixed and balanced community.

**Objective 11:** To achieve the provision of sustainable new housing.

**Policy HCTC 10**

**NEW HOUSING PROVISION**

1. Through the development of the opportunity sites identified in this AAP, and other sites that may come forward for development in the AAP area, significant housing could be provided during the Plan period to 2026 as part of mixed use and mixed tenure development to meet a range of housing needs, with a range of unit sizes. To ensure that mixed, sustainable communities are created the following is required:

   a. A balanced provision of dwelling sizes;

   b. High architectural, urban design and environmental standards, regardless of tenure so that homes of different tenures will be both integrated and visually indistinguishable from one another;

   c. Demonstration from applicants that adequate consideration and funding contributions have been made towards community infrastructure provision, particularly where proposals are set to result in an increased population; and

   d. Delivery of affordable housing requirements for new development on sites in Hackney Central as stated in Policy 20 of Council’s Core Strategy.

**Policy HCTC 10 Supporting new housing provision**

**6.8 Housing Provision Overview**

Within the Hackney Central AAP area there is scope to provide new housing, including family and affordable, through mixed-use mostly medium density development. The London Plan and Core Strategy identify Hackney Central as a location for some new housing. The indicative new housing accommodation that may be provided in the town centre during the AAP plan period, and the phasing of this accommodation is set out in Part D.

**6.9 Housing Mix**

Policy 20 and Chapter 7 of the Council’s Core Strategy sets out the Council’s full current position regarding policy on affordable housing for the Borough. More guidance on housing mix requirements will be developed in the Affordable Housing Supplementary Planning Document, Sustainable Development Standards SPD and Development Management Development Plan Document, to be adopted.
There is demand for family housing across the Borough, and therefore family housing provision is encouraged, however the practicality of providing family housing in Hackney Central may be constrained.

6.10 Housing Density and Design
To optimise the potential of development sites, the London Plan recommends a minimum density of 650 – 1100 habitable rooms per hectare (hr/ ha), which equates to 240 – 435 units per hectare when 2.7 habitable rooms per unit (hr/u) is applied. This is a density guide and in relation to proposals for high density development, considerations relating to good urban design, affect on townscape and heritage and impact on amenity are key factors. On certain opportunity sites the height of buildings need to be moderated to relate positively to the existing context, which in turn has a bearing on locally appropriate density levels.

New housing development should have regard to Core Strategy Policy 24 ‘Design’, the housing design policies and guidance set out in the London Plan (2011) and the GLA’s London Housing Design Guide 2010 (interim edition).

6.11 Infrastructure Implications
The Borough’s social and physical infrastructure will need to be improved and expanded to support the needs of the enlarged community. Increasing housing capacity will increase the pressure on social and physical infrastructure such as public transport, educational and community facilities as well as open space and renewable energy potential. The AAP proposes improvements needed to infrastructure provision in Hackney Central in order to meet the needs of the existing community whilst ensuring the town centre has adequate infrastructure to support growth.

6.12 Affordable Housing
Chapter 7 and Policy 20 of the Council’s Core Strategy sets out the Council’s current position regarding policy on affordable housing. More guidance on affordable housing will be developed in the Affordable Housing Supplementary Planning Document and Development Management Development Plan Document to be adopted. Attention should also be paid to any interim standards on affordable housing produced by the Council.
07
Establishing a coherent and attractive movement network

7.1 A Hierarchy of Movement and Access

**Objective 12**: To establish a clear hierarchy of movement and access across the town centre.
**Objective 13**: To ensure all transport infrastructure is well designed, integrated, accessible and safe.

**Policy HCTC 11**
**USER HIERARCHY IN HACKNEY CENTRAL**

1. The movement strategy delivers a well defined hierarchy that provides a clear strategy for all forms of movement within the town centre, as shown within Figure 13.

2. In order to support and strengthen the movement strategy, all new development proposals must prioritise users according to the following hierarchy:
   a. Pedestrians;
   b. Cyclists;
   c. Public transport users (including coaches, taxis/private hire vehicles);
   d. Motorcycles;
   e. Freight distribution (local);
   f. Car users (multi-occupancy);
   g. Car users (local); and
   h. Car users (non-local).

3. People with mobility impairment, the elderly, and parents with children have priority within each category. This policy also emphasises that this hierarchy needs to be balanced against the network hierarchy to ensure the efficient management of all movements.

**Policy HCTC 11 Supporting the User Hierarchy in Hackney Central**
The strategy links key routes and spaces to provide ease of movement across the AAP area. Key traffic routes follow the primary and secondary road hierarchy and represent the most congested vehicular locations, especially at significant junctions. Although not a primary route, the Narrow Way forms an extension to Mare Street, but is limited to bus and pedestrian/cycle traffic only. However, the narrow alignment of the road and the large number of buses passing along this road results in significant bus congestion over large parts of the day.
Figure 13 – Hierarchy of Routes
7.2 Pedestrian Movement

Objective 14: To improve the quality of the pedestrian and cycle environment addressing the dominance of vehicular and bus movements in the town centre.

Policy HCTC 12
IMPROVEMENTS TO THE PEDESTRIAN NETWORK

1. The Council will pursue, in partnership with TFL, developers and other stakeholders, improvements to connectivity and permeability for pedestrians whilst minimising the likelihood of conflicts with vehicular traffic. Development proposals should have regard to the Pedestrian Strategy (Figure 14), which includes urban design based enhancements to the town centre to reduce both crime and the perception of crime, through:
   a. Provision of a pedestrian route between the existing site of the bus depot through an open railway arch, across the Tesco site and Morning Lane onto Paragon Road.
   b. Opening up of a minimum of one archway in order to facilitate the new north-south link.
   c. A new link to be included in all proposals for the redevelopment of the Tesco’s site.
   d. Recommendation for vehicle access to the Tesco’s underground car park to be located on the eastern side of the site to reduce conflict between pedestrians and motor vehicles.
   e. A new toucan crossing and a direct route through the developments on Chalgrove Road to facilitate movement across Morning Lane.
   f. Effective signage and way-finding to enhance legibility: provision of better signage and way-finding to Brett Road to improve pedestrian movement between the Narrow Way and Hackney Central rail station.
   g. A crossing facility between Brett Road and the rail station entrance.
   h. Enhance the environment along Hackney Grove to encourage pedestrian movement.

2. The Council will assess the potential for the Narrow Way to be pedestrianised in the future. Short term enhancements of the public realm should include working with TFL and bus companies to investigate the feasibility of re-routing some bus routes along Amhurst Road rather than the Narrow Way, and measures to enhance the pedestrian environment of the Narrow Way, including:
   a. Reducing street clutter; and
   b. Provision of seating, high quality surface treatment and street furniture consistent with the public realm strategy.
Figure 14 – Pedestrian Strategy
Policy HCTC 12 Supporting improvements to the pedestrian network

Pedestrians are identified as the top priority in the hierarchy. The provision of alternative pedestrian routes through the railway arches and to Mare Street would significantly enhance movement through part of the town centre. The former would also reduce the need for pedestrians to access the Mare Street/Amhurst Road/Narrow Way junction.

Hackney Grove is a narrow lane running behind the library and connects London Fields and Broadway Market through to Hackney Central, including to St John-at-Hackney Churchyard and Gardens via Mare Street. Already a well-used route, environmental enhancements to this lane would improve the attractiveness of the area and establish it as a key connection in the public space network.

The Narrow Way as part of the principal Mare Street shopping spine in Hackney Central has high pedestrian activity but suffers from severe bus congestion along this very narrow road. The short term solution would be to reduce the bus congestion along the Narrow Way by re-routing some bus routes along Amhurst Road, and enhance the public realm but the long-term ambition in Hackney is to assess the potential for the Narrow Way to be pedestrianised (eg through the ‘Hackney Town Centre Traffic Management Scheme’ which aims to redistribute traffic away from the Town Centre).

Interchange between Hackney Central and Hackney Downs stations currently involves diversion to Amhurst Road and a walk that can take up to five minutes on foot. The medium-term aspiration is to establish a new direct pedestrian link between the two stations.

7.3 Crossings and Junctions

Policy HCTC 13
IMPROVEMENTS TO CROSSINGS AND JUNCTIONS

1. To facilitate the movement of pedestrians across busy roads, appropriate crossing facilities must be provided. The Council will promote the following improvements to crossings in Hackney Central (Figure 14), to which development proposals should have regard:
   a. Give greater priority to pedestrian movement at the junction between Amhurst Road and the Narrow Way to facilitate the east and west movement on Mare Street;
   b. Install a new pedestrian crossing facility opposite to the Town Hall to improve pedestrian movement across Mare Street at the Town Hall Square;
   c. Upgrade the existing crossing to Chalgrove Road to support the initiative of creating a pedestrian/cyclist route through the railway arches and across Morning Lane;
d. Improved facilities at the following locations:
   • Morning Lane at the junction with Paragon Road;
   • The junction of Amhurst Road, Kenmure Road and Malpas Road to
     facilitate pedestrian and cyclist movement from the Narrow Way to
     Amhurst Road and improve accessibility to Hackney Downs and
     Hackney Central stations;
   • Amhurst Road north at the junction with Marcon Place to facilitate
     cyclist and pedestrian movement originating from the junction with
     Dalston Lane and Pembury Road; and
   • Improve the existing crossing facility at the junction of Morning Lane
     and Chatham Place to further encourage the use of Churchwell
     Path which forms part of the signed route for both cyclists and
     pedestrians.

2. The application of enhanced streetscape treatment is recommended, such
   as raised surface treatment to enhance the environment for pedestrians
   and cyclists and to improve safety at the following junctions:
   a. Mare Street and Morning Lane;
   b. Amhurst Road/Mare Street/the Narrow Way; and
   c. Dalston Lane/the Narrow Way/Lower Clapton Road.

Policy HCTC 13 Supporting improvements to crossings and junctions
Improving crossings for pedestrians and cyclists generally enhances the
urban environment, encourages sustainable travel by removing barriers to
movement and improves safety. When combined with elements of enhanced
streetscape design such as surface treatment, they can sometimes have
traffic calming effects as they can suggest pedestrians and cyclists take
priority over vehicles.

7.4 Cycle Routes and Facilities

Policy HCTC 14
CYCLE ROUTES AND FACILITIES

1. The Council and partners will work to improve connectivity and
   permeability for pedestrians and cyclists whilst minimising the likelihood of
   conflicts with vehicular traffic through the following. Development
   proposals should have regard to these objectives.
   a. Improved north-south links throughout the town centre, including links
      through the railway arches and across a redeveloped Tesco site;
   b. Improved east-west links from the Narrow Way across St John-at-
      Hackney Churchyard and Gardens;
   c. Additional and improved signed cycle routes;
   d. Improved crossing facilities at identified junctions;
   e. Better signs and integration of cycle routes with the London Cycle
      Network (LCN);
   f. Ensuring that routes are safe, accessible and well lit at night;
   g. Minimising street clutter throughout the town centre to improve the
h. Better cycle parking and storage facilities at key locations and improved signs to these facilities.

HCTC 14 Supporting cycle routes and facilities
The Cycling Strategy aims to further strengthen the routes within and beyond the AAP area particularly to support the east-west movement. Figure 15 illustrates the proposed signed routes and locations of cycle parking.
Figure 15 – Cycling Strategy
7.5 Public Transport

Policy HCTC 15
PUBLIC TRANSPORT

1. The Council will work in partnership with TfL and public transport operators to integrate public transport improvements into the wider improvement proposals in the area. Specifically the Council will:
   a. Promote measures to reduce bus congestion on the Narrow Way with the potential for re-routing of some bus routes onto Amhurst Road, investigated in the context of the wider bus network and operation;
   b. Improve and enhance pedestrian connections between public transport hubs and modes, particularly between Hackney Central and Hackney Downs stations and all the bus stops in the area, along principal pedestrian routes throughout the town centre;
   c. Better integrate public transport hubs into the town centre by providing new/improved pedestrian crossings;
   d. Establish a car-free policy for residential developments in the town centre; and
   e. Promote a shop mobility scheme to improve access to people with mobility impairment.

Policy HCTC 15 Supporting public transport

Hackney Central benefits from excellent bus services and good rail connections. The bus congestion along the Narrow Way creates an unpleasant environment for shoppers and inefficiencies for the operation of busses through the town centre.

The pedestrianisation of the Narrow Way is identified as a long term potential means of improving the environment. However, it is recognised that this will involve a detailed investigation into the technical, operational and financial feasibility for re-routing bus services in the context of the wider transport network. There is potential for increasing the capacity for buses on Amhurst Road by removing the existing on-street parking, however, this will have an impact on local residents. The proposal to redistribute traffic away from the Town Centre, as initially considered through the Route 38 project, will continue to be investigated through the ‘Hackney Town Centre Traffic Management Scheme’.
Policy HCTC 16
PARKING AND SERVICING

1. The Council will work with partners, including businesses, private sector landowners and developers to implement improvements to car parking provision and servicing arrangements as follows. Development proposals should have regard to the following.
   a. The re-provision of a new basement car park beneath the redeveloped Tesco site for general public use, subject to the appropriate levels of car parking set by reference to Table 6.2 of the London Plan 2011;
   b. Dedicated disabled parking spaces in accordance with adopted standards set out in Table 6.2 of the London Plan 2011;
   c. Promote car club parking spaces throughout the town centre, with a minimum of at least one car club parking space for each residential development located within 500 metres;
   d. In any new development, on-street parking will generally be limited to that necessary for the mobility impaired or minimal level parking where proposals incorporate family accommodation;
   e. Maintaining the Narrow Way as a limited access, pedestrian priority route providing service access to local businesses.

Policy HCTC 16 Supporting the parking and servicing strategy
Hackney Central benefits from good accessibility to public transport and can support developments that have limited on-street parking. In any new developments, the provision of parking is not encouraged. Instead, residents are encouraged to participate in a local car club which provides an alternative to private car ownership.

The car park at Tesco’s on Morning Lane serves as the main town centre car park and caters for both supermarket shoppers and visitors. Any re-development of the Tesco site should re-provide a car park for general public use. The existing Tesco store is currently serviced from the eastern end of its site. Future service access should be maintained from this end however, it should incorporate a separation access to an underground car park in order to minimise the conflict between cars and service vehicles.

The existing mobility impaired parking bay at the junction of the Narrow Way and Amhurst Road is located in a highly congested location where access to and from the space can be unsafe. Removal of this parking bay for the mobility impaired and replacing with a shop mobility scheme which would provide scooters to those with mobility impairment to allow them to access the shops on the Narrow Way should be considered.
Promoting forward thinking sustainable regeneration strategies

Objective 15: To meet Hackney’s carbon reduction target and reduce fuel poverty by maximising energy efficiency and increasing the use of low carbon and renewable energy technologies in the town centre.

<table>
<thead>
<tr>
<th>Policy HCTC 17</th>
<th>ENERGY EFFICIENCY AND CONSTRUCTION</th>
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<tbody>
<tr>
<td>1. Development proposals will be required to follow the Energy Hierarchy from the London Plan (Replacement) with the aim of decreasing CO2 emissions in the following order:</td>
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<tr>
<td>a. Using less energy;</td>
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<td>b. Supplying energy efficiently; and</td>
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<td>c. Using renewable energy.</td>
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<td>2. The following requirements will apply to the AAP area:</td>
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<tr>
<td>a. All new developments, major refurbishments and major conversions will be required to provide a Sustainability Assessment including an assessment of all opportunities to connect to a planned or existing Decentralised Energy (DE) network;</td>
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<tr>
<td>b. All new developments above 5 units or 500 sqm are required to achieve a minimum of BREEAM ‘Excellent’ ratings and Code for Sustainable Homes (CSH) level 4, with a stepped increase in line with the London Plan. All other developments will be required to achieve a minimum of CSH level 3 from 2010 and minimum BREEAM ‘Excellent’ rating;</td>
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<td>c. All new major developments are required to either install a communal heating system using C(C)HP, and or connect to a DE system, should the infrastructure be in place (depending on the capacity required); and</td>
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<tr>
<td>d. All new developments should aim to utilise the most appropriate renewable energy solutions and sustainable construction techniques and seek to incorporate a variety of technologies which can include: solar heating, rain water harvesting, photo voltaics, passive stack ventilation, green roofs, sheep’s wool insulation, micro CHP in some dwellings, heat recovery ventilation; and biomass central heating for apartments.</td>
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<td>3. Development proposals which utilise energy efficient technologies are required to provide detailed information on the impacts of the technology on the surrounding environment (e.g. air quality, noise emissions etc) before the Council will consider it a feasible technology.</td>
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<td>4. All new developments are to consider Council’s emerging Sustainability SPG and Development Management DPD in regards to energy, sustainable and climate change technologies and current standards and performance requirements.</td>
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Policy HCTC 17 Supporting energy efficiency and construction

8.1 Energy Overview
In recent years a number of national, regional and local level policies have been developed towards mitigating the impacts of climate change and reducing greenhouse gas emissions. London Borough of Hackney is a signatory to the Nottingham Declaration on Climate Change and has adopted the Government’s target of reducing carbon emissions by 80% by 2050. The vision for Hackney is to become a sustainable, low carbon community and eradicate fuel poverty.

Urban areas such as Hackney Central with mixed use high density development are particularly suitable locations for implementing DE systems. It is envisaged that the town centre will gradually develop a network of energy systems which will interconnect and link into wider energy networks in adjoining neighbourhoods.

The Hackney Carbon Baseline (Nov 2008) identified that energy efficiency and DE and Combined (Cooling) Heat and Power (C(C)HP) systems are the most effective ways of lowering carbon emissions from the built environment. These are also priority measures in the Hackney Climate Change Strategy (2009) and are supported through specific policies in the Core Strategy.

8.2 Energy Efficiency
The majority of the buildings in Hackney Central date from the mid to late Victorian period to the 1980s. The ageing building stock is a high energy consumer for space heating, and is below compliance with the current Part L of Building Regulations air-tightness and insulation standards. The majority of CO2 emissions in Hackney are emitted from residential and commercial buildings and it is hence an area where emissions savings can be made most efficiently, cost effectively and with least amount of visual intrusion. There is an expectation that the built fabric in the borough will be improved towards higher energy efficiency levels and new developments are expected to maximise this potential where possible. Sustainable construction practices, including the Passive House standard will be particularly encouraged.

8.3 Decentralised Energy (DE)
DE, or district heating systems, refers to one or more small power generators that produce and use energy locally and as a result run at a greater efficiency rate than centralised power stations. Surplus heat is wasted in centralised power stations leading to an efficiency rate of only c. 30%. This wasted heat can be captured in DE systems and re-routed for space and water heating and with the reduced distance to the end user, this increases efficiency rates up to 80%. DE systems can include a variety of power generation systems, such as Combined Heat and Power (CHP) or Combined Cooling, Heat and Power system (C(C)HP), renewable energy, anaerobic digesters and energy from waste technologies.

The Hackney Climate Change strategy (2009) has identified and prioritised C(C)HP as the most appropriate technology for a DE system, particularly in
densely populated town centre locations with a mix of uses, where the heat demand will be more continuous and constant.

District Heating systems can provide a wide range of environmental benefits in addition to providing the local community with:

- Hot water and heating on demand;
- Reduced energy bills and lower annual running costs;
- Reduced maintenance costs (no boiler to service/maintain);
- Increased storage/floor space in units as individual boilers are not required; and
- Ability to ‘buy in’ to a green development.

Key elements that need to be considered with district heating are:

- a) Possible distance to a central heating plant;
- b) Heat demands and building sizes;
- c) Accessibility for vehicles and underground pipe-work; and
- d) Phasing of the (re)development.

The Council will work closely with developers and other key stakeholders to determine the optimum energy strategy for Hackney Central. This will consider the following aspects:

- District and community heating as the main supply strategy to provide space heating and domestic hot water;
- Supply strategies can include district gas C(C)HP plants. The diversification of the heat loads is in all cases feasible to implement C(C)HP. The remaining heating demand can be delivered proportionally by renewables and gas boilers;
- Plant rooms are designed to supply a particular floor area with heat, considering mainly:
  - Number and sizes of C(C)HP plants, main boilers, biofuel boilers if proposed, and back-up boilers, depending on their rated output;
  - Service, equipment and control room;
  - Walking and maintenance areas; and
  - Fuel storage facilities and logistics, in case biomass based heat sources are operating;
- Future-proof connection facilities should be integrated if buildings are not immediately connected to a district network, to ensure that phasing plans allow room of expansion;
- Allowance for connecting developments from current and/or future schemes; and
- For the success of energy centres supplying district heating or electricity, the policy applies to support both public and private sectors.

8.3.1 Decentralised Energy Plant Room – preferred location
Although DE plant rooms will be considered and encouraged in any development, redevelopment or refurbishment within the AAP area, the Council’s preferred location for a Decentralised Energy plant room location is the redeveloped Tesco site on Morning Lane. This location has been
highlighted due to its central location within the town centre and potential to provide the space for the plant room and large scale mix of uses on site.

8.4 Renewable Energy
In accordance with the London Plan, the Hackney Central Town Centre AAP seeks to maximise the reduction in carbon dioxide emissions in every development through a combinations of actions.

The most sustainable source of power is from renewable energy technologies; however, an urban environment such as Hackney Central will have limited capacity to accommodate the full range of technologies available. Developers are be advised to carry out energy assessments to determine appropriate renewable energy technologies which could include a variety of small scale wind, solar PV, solar hot water, ground source heat pumps.

8.5 Code for Sustainable Homes (CfSH)/BREEAM
New developments in the town centre will be required to achieve a CfSH rating or BREEAM or equivalent rating in line with policy HCTC 17. Densely populated areas with high levels of public transport and a mix of residential, retail and community uses are optimum areas for achieving higher levels of CfSH or BREEAM ratings. This falls well in line with the aspiration of Hackney Central eventually becoming a low carbon community and eradicating fuel poverty.

8.6 Flood Risk and Biodiversity
Surface water levels and flood risk should be considered as part of any development proposals; including public realm improvements (refer to Preliminary Flood Risk Assessment, Interim Flood Risk Policy and emerging Surface Water Management Plan). Similarly, biodiversity should be protected and enhanced (refer to Core Strategy Policy 27 and emerging Local Biodiversity Action Plan).
PART C - SHAPING LOCAL CHARACTER

This section outlines proposals for each of the character areas within the town centre, starting from appreciating and strengthening the character and unique identity that already exists. Indicative development proposals are envisaged and illustrated on a site-by-site basis. Site concepts have been prepared to deliver the objectives of the AAP and tested to ensure flexibility and deliverability. Site concepts are intended to indicate the appropriate capacity and design approach preferred by the Council.

Any future development proposals in the town centre should reflect the principles demonstrated in this Part of the AAP for each of the character areas. Developers are encouraged to engage with the Council early in forming development proposals for sites.

09
Character Areas

9.1 Character Areas Overview

Policies for each Opportunity Site should be read alongside the other policies set out in this AAP. The policies identify appropriate uses and where applicable, the scale and development on the sites. The policies avoid being too explicit in the precise amount and mix of different uses, leaving flexibility in the development of proposals through the planning process, for more detailed site planning, and negotiations with landowners and prospective developers.

Some of the character areas already function reasonably well and display consistent land use, development type and spatial patterns (e.g. Kenmure Triangle and Civic Heart). Others are less coherent and would benefit from varying levels of intervention or remodelling to reinforce a dominant character. Informal planning guidance in the form of Development Briefs may be prepared for individual character areas and proposal sites, on a site by site basis, to provide greater clarity.
9.2 Maximising the benefits of key opportunity areas

Objective 16: To maximise the town centre benefits of key opportunity areas.

Policy HCTC 18
MAXIMISING OPPORTUNITY SITES

1. Future proposals for opportunity areas (Figure 4) will support the greater town-wide aspirations, objectives and vision set out throughout Part B of the AAP. Proposals should:
   a. Be forward looking, aspirational and seek to ‘raise the bar’ with regard to design and environmental sustainability issues;
   b. Address London Plan Policy 5.3 (Sustainable design and construction);
   c. Respond to the design parameters for each site set out in this chapter (Part C) of the AAP;
   d. Assist in the re-positioning of the town centre by meeting the stated AAP objectives;
   e. Aim to achieve the quantity of accommodation set out in the Accommodation Schedule listed at Appendix D (to be reviewed annually in the Council’s Monitoring Report).

2. Mediocre and standard schemes will be required to rethink and achieve more ambitious exemplar development standards.

3. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

4. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

5. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:
   - Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
   - Specific policies in that Framework indicate that development should be restricted.
Policy HCTC 18 Supporting Maximising Opportunity Sites

Hackney Central has a wide range of opportunities for new or improved development. Such opportunities must be realised in the context of Hackney Central’s excellent public transport accessibility and high levels of amenity provision (retail/ community/ civic/ leisure/ recreation/ employment) and character areas.

Strategies for each of the character areas have been identified that best support overarching urban design and sustainable regeneration objectives for the town centre. The principal ways in which the opportunity areas have been developed to ensure this wider responsibility and benefit include:

- Ensuring all sites support a clear and coherent underlying urban structure;
- Ensuring all sites, where appropriate, are linked to their ‘parent’ character area and with reference to any key gateways/node function and with architectural design appropriate to that location;
- Ensuring the development content for sites supports the respective land use strategies for that location. Reinforcing active retail frontage is key;
- Ensuring the town-wide townscape approach is supported by appropriate site design, specifically in the location of taller building elements and landmark structures; and,
- Ensuring sites are developed with appropriate densities, while massing patterns contribute to enhancing the quality public realm approach (see policy HCTC 04).
9.3 Character Area 01: Mare Street East New Urban Quarter

9.3.1. Overview
The area to the east of Mare Street incorporating Tesco and the Clapton bus depot is one of the largest parts of the town centre that has no overall defining quality and is one of the weakest in terms of townscape. It therefore presents an opportunity to be redefined as a new high quality urban quarter (see Figure 16). This character area includes development opportunity sites A1 to A7 with potential for redevelopment and enhancement, including appropriate enhancement to the settings of Grade I, II* and II listed buildings as St Augustine’s Tower, St John-at-Hackney and the Old Town Hall.

Policy HCTC 19
MARE STREET EAST NEW URBAN QUARTER

1. The Council will seek co-ordinated redevelopment of the opportunity sites within Character Area 01 (A1-A3, A6, A7 and D2) for predominantly mixed-use development. Development proposals should seek to provide:
   a. A new superstore with retail at ground level creating active frontages, basement level parking and a mix of residential and commercial development on upper floors. Development not to exceed 6-8 storeys along the Morning Lane frontage with opportunity for taller building elements subject to the criteria in Section 4.5 Building Heights;
   b. A new high quality pedestrian link and ‘clutter free’ public space connecting Morning Lane to the north side of the elevated railway to be lined with active frontages and consistent range of street furniture;
   c. A wide variety of small-scale independent retail with frontage widths reflecting those along Mare Street to areas on the south side of Morning Lane and to the western edges of the Tesco and Clapton bus depot sites with domestic flats or commercial premises above;
   d. New buildings that are designed to the highest quality including interesting and attractive facades that respect and relate to the strong Victorian Mare Street character, particularly in terms of height, scale and active frontage;
   e. An enhanced public green space with play facilities on the south side of Morning Lane;
   f. A distinctive and high quality public open space at the Old Town Hall as part of the wider St John-at-Hackney churchyard and gardens;
   g. Redeveloped and enhanced railway arches to include north-south pedestrian access and predominantly independent retail use with some employment;
   h. Buildings of 4-5 storeys to the south side of Morning Lane;
   i. A new/improved pedestrian crossing across Morning Lane incorporating high quality surface treatment;
j. An improved north-south signed cycle route to the eastern edge overlooked by active frontages where possible;
k. Opportunities for public art for the new pedestrian link and sensitively designed open space at the Old Town Hall.

2. The Council will encourage development of the Clapton bus depot site (Sites A4 and A5) to be undertaken appropriately in regards to the setting of Grade II* listed Church of St John-at-Hackney and Grade I St Augustine’s Tower, and as follows:

**Short term option:**
   a. A retained bus depot facility with a redeveloped mixed use western edge onto the Narrow Way (site A5) comprising retail and/or office on the ground floors and/or residential or commercial uses above.
   b. Treatment to depot facades to improve the relationship with heritage assets, their settings and the adjacent public realm at St John-at-Hackney churchyard and gardens.
   c. Shops and services should be small-scale and independent in nature with the frontage widths reflecting those along Mare Street.

**Longer term option:**
   a. A relocated bus depot facility with a redeveloped mixed use development (see site A4).

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**9.3.2 Site-specific Policies**

Each of the 7 elements of the overarching opportunity site ‘A’ within Character Area 01 must be developed in a coordinated way and to a high design standard, ensuring a mix of suitable and complementary uses as indicated in Figure 16.

**Policy HCTC 19 Site A1**

**TESCO SITE EAST (Site Area: 9675 m²/0.9675 hectare)**

1. Development proposals for the redevelopment Tesco Site East (Site A1 on Figure 4) the redevelopment of the site should contain the following:
   a. A mixed use 4-8 storey building with the potential for taller elements where indicated set back from Morning Lane and subject to engineering/CR2 constraints.
   b. Uses including new supermarket retail (A1) at ground and first floor levels with residential to upper floors of mixed type and tenure.
   c. Morning Lane ground floor frontage should encourage a high quality active high street frontage with multiple shop units and direct access from the street. A high quality active ground floor edge should also be achieved onto the new north-south pedestrian link.
   d. Basement car parking for both the public and supermarket could be re-provided, subject to appropriate level of car parking provision (redevelopment proposals must include a detailed Transport Impact
Assessment, and a detailed assessment of the environmental impact of any uplift in car parking).

e. Service access to be contained to the eastern end of the site off Morning Lane.

Site Policy HCTC 19 A2
TESCO SITE WEST AND MARE STREET BACKS

1. Development proposals for the redevelopment of this site could contain:
   a. A mixed use 4-6 storey building, with an active frontage onto the new north-south pedestrian link, including independent retail (A1) at ground floor level with residential above of mixed type and tenure.
   b. Potential for Mews style workspace to rear courtyards to accommodate SMEs.

Site Policy HCTC 19 A3
5-13 MORNING LANE (Site Area: 450m2/0.045 hectare)

1. The site will be designed to form part of the larger A2 site identified above and requires demolition of existing buildings 5-13 Morning Lane. Development proposals for the redevelopment of this site should contain the following:
   a. The comprehensive redevelopment of this site to develop a 4-5 storey building with retail at the ground floor and residential flats on the upper floors.
   b. As a result of its close proximity to the 4-5 storeys existing Mare Street Conservation Area this site needs to respond in a sensitive manner with respect to height, massing and façade design/detail.

Site Policy HCTC 19 Site A4
CLAPTON BUS DEPOT (7815m2/0.7815 hectare)

1. This site includes the existing privately owned and managed bus depot and is related to the Narrow Way retail frontage on the western edge (Site A5). Development proposals for the redevelopment of this site should contain the following:
   a. Short term enhancements will retain and improve the bus depot northern façade including re-organising access arrangements to enable redevelopment to the western end of the site (Site A5).
   b. Landscape improvements to the interface between the depot site and adjacent to the public realm will be implemented, particularly to the northern edge of the depot site adjoining St John-at-Hackney Churchyard and Gardens.
   c. The Council’s longer term aspiration will seek relocation of the bus depot facility enabling redevelopment of the site to provide a 3-4 storey mixed use development with ground floor commercial office/workshop space and ground floor retail space with flats, with
scale, bulk and massing to be complement and respect the historic context.
d. A new north-south public pedestrian link will be achieved through the redevelopment option connecting Morning Lane through the redeveloped Tesco site and bus depot to St John-at-Hackney Churchyard and Gardens.

2. Enhancements to Bohemia Place will need to be coordinated with the bus depot enhancement and/or redevelopment.

Site Policy HCTC 19 Site A5
RETAIL FRONTAGE WEST OF BUS DEPOT FRONTING MARE STREET/ THE NARROW WAY - 350-352 MARE STREET (Site Area: 325m²/0.0325 hectare)

1. Site A5 can be a stand alone development as part of the improvements to this area and the railway arches or act as an early phase to the potentially more comprehensive redevelopment of the bus depot site for mixed use development. Proposals for the site should provide:
   a. A high quality mixed use commercial/retail scheme.
   b. The height of any proposed development will be informed by the height, scale and massing of the existing Mare Street frontage (up to 4 storeys) and its historical context adjacent.
   c. Retail use at ground level with commercial office accommodation and flats on upper floors.

2. The Council will undertake more detailed assessment and site planning as part of the Implementation process to ensure the longer term viability of the site is not compromised.

Site Policy HCTC 19 Site A6
RAILWAY ARCHES, BOHEMIA PLACE (Site Area: 500m²/0.05 hectare)

1. The Council will encourage the redevelopment of this area and development proposals should provide:
   a. A significantly enhanced fine grain predominantly retail mixed use environment (compatible commercial space may be considered such as A2 uses).
   b. Improved access and landscape treatment, refurbishment and expanded use of the railway arches to provide mixed use accommodation.
   c. Accommodation of a new north-south link through the arches to the western end of Bohemia Place.
Site Policy HCTC 19 Site A7
2-20 MORNING LANE AND HACKNEY TRADES HALL (Site Area: 1930m2/0.193 hectare)

1. This site is envisaged to include the comprehensive redevelopment of existing single storey retail units, the Trades Hall and pub on the junction with Trelawney Estate. Council will encourage the comprehensive redevelopment of this site to:
   a. Develop a 4-5 storey building with retail at the ground floor, residential flats on the upper floors.
   b. An improved public realm to Morning Lane.
   c. Ensure that overlooking is provided onto Morning Lane and Trelawney Estate with servicing and parking contained to rear courtyards will be incorporated.

Supporting Character Area 01: Mare Street East Urban Quarter

The transformation of the Tesco/Bus Depot area as an extension to the heart of the town centre is central to Hackney Central’s future success. A major new retail-led mixed use scheme is proposed to provide a major catalyst for wider regeneration and address issues of retail expenditure leakage from the town centre.

In terms of comparison goods retailing, Hackney Central has a very low overall market share. Enhancing the amount and quality of comparison goods will address spending leaving the borough. Changes to the Tesco site have the potential to form a distinctive element of the new urban quarter and provide a major new retail anchor close to the main shopping streets. In balance with this, it is important that proposals complement the town centre’s fragile balance of smaller independent traders from which much of Hackney Central’s character originates.

The Council will seek a coordinated approach to regenerating both the Clapton bus depot and Tesco sites to ensure that the opportunities afforded by a combined site approach are maximised. Central to this, is opening up the railway arches for both access and new retail which is considered to be a benefit for the town centre’s regeneration. This will include any environmental enhancements to Bohemia Place and is central to overcoming the elevated rail structure as a barrier to movement in the town centre.

The implementation of Policy HCTC 19(2) and Policy HCTC Site A4 will be considered in discussion with TfL and Arriva (or other relevant bus operator). Any redevelopment of Site A4 will be appropriately phased to ensure the continuation of bus services to the town centre.
As a result of the close proximity of Sites A4 and A5 to the settings of the listed St Augustine’s Tower and St Johns Church, any redevelopment or public realm proposals need to respond in a sensitive manner.

Subterranean constraints associated with the Channel Tunnel Rail Link (CTRL) and land safeguarded for the possible future Chelsea-Hackney Line (Crossrail2 – CR2) must be taken into account and early consultation is advised.

**Figure 16: Design Principles for Character Area 01 - Mare Street East New Urban Quarter**
9.4 Character Area 02: Amhurst Road

9.4.1 Overview
Amhurst Road forms a major route into Hackney Central from the northwest and connects Dalston Lane junction to the southern end of the Narrow Way in the heart of the town centre. Development opportunity site B1 and refurbishment and temporary use opportunity site B2 are located within this character area.

Policy HCTC 20
AMHURST ROAD

1. The Council will encourage co-ordinated redevelopment of the opportunity sites within Character Area 02 for predominantly mixed-use development and station related development. The reintroduction of a traditional high street scale and character to this area to provide an enhanced visitor and resident experience will be supported. This will be achieved through:
   a. The redevelopment of 7-19 Amhurst Road (the Gibbons site) and lands adjacent to Hackney Central overland railway station (see Site Policy HCTC 20 Site B1) to provide new mixed use active frontages to Amhurst Road in addition to a newly landscaped station access;
   b. Refurbishing the former ticket office, (see Site Policy HCTC 20 Site B2), to be the new main entrance to the station / ticket hall and refurbishment of neighbouring buildings;
   c. Ensuring that building heights and scale of the new development reflect the existing immediate context;
   d. Containment of service and parking access to rear courtyards;
   e. Minimum parking levels generally limited to the needs of disabled users;
   f. Satisfying the requirements of the Chelsea-Hackney Line safeguarding;
   g. Enhanced pedestrian connections including new/enhanced pedestrian crossings at three points along Amhurst Road; and,
   h. Ensuring new developments incorporate positive streetscape / public realm enhancements and provide natural surveillance to streets and spaces.

9.4.2 Site-specific Policies
Both of the opportunity sites must contribute to consolidating and improving this gateway area. As a major entry point to the town centre, the station building and adjacent Gibbons site must achieve high design standards and ensure a mix of suitable and complementary uses.
Site Policy HCTC 20 Site B1
GIBBONS SITE (7-19 AMHURST ROAD and COUNCIL CAR PARK)

1. Site B1 provides an opportunity to reinstate a high quality, contextually sensitive mixed use frontage along this lower section of Amhurst Road. The Council will encourage comprehensive redevelopment of this site. Development proposals should have regard to the following:
   a. Developing a 4-5 storey building comprising a mix of retail units (use classes A1-A5) at the ground floor and commercial office space that is suitable for SME with residential and/or hotel uses (C1) above;
   b. Proposals will be subject to restraints imposed by the Chelsea-Hackney Line which may impact on construction techniques and duration of development. Discussions with TFL and CTRL should take place at the earliest opportunity;
   c. Provide overlooking onto Amhurst Road and onto public open space associated with the refurbished station area; and
   d. Servicing and parking will be contained in an internal courtyard.

Site Policy HCTC 20 Site B2
AMHURST GATEWAY (Site Area: 360m2/0.0360 hectare)

1. Site B2 includes the former Hackney Central station ticket office building and adjacent open space. The renovation of the former ticket office is desired to, in the short term:
   a. Better define the point of entry into the town centre;
   b. Provide an interim use (A1/A3/A4) to activate this gateway.
In the longer term:
   c. Refurbish this building to provide a new ticket hall and main station entrance with the potential for office accommodation to an upper level;
   d. Enhance the neighbouring buildings with new landscaping to improve the station forecourt and local environment to provide a high quality access to the railway platforms;
   e. Considering the potential for a southern entrance to the station connecting to Graham Road;

2. A re-designed public space outside the refurbished ticket office with consideration of proposals to the Amhurst gateway public realm treatment, which could include footway widening, improved crossings more in line with pedestrian desire lines and street trees.

Supporting Character Area 02:
Amhurst Road

This Character Area consists of traditional paired Victorian villas along the northern edge of Amhurst Road, while to the south the Marcon and
Aspland Estates dominate the street edge. Opportunities to address the poor relationship and design of buildings of the latter will be pursued. Amhurst Road is dominated by vehicular movements and proposals will seek to improve the pedestrian and cyclist environment along the length of this Road.

This area is designated and safeguarded for the Chelsea-Hackney line, and will have a series of constraints applied to it. Therefore temporary solutions that provide significant aesthetic and functional improvements in the medium term will be considered, but which would allow some of the area to then be utilised for a potential Chelsea-Hackney Line station.

**Figure 17: Design Principles for Character Area 02 - Amhurst Road**
9.5 Character Area 03: Mare Street

9.5.1 Overview
Mare Street is the central organising spine that runs through the town centre and is of principal importance as a high street and historic route. It is the predominant character area and ‘public face’ of the town centre and acts as both a physical and functional axis around which the adjoining areas are linked. Mare Street and the Narrow Way are bustling streets with a vibrant atmosphere, and the Narrow Way in particular has a distinctive curving alignment and an enclosed feel. Traffic congestion, particularly bus congestion on the Narrow Way detracts from the quality of the environment. Development opportunity sites D1 and D2 are located within this character area.

Policy HCTC 21
MARE STREET

1. The Council will enhance Mare Street as the principal high street shopping area, reinforcing its historic, rich and diverse character through contextually sensitive new development. Co-ordinated redevelopment of each opportunity site (D1 and D2) and enhancement of the public realm within Character Area 03 will be encouraged. Development proposals should address the following:
   a. Improving the pedestrian experience through providing environmental enhancements that:
      • Provide high quality surface treatment and a new shared surface at the Mare Street and Amhurst Road junction;
      • New streetscape furniture and materials;
      • A new creative lighting scheme to provide cohesion to Mare Street and the Narrow Way;
      • Improvements to shop frontages;
      • New public spaces which enable a range of commercial and community uses;
      • De-cluttering of shop premises along the Narrow Way;
      • Maintaining the predominantly retail use within the primary shopping area, particularly on the Narrow Way;
      • Continuing consultation with TfL and Arriva to reduce bus congestion.
   b. Providing an ‘attractor’ use at the northern most end of the Narrow Way, comprising of retail, community and residential uses and including the consideration of a larger format retail space at ground floor (Site D1);
   c. Locating some evening economy uses (A3/A4) intermittently (not to exceed 50% as a proportion of total units) along the Narrow Way down to the northern edge of the Town Hall Square to provide a night time economy that supports evening functions at the Hackney Empire and former Ocean venue;
d. Ensuring the Hackney Central station improvements including the station and its forecourt provide an attractive and active frontage to support the central space at the junction of Amhurst Road and the Narrow Way;

e. Provision of new quality public spaces at the Old Town Hall and the station forecourt;

f. Maintaining consistency in building heights to reflect the existing heights; and

g. Containing service access to the rear of the properties.

Site Policy HCTC 21 Site D1
THE NARROW WAY NORTHERN GATEWAY (Site Area: 3000m2/0.3 hectare)

1. The redevelopment of the Narrow Way Northern Gateway site D1 is envisaged as a key project for the Narrow Way to provide an attractor use to create a destination at this site. Development proposals should address the following:
   a. A mixed use anchor development comprising retail (A1, A2, A3, A4) and/or leisure uses at the ground and first floors;
   b. Residential above and to the rear of the development; and
   c. Any proposals will be limited to 4-6 storeys in height, to reflect the existing local context, especially the relationship to the junction at the top of the Narrow Way and to the St John-at-Hackney churchyard and gardens.
   d. Any proposals to consider the provision of larger format retail space across ground floor and part first floor.
   e. Designs will need to be appropriate to the setting of St John-at-Hackney.

Site Policy HCTC 21 Site D2
302-304 MARE STREET (Site Area: 160m2/0.016 hectare)

1. This prominent corner site is located at the junction of Morning Lane and Mare Street. It connects the older Mare Street character to the possible emerging development of the Tesco site. The Council will seek to comprehensively redevelop Site D2. Development proposals should contain:
   a. A 5 storey high quality mixed-use development of landmark design on the corner of Mare Street and Morning Lane; and
   b. The height of any proposed development must be informed by the height, scale and massing of existing Mare Street frontage.

2. On site D2 retail use is possible at ground and first floor levels with
commercial office accommodation on upper floors.
3. For any proposal, the Mare Street Conservation Area Appraisal must be considered.

Supporting Character Area 03: Mare Street

Limited opportunities exist for new development and where these occur they must support the existing patterns and character of Mare Street. A focus of investment will be on the public realm, streetscape, maintaining an active edge and improving the pedestrian environment generally. More needs to be made of the various junctions and elevated railway infrastructure as interesting, memorable spaces and landmarks.

Figure 18: Design Principles for Character Area 03 - Mare Street
9.6 Character Area 04: St John-at-Hackney Churchyard and Gardens

9.6.1 Overview
St John-at-Hackney Churchyard and Gardens is the principal open green space within the area. It forms the historic core of Hackney and includes the former medieval graveyard of the parish of Hackney which remains consecrated ground and includes many important tombs, some of which are individually listed. The churchyard gardens are a Heritage Asset in their own right as well as forming part of the historic setting of the Grade II* listed St John-at-Hackney Church and Grade I listed St Augustine’s Tower. The gardens provide a formal setting for the church itself and connect with Clapton Square to the north. Mature trees exist across much of this area and provide a sense of tranquility and isolation from the nearby bustle of Mare Street, creating a peaceful haven in the heart of the town centre.

To the west of the churchyard, and currently screened by a tall brick wall, lies the former Rectory (although still within the ownership of the Church), a small Scout hut occupying the southern part of this area, a Learning Trust facility and small private yard in the northern part of the area. Development opportunity site C1 is located within this character area.

Policy HCTC 22
ST JOHN-AT-HACKNEY CHURCHYARD AND GARDENS

1. The Council will encourage proposals which seek to retain the peaceful character of the gardens whilst providing more usable open spaces and facilities, and improved safety and overlooking through new development at its edges. Future proposals shall have regard for the following:
   a. Subject to historic environment impacts, incorporate a new community café within the church and enable a spill out area to the south of the church for ancillary outdoor seating;
   b. Provide a multi-use public space to the north of the church suitable for small outdoor events;
   c. Create a community/third sector hub, by retaining existing community uses (D1) such as the Scout hut and Learning Trust facility on-site where there is a continued requirement and in addition to the provision of public toilets;
   d. Ensure that proposals on the Rectory Opportunity Site preserve the setting of the Church through sensitive scale (3 storeys), grain and design. Future development must also retain the character of appearance of the Conservation Area, having regard to buildings and their settings, mature trees and historic features of interest;
   e. Re-consider the design of the wall surrounding the existing play area, adjacent to the church;
   f. Having regard to the requirement to protect landscape features of the area in relation to Heritage Assets and their settings and existing mature trees, improve natural surveillance from adjacent properties onto the area and provide a range of uses which would facilitate an after-hours activity period (ie residential and...
Site Policy HCTC 22 Site C1
THE RECTORY (Site Area: 4750m2/0.475 hectare)

1. Opportunity Site C1 is defined by the collective sites of the existing Rectory, Scout Hall and the Learning Trust facility and yard to the rear of 392-396 Mare Street. Development proposals shall have regard to the following:
   a. The comprehensive and co-ordinated redevelopment of Site C1 to provide a high quality, predominantly residential development with provision for community space at ground level;
   b. The height of any proposed development must be informed by the height, scale and character of the church and gardens;
   c. Residential development is to provide natural surveillance onto the gardens;
   d. Residential use will be achieved on the site with community-related space that could include re-provision for the Learning Trust and the Scout Hall where there is a continued requirement;
   e. Access shall be considered from the southern end of the site off the Narrow Way with potential for additional access further north along the Narrow Way. Consideration will be given to the need for a fire tender/emergency vehicle to get within 50 metres of the principal entrance of the building;
   f. Provision of ancillary retail will be considered where the location and offer strengthens the community hub and does not detract from the primary shopping area.

Supporting Character Area 04: St John-at-Hackney Churchyard and Gardens

This opportunity site represents an opportunity to enhance the safety and character of the gardens and only sensitive intensification will be supported.

Retention of the existing community facilities on site is desired, unless a centrally located and easily accessible alternative can be provided elsewhere. Applications with uses that negatively impact on the tranquil quality of the gardens will be refused.
Proposals that specify modification of the boundary wall between the Rectory and the churchyard may be considered in conjunction with the Council and English Heritage, where this would enhance the relationship between the development and the churchyard in terms of overlooking and public safety, provided that the essential qualities of the conservation area are preserved or enhanced.

The usability of the various spaces across the gardens will be enhanced. At present these are sub-divided and visually contained and in some cases encourage anti-social behaviour. A more comprehensive, cohesive and higher quality landscape design to the gardens would be welcomed that supports the intention to provide a multi-functional community hub.

Figure 19: Design Principles for Character Area 04 - St John-at-Hackney Churchyard and Gardens
9.7 Character Area 05: Civic Heart

9.7.1 Overview
This character area comprises the civic, administrative and cultural heart of the town centre. The Town Hall, Hackney Empire theatre, former Ocean venue, Library and Museum are all focused around the Town Hall Square. The buildings are a mix of distinctive individual designs and are situated directly on the back edge of the pavement that creates a strong sense of enclosure to the space. Behind the Town Hall, Council’s offices reinforce its administrative and civic role. There are no opportunity sites within this character area.

Policy HCTC 23
CIVIC HEART

1. The Council will encourage co-ordinated enhancement of public open spaces and streets within Character Area 05. Where possible the Council will introduce high quality materials and design to the Town Hall Square and consider future alternatives for the car park site to the north of the Town Hall. This will be achieved through:
   a. Supporting uses that reinforce the civic and cultural character and historic significance of this area and support and enhance existing functions such as cafes and restaurants that would support the cultural role of this area and pre-theatre dining should be encouraged in appropriate locations;
   b. Seeking to reduce the dominance of traffic, creating a pedestrian priority area to enhance the ease of movement for pedestrians across Mare Street;
   c. Considering the potential for streets around the Town Hall public space and Civic Quarter to be designed to prioritise pedestrians with Reading Lane, Hillman Street and Wilton Way closed to general traffic, other than restricted servicing for businesses;
   d. Exploring the potential to convert the current Town Hall car park into a high quality landscaped public space incorporating a playable space with appeal and activities for different age groups;
   e. Considering the change of use of the existing public toilets in Wilton Way to an appropriate retail use;
   f. Continue to support strategies that secure the future of the former Ocean venue for cultural related activities, such as cafes, restaurants, cinema or a mix of suitable uses to support the function of the character area; and
   g. Seeking to reduce the presence of dead frontages around the former Ocean venue as part of future proposals for change of use, with an emphasis on active uses at the ground floor level.
Supporting Character Area 05: Civic Heart

Principle areas of change will be likely to relate to the use and function of existing buildings, potential remodelling of facades, improvements to the public realm and enhancing night-time economy uses around the existing cultural facilities and along the northern end of Mare Street to continue to support this function, e.g. pre-theatre dining. The area benefits from the clustering of civic/entertainment related functions but exhibits a distinct lack of quality restaurant and café type provision.

Open space is provided at the Town Hall Square, however the design and layout of this space limits its usability for a range of social activities. Broader/ multifunctional use of the space is desirable to bring life to the civic quarter.

Figure 20: Design Principles for Character Area 05 - Civic Heart
9.8 Character Area 06: Mixed Use Employment

9.8.1 Overview
This character area supports the limited amount of new employment space within the town centre at Opportunity Site E1. Two locations are identified for mixed use employment/residential development. The northern area is at the junction of Institute Place, Dalston Lane and Amhurst Road. The southern area is located on Reading Lane (Florfield Road Depot).

Policy HCTC 24
MIXED USE EMPLOYMENT – READING LANE

1. The Council will encourage development within this mixed use employment area. Development proposals should address the following:
   a. A cluster of high quality modern mixed use office/residential buildings emerging in the context of the civic services facilities at site E1 (see Site Policy HCTC 24 Site E1);
   b. Frontages other than the large modern office proposals should create a fine grain character, reflecting the existing ‘lanes’ of Hackney Grove and Florfield Passage and Institute Place;
   c. Building heights will appropriately relate to the context;
   d. Car free development with the exception of mobility impaired or car club spaces; and,
   e. Retention of buildings of character and architectural interest, particularly traditional warehouse/industrial architecture should be retained and converted to maintain these elements of positive character in this area.

Site Policy HCTC 24 Site E1
FLORFIELD ROAD DEPOT (Site Area: 5969m2/0.5969 hectare)

1. Development proposals shall have regard to the following:
   a. Comprehensive and co-ordinated redevelopment of Site E1 to provide a high quality commercial/residential mixed use development. Ground and first floors to comprise a range of commercial modern office space for business at different stages in their life cycles with upper floors to comprise flats of varying type and tenure;
   b. Building heights to be in accordance with Building Heights Strategy (5 to 6 storeys in this location), with the potential for a taller building element abutting the railway line;
   c. Frontage that addresses the southern side of Reading Lane and responds in scale, massing and form to the new Service First Centre with active frontages facing Hackney Grove;
   d. Enhancement of the public realm including improved surface treatments and links to the Town Hall Square in a way that is consistent with the public realm strategy. Potential treatment of the
railway bridges and associated streetscape to the west (on Reading Lane and Richmond Road) shall also signify these locations as gateways into the town centre;

e. Proposals along Hackney Grove that create greater overlooking and active ground floors will be supported by the Council, particularly in respect to Vernon Hall and 21-23 Hackney Grove;

f. Refurbishment to part of the railway arches to provide workspace;

g. Access to site E1 off both Reading Lane and Richmond Road, with the principal access off Reading Lane. A new service road will provide access to a shared service/courtyard area. Consider access from the south off Richmond Road utilising the railway back lands area;

h. Servicing of offices from a shared internal courtyard at ground floor. An element of parking is also desirable within the courtyard. Servicing may also take place along the western edge adjacent to the railway.

Supporting Character Area 06: Mixed Use Employment

Florfield Road Depot lies adjacent to elevated railway infrastructure and to Reading Lane. This affords opportunities to better relate to the new Council Service building and Hackney Grove which is an important footpath/cycle path to the east of this area between Reading Lane and Richmond Road. It is poorly overlooked at present and any proposals will address this issue and encourage a safe and secure pedestrian/cycle route during both the day and night.
Figure 21: Design Principles for Character Area 06 - Mixed Use Employment
9.9 Character Area 07: Traditional Streets

9.9.1 Overview
Hackney Central contains areas of traditional streets that are predominantly characterised by high quality, Victorian and Edwardian housing types and apartment mansions. This provides a consistent and traditional architectural treatment and design to those streets. Opportunity sites F1 and F2 are located in this character area.

Policy HCTC 25
TRADITIONAL STREETS

1. The Council will not seek major redevelopment of this character area, with the exception of site F1 Hackney Lanes (Sylvester Path) and the infilling of part of the Horton Road site (Site F2). Development proposals should address the following:

a. A predominantly residential use, although, where appropriate, compatible uses would be considered. Locations close to existing commercial areas should reflect their commercial nature and contain a mix of uses, including commercial/office space with residential to upper floors;

b. Existing buildings that make a positive contribution to the character and appearance of this area should be retained and refurbished in the first instance, rather than demolished and replaced;

c. Appropriate building heights are to be informed by the existing built context (typically 3 storeys depending on the location);

d. Building development lines should be commensurate with the established local street pattern;

e. Frontages that create a fine grain character, reflecting the existing context, with fenestration arranged to provide overlooking of public streets and spaces; and,

f. On-street parking with new developments meeting current council parking standards.

Site Policy HCTC 25 Site F1
HACKNEY LANES (Site Area: 1200m2/0.12 hectare)

1. The comprehensive and co-ordinated development of this site together to provide a building of 3 storeys with potential for a 4 storey accent towards the Town Hall is envisaged. Development proposals shall be designed to:

a. Reflect the intimate scale and character of this narrow path taking into account the Old Ship public house opposite and respect the local view from Sylvester Road to the Town Hall;

b. Include ground floor commercial office accommodation with upper floors providing office space and flats;

c. Retain and respect the existing listed building and the requirements
of existing users and occupiers on the east side of Sylvester Path; and

d. The building edge should provide natural surveillance, an active ground level and be well designed to offer interest and variety for the pedestrian.

Site Policy HCTC 25 Site F2
GREAT EASTERN BUILDINGS (1-10), READING LANE AND LAND TO THE REAR OF (37-39) HORTON ROAD (Site Area: 2140m²/0.214 hectare)

1. The Council will pursue the co-ordinated redevelopment of this site. Development proposals should have regard to the following:
   a. A new residential infill development of flats and town houses. Proposals must ensure they do not impact adversely on the surrounding residential context and must seek to retain a majority of existing mature vegetation; and
   b. Development will be restricted to 4 storeys to respect the existing adjacent residences. Any off-street parking for Horton Road properties in addition to parking associated with the new development will need to be provided.

Supporting Character Area 07: Traditional Streets

The traditional residential streets in the town centre provide quality living environments that retain residents and thus underpin the sustainability of the centre. It is therefore important to maintain and enhance these areas and consider expansion where possible.

When infill sites become available within this character area they must support this wider town centre living approach. The Hackney Lanes site sits within the traditional streets area but also abuts the civic and cultural quarter where more commercial and leisure activities are present. It is therefore sensible to consider a mix on this site that reflects these two conditions.

The Horton Road site is a small contained back land site located west of the railway and situated between Reading Lane to the south and Wilton Way to the north. Opportunity site F2 is located within this and is confined to Council owned land.
Figure 22: Design Principles for Character Area 07 - Traditional Streets
9.10 Character Area 08: Kenmure Triangle

9.10.1 Overview
This character area reflects many of the qualities of the ‘Traditional Streets’ Character Area and development facing Dalston Lane mostly comprises traditional paired villas. No opportunity sites are identified within this character area though potential for small scale infill and replacement buildings is recognised.

Policy HCTC 26
KENMURE TRIANGLE

1. The Council will not seek major redevelopment within this character area, but acknowledges the opportunity for minor infill development. In general the key improvements in the area will be to:
   a. Improve the public realm quality of connecting streets of Kenmure Road and Brett Road which link to both Hackney Central and Hackney Downs train stations;
   b. Maintain the existing traditional residential character of the streets and on-street parking;
   c. Promote a housing vernacular that reflects the existing high quality traditional architecture, and maintains the characteristics of short front gardens, bay windows and other quintessential architectural features of this area;
   e. Ensure windows and doors are arranged to open onto adjacent streets;
   f. Maintain appropriate building heights within the area (in general 2-3 storeys dependant on location, and not exceeding 5 storeys along Brett Road); and
   g. Enable some small scale infill development where appropriate to maintain the high quality building character and to minimise blank frontage on to streets. Refurbishment of existing property is desired. Demolition of existing dilapidated buildings will only be considered in extreme cases and in consultation with the Council.

Supporting Character Area 08: Kenmure Triangle

This area contributes towards the retention of quality living within the town centre and thus underpins local sustainable patterns. The Council wishes to retain town centre living and to further expand this where possible. Kenmure Triangle is a distinct set-piece of residential architecture with a clear relationship between streets and buildings. It offers a quiet living environment close to the busy retail streets of the town centre and is to be preserved.
Figure 23: Locality Map for Character Area 08 - Kenmure Triangle
9.11 Character Area 09: Clarence Road and Clarence Mews

9.11.1 Overview
Clarence Road and Clarence Mews form a well defined character area to the north of the town centre. The Mews (that sit along the backs of Clarence Road) comprises an eclectic mix of buildings, uses and of varying quality including studios and workshops, traditional flats over garages and converted industrial buildings. Its narrow street creates an intimate character with buildings opening directly onto the street.

Clarence Road provides a direct link into the top of primary shopping area Mare Street/the Narrow Way from the north and is in close proximity to the creative employment and residential area of Clarence Mews. No opportunity sites are identified within this character area.

Policy HCTC 27
CLARENCE ROAD AND CLARENCE MEWS

1. The Council will encourage the upgrade of existing development to maintain the mix of character and uses and seek outcomes that:
   a. Improve the street space and quality of the public realm generally along Clarence Mews;
   b. Encourage improvements to building frontages and require new infill developments to respond to the distinctive local character and provide a contiguous street frontage with consistent building line;
   c. Encourage the growth and expansion of cultural and creative industries, as well as third sector uses;
   d. Restrict building development on Clarence Mews to 2-3 storeys in order not to exceed existing building heights, affect the overall character or height to width ratio of Clarence Mews;
   e. Retain Clarence Road as a secondary shopping frontage containing small independent local shops interspersed with residential dwellings and flats above shops;
   f. Allow development on Clarence Road of 3-4 storeys in order to achieve better enclosure to the street;
   g. Reduce the visual dominance of on-street parking through street tree planting and streetscape improvements;
   h. Encourage consolidation of retail uses (A1/A2) along Clarence Road to support Cultural and Creative Industries and Third Sector uses;
   i. Improve connections with the Pembury Estate to provide greater access to the local retail along Clarence Road;
   j. Improve shop frontages (signage and shop front design); and
   k. Improve the junction of Lower Clapton/the Narrow Way as part of the redevelopment of opportunity site D1.
Supporting Character Area 09: Clarence Road and Clarence Mews

Clarence Road and Clarence Mews comprise a small pocket of mixed use employment, retail, commercial and residential activity to the north of the town centre. The mews is one of the few locations in the town centre where genuine live-work development exists in a successful manner. As such the area is unique and should be maintained and enhanced. Further expansion of this type of development would be considered by the Council and could include Creative and Cultural Industries / third sector uses.

The existing shops along Clarence Road exhibit traditional architectural styles but are plain and in need of improvements. Narrow pavements need to be addressed and parking better organised to reduce its visual dominance. Scope exists to redistribute carriageways utilising the width of space provided by the set back to the Pembury Estate opposite.

Figure 24: Locality Map for Character Area 09 - Clarence Road and Clarence Mews
9.12 Character Area 10: Residential Estates

9.12.1 Overview
Two post-war housing estates comprise this area - the Trelawney Estate to the south-east and the Marcon Estate to the north-west, plus a small section of the Pembury Estate to north of the AAP area. These estate layouts contrast strongly with the traditional streets found in other parts of this area. Blocks of flats are mainly inward looking and arranged in regular patterns with large open spaces between buildings. Estates are generally no-through routes with roads arranged in cul-de-sacs.

No opportunity sites are identified within this Character Area, however public realm enhancements and better connectivity is encouraged between the estates and the surrounding area.

Policy HCTC 28
RESIDENTIAL ESTATES

1. The Council will seek a comprehensive public realm and focused upgrade with regard to the three estates including:
   a. Trelawney Estate proposals include:
      • Improved surface treatment, planting and streetscape furniture throughout;
      • Enhancements including two key north-south through routes to enhance legibility and connectivity;
      • Enhanced natural surveillance to the area and ultimately improved safety for users; and
      • Providing improved amenity space, with particular emphasis on land facing Morning Lane including the provision of a new play space.
   b. The Marcon Estate proposals include:
      • Provision of decent homes for all residence;
      • Improvements to safety in the area by reducing the presence of ‘exposed backs’ issues;
      • Enhancement of key routes through the estate in terms of surface treatment, landscaping and a higher quality streetscape palette to enhance attractiveness and legibility; and
      • Enhancement of local parks and car parks through new landscaping.
   c. The Pembury Estate proposals include:
      • Working with Peabody Trust to bring forward the holistic redevelopment of land within the AAP boundary for primarily housing, in concurrence with Pembury Road junction improvements; and
      • Provision of amenity/play spaces for a range of age groups.
Supporting Character Area 10: Residential Estates

All the three estates exhibit similar characteristics that need to be addressed, including:

- Poor connectivity and relationship with adjoining areas;
- Low grade streetscape quality;
- Poor legibility / way finding;
- Indifferent architectural appearance;
- Under used open amenity space; and,
- Back boundaries of properties opening directly onto public open space.
PART D – PHASING AND IMPLEMENTATION

10 Phasing Strategy and Implementation Plan

10.1 Introduction

The AAP identifies a number of Opportunity Sites within Character Areas which have potential for development and improvement, and sets out the potential amount of development that could occur on these sites. It is necessary to identify when these sites would most likely come forward for development. This chapter sets out a Phasing Strategy identifying when such sites would most likely come forward for development in the short term (within next 5 years), medium term (6 to 10 years) and long term (11 to 15 years).

An Implementation Plan is crucial in order to help deliver the AAP, coordinating the delivery of key infrastructure and other projects and tasks with development. A series of projects and tasks have been identified which need to be brought forward in relation to the likelihood of development on sites within the Phasing Strategy. These have been identified again in the short, medium and long term.

10.2 Delivery Constraints and Opportunities

There are a number of key issues that will influence the ability of the Council and private investors to deliver projects and development in Hackney Central. These have been identified and inform the Phasing and Implementation Plans in this AAP.

Opportunities:

- The potential to meet new housing growth requirements and housing needs demand through proposed developments;
- The potential to enhance the town centre’s range of facilities and retail provision;
- The potential for redevelopment of the Clapton bus depot site and the Tesco site present a major opportunity for comprehensive change; and
- Capitalise on planned enhancements and the re-establishment of the Hackney Central rail station ticket hall.

Constraints:

- Funding for public realm and other capital works will not be deliverable through the Council alone;
- LBH have limited capital funds to deploy for site assembly;
• The majority of opportunity sites are in private ownership/control and therefore timescales are uncertain and generating value limited to agreements, planning obligations and potential Section 106 terms; and
• Improvements to the pedestrian environment along the Narrow Way are dependent upon wider area traffic modelling and agreement with TfL and London Buses.

The AAP, its Phasing Strategy and Implementation Plan address these issues as follows:
• Use the AAP as a mechanism to avoid inappropriate development in the town centre;
• Extracting value to fund public realm enhancements;
• Focusing on well defined development of opportunity sites and town centre wide strategies;
• Looking to the ‘bigger picture’ where each opportunity area contributes to overall comprehensive change, shifting the character and image of the quality of the town centre;
• Understanding and responding to the impact of major sub regional developments i.e. Stratford City on the Town Centre; and
• Maximising development value.

Projects scheduled for delivery in the following Phasing Strategy and Implementation Plan, in the short term in particular will require public sector support and private sector support (such as through planning contributions by S106 agreement or CIL) to assist with project feasibilities, land acquisition, site preparation, infrastructure development and other enabling initiatives.

10.3 Phasing Strategy

The Phasing Strategy sets out indicative periods (short, medium and long term) for when improvements and developments to the ‘opportunity’ sites could come forward. Much may change during the AAP period, such as economic conditions, which could affect timescale and feasibility of development. The following general principles have informed phasing assumptions:

Phase 1 development:
• will have the highest positive impact on the viability and impact of later phases;
• may require development of publicly owned land (LBH, TfL, GLA) where the greatest control over outcomes can be applied, or those at pre-application stage;
• will be able to be delivered through private sector development or using existing or accessible budgets; and
• will generally consist of land in sole ownership.

Phase 2 development will:
• depend on viability and delivery by the private sector on the completion of early phases;
• require land assembly and / or public funds that need to be planned for some years in advance; and
• consist of sites in multi-land ownership.

Phase 3 development will:
• require change in market conditions (eg. improvements in viability dependent on medium term market trends);
• require public funding that either needs to be bid for or is not covered by existing mainstream budgets and thus cannot be relied upon within proper implementation planning; and
• generally be sites in multi-land ownership.

In order for development to come forward as indicated, the Council will need to maximise its own land assets, consider using its statutory powers for land assembly, and work with private and other public sector landowners and funding sources.

Economic viability has been considered to inform the AAP proposals. This advice has been at a strategic/preliminary level in order to identify key opportunity sites for potential redevelopment. Particular further detailed work will be required, for example:

• Full ownership, tenure and review of land owners and tenants, including own proposals and position to carry out redevelopment;
• Site specific issues, restrictions, heritage and ground conditions, e.g. proximity to railway;
• Architectural intentions beyond massing studies;
• Phasing of individual developments in the context of surrounding area redevelopment and potential increased values; and
• Factoring in changes to property and land values and construction costs that are highly sensitive to relatively minor changes which then affect overall viability.

A key objective is to ensure that any change of use to residential and other value-generating uses must provide a wider benefit for the local area, such as in helping to deliver access, public realm, employment, educational, health and other community-related improvements either indirectly or directly.

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Site address/name</th>
<th>Ownership</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>F2</td>
<td>Great Eastern Buildings (1-10) and land to the rear of 37-39 Horton Road</td>
<td>Council</td>
<td>Being considered by the Council for redevelopment for residential use</td>
</tr>
<tr>
<td>B1</td>
<td>7-19 Amhurst Road and rail station car park</td>
<td>Private and Council</td>
<td>Comprehensive use and development of vacant 7-19 Amhurst Road site and Council owned car park in conjunction with refurbishment of old station</td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Owner</td>
<td>Notes</td>
</tr>
<tr>
<td>---</td>
<td>------------------------------------------------------------------------------</td>
<td>--------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>B2</td>
<td>Old Hackney Central station and railway bridge</td>
<td>Network Rail</td>
<td>LBH to work with Network Rail and TfL to bring forward refurbishment and temporary use to activate area.</td>
</tr>
<tr>
<td>A1, A2, A3</td>
<td>Tesco sites east and west, 5-13 Morning Lane</td>
<td>Private</td>
<td>Bring forward a Tesco Extra supermarket with residential development. Needs to be in conjunction with new access through the railway arches and to Mare Street and in discussion with Network Rail/Spacia. Site A3 will need to be considered as part of the comprehensive site A2 package. Further investigation and mitigation of below-ground site constraints required.</td>
</tr>
<tr>
<td>A6</td>
<td>Railway arches, Bohemia Place</td>
<td>Network Rail/Spacia</td>
<td>Potential redevelopment of the Tesco sites A1 and A2 will involve new pedestrian access through western end of the railway arches at Bohemia Place. LBH to work with Network Rail and Spacia to bring forward both this new link and the phased refurbishment of the arches to provide retail with affordable workspace and environmental improvements to Bohemia Place.</td>
</tr>
<tr>
<td>E1</td>
<td>Florfield Road Depot</td>
<td>Council and private</td>
<td>Potential comprehensive mixed-use development of Council depot and adjacent privately-owned site subject to Council asset and management requirements.</td>
</tr>
<tr>
<td>C1</td>
<td>The Rectory, 356 Mare Street, land rear of 392-396 Mare Street and Learning Trust</td>
<td>Private, various</td>
<td>Properties in individual ownership, LBH to work with landowners on agreements for redevelopment. Comprehensive development for predominantly residential use with potential re-provision for the Scout Hall and Learning Trust. Access to the site will need further technical feasibility given difficult backland nature.</td>
</tr>
<tr>
<td>D2</td>
<td>302-304 Mare Street</td>
<td>Council</td>
<td>Related to Sites A1, A2 and A3. Site with potential for mixed-use in prominent position to gateway into ‘new urban quarter’.</td>
</tr>
</tbody>
</table>
### Medium term – 2017 to 2021

<table>
<thead>
<tr>
<th></th>
<th>Address</th>
<th>Ownership Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A5</td>
<td>350-352 Mare St (inc. 352a)</td>
<td>Private</td>
<td>Redevelopment potentially in conjunction with proposals for bus garage and link through railway arches.</td>
</tr>
<tr>
<td>A7</td>
<td>2-20 Morning Lane and Hackney Trades Hall</td>
<td>Private, various</td>
<td>Properties in individual ownership, LBH to work with landowners on agreements for redevelopment.</td>
</tr>
<tr>
<td>A4</td>
<td>Bus Depot</td>
<td>Private</td>
<td>Work with Arriva and TfL on relocation of bus depot/garage operation to release the site for mixed-use development and public realm enhancements.</td>
</tr>
</tbody>
</table>

### Long-term – 2022 to 2026

<table>
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<tr>
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<th>Address</th>
<th>Ownership Type</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>D1</td>
<td>3-17 Lower Clapton Road, Clarence House and 2-12a Clarence Road</td>
<td>Private, various</td>
<td>Properties in individual ownership, LBH to work with landowners on agreements for redevelopment. Comprehensive redevelopment to include major new leisure/retail anchor and landmark building.</td>
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<tr>
<td>F1</td>
<td>Sylvester Road and 117 Wilton Way</td>
<td>Private</td>
<td>LBH to work with the site owner to bring forward.</td>
</tr>
</tbody>
</table>

### 10.3 Summary of indicative AAP potential new accommodation

Table 4 provides approximate figures for the potential new employment, retail, community floorspace and residential units which is possible for the town centre if the opportunity sites are developed in accordance with the AAP development principles and phasing strategy.

It is important to note that these figures are approximates only and based on a site by site urban design led analysis of capacity. Floorspace capacities have been estimated based on the appropriate bulk and scale, streetscape and townscape considerations, and other site specific constraints for the development concepts prepared for the opportunity sites. The phasing figures for the housing are also only an indicative estimate based on this approach.

These indicative figures are subject to variation when the various opportunity sites come forward to more detailed design and implementation stage and as development is implemented.
### Table 4 Summary of indicative AAP potential new accommodation

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Short Term</th>
<th>Medium Term</th>
<th>Long Term</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>775</td>
<td>375</td>
<td>71</td>
<td>1 221 units</td>
</tr>
<tr>
<td>Employment/Office</td>
<td>9200</td>
<td>3158</td>
<td>1910</td>
<td>14 268 sq.m</td>
</tr>
<tr>
<td>Retail</td>
<td>19688</td>
<td>3600</td>
<td>1420</td>
<td>24 708 sq.m</td>
</tr>
<tr>
<td>Community</td>
<td>0</td>
<td>1 000</td>
<td>0</td>
<td>1 000 sq.m</td>
</tr>
</tbody>
</table>

NB: Since the Phase 1 AAP was adopted in November 2009, one opportunity site has been deleted from the AAP and two opportunity sites have been partially built out. The overall potential accommodation figures above have not been amended to reflect this so that the potential accommodation quantum (including the accommodation that has recently been constructed) across the town centre can be considered as part of the town centre wide strategies and future infrastructure provision. Due to changes in the proposed phasing, the above summary table has been amended to reflect the revised short, medium and long term proposals.

Much will change over the AAP period and proposals therefore need to incorporate the flexibility to cater to differing economic circumstances, lifestyles and consumer preferences for example. The implementation of the AAP policies will occur not only through the delivery of the main opportunity sites, but also through a variety of related public realm, town centre management and transport projects coming to fruition that cannot be defined in detail at this juncture but which can be expected to be implemented within the AAP period.

### 10.4 Implementation Plan

The AAP is a strategy for guiding development and investment to regenerate Hackney Central over the next 15 years. An Implementation Plan is crucial in order to help deliver the AAP, coordinating the delivery of key infrastructure and other projects and tasks with development.

Within this timescale, a series of projects and tasks have been identified which need to be brought forward and delivered in the following timeframes which relate to the Phasing.

The key task for this AAP is the careful integration of existing identified major projects, some of which are already under way, alongside a number of key interventions, projects and tasks proposed. Table 5 outlines which sections of the AAP the project relates to, the actual action/project/task, lead responsibility for delivery, likely costs and funding sources and phasing.

Some of the actions have allocated funding or funding sources, but the majority do not. In these cases, an indicative cost assessment has been given, as:

- Low - e.g. feasibility studies, simple projects, additional research, establishing joint work arrangements;
- Medium - e.g. local infrastructure improvements of medium complexity; and
- High - e.g. major infrastructure improvements and site assembly of high complexity and cost.
In all cases phasing, responsibility/delivery and funding are all indicative and will need to be worked on in detail.

The Implementation Plan identifies the funds needed to deliver projects, and seeks funding from a variety of sources. The Council will be proactively seeking funding; working with representatives from other key public sector bodies and key stakeholders is the first action in the Implementation Plan to co-ordinate projects and tasks and to seek funding for their delivery.

The Implementation Plan is a ‘rolling programme’ of projects and tasks that will be continually updated to reflect projects completed or no longer required and new projects. The Plan also captures some of the projects and tasks being actioned by the Council’s Regeneration Delivery Team and Town Centre Partnership Forum.

Potential delivery mechanisms for the Implementation Plan are as follows:

- **Planning Conditions or Obligations** – site specific elements such as affordable housing or new open space provided by private or public developers and secured using planning conditions or planning obligations;
- **Section 106 or Community Infrastructure Levy (CIL)** – wider area improvement projects delivered by the Council or using pooled planning contributions (by S106 agreement or CIL). CIL is a new charge to be introduced on new development to spend on local and sub-regional infrastructure to support the development of the area. This AAP informs the required contributions within the town centre set out in the Council’s adopted Planning Contributions SPD. Priorities for S106 can be summarised, but not limited to:
  - Affordable Housing;
  - Enhancements to the Public Realm/environmental improvements (and management and maintenance);
  - Children’s Play Areas and Recreation Facilities;
  - Transport Infrastructure; and
  - The delivery of sustainable energy, eg CCHP.
- **Mayoral Community Infrastructure Levy** – developments are expected to contribute to the delivery of regional transport infrastructure through the Greater London Authority’s Mayoral Community Infrastructure Levy (when implemented).
- **Partnership Working** – projects delivered through partnership working between the Council and other agencies or organisations such as Transport for London, the Greater London Authority (or any subsequent Mayoral Development Agency) and so on.
- **AAP as an Investment Tool** – using the AAP as a basis to secure resources from funding bodies in support of the projects identified.
<table>
<thead>
<tr>
<th>Project No. and Ref to AAP (CA = Character Area)</th>
<th>Action</th>
<th>Phasing</th>
<th>Lead Partners</th>
<th>Funding Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUBLIC REALM, OPEN SPACE, TRANSPORT AND OTHER INFRASTRUCTURE</td>
<td>Development of a detailed Public Realm Strategy and Implementation (inc. way finding, greening of the town centre, potential enhancements to public spaces such as the Town Hall Square, improved/new bus shelters, street furniture &amp; facilities for older persons, public art, graffiti removal)</td>
<td>Short/Med</td>
<td>LBH</td>
<td>LBH, TfL, S106</td>
<td>Low/Med</td>
</tr>
<tr>
<td>Chapters 5 and 9 and across AAP Area</td>
<td>Investigate potential for intermittent street planting to reduce the dominance of on street parking and environmental improvements</td>
<td>Short/Med</td>
<td>LBH</td>
<td>LBH, TfL, S106</td>
<td>Low/Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CAs 2 &amp; 3</td>
<td>Public realm, crossing and junction improvements to junction of Mare Street and Amhurst Road</td>
<td>Short</td>
<td>LBH lead, partners, TfL</td>
<td>LBH, TfL, S106</td>
<td>Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CAs 2 &amp; 10</td>
<td>Public realm, environmental, crossing and junction improvements to junction of Amhurst Road, Dalston Lane and Pembury Road</td>
<td>Short</td>
<td>LBH lead, partners, TfL</td>
<td>LBH, TfL, S106</td>
<td>Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CA 3</td>
<td>Public realm, crossing and junction improvements to junction of Narrow Way and Lower Clapton Road</td>
<td>Short</td>
<td>LBH lead, partners, TfL</td>
<td>LBH, TfL, S106</td>
<td>Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CA 3</td>
<td>Improved/new crossings on Mare Street</td>
<td>Short</td>
<td>LBH lead, partners, TfL</td>
<td>LBH, TfL, S106</td>
<td>Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CA 3</td>
<td>Improved/new crossings, environmental/public</td>
<td>Short</td>
<td>LBH lead,</td>
<td>LBH, TfL, S106</td>
<td>Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CA 2</td>
<td>realm improvements to Amhurst Road</td>
<td>partners TFL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improved/new crossings, environmental/public realm improvements on Morning Lane</td>
<td>Short</td>
<td>LBH lead, partners TfL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improved/new crossings on Dalston Lane and Pembury Road</td>
<td>Short/Med</td>
<td>LBH lead, TfL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental/public realm improvements to Narrow Way, including potential public art, seating at northern end and improved way finding</td>
<td>Short</td>
<td>LBH lead, TfL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental/public realm improvements to Narrow Way, including potential public art, seating at northern end and improved way finding</td>
<td>Short</td>
<td>LBH lead, TfL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhanced pedestrian/cycle routes – Narrow Way, Hackney Grove, St John’s Churchyard</td>
<td>Short</td>
<td>LBH lead, TfL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New cycle route connecting Hackney Grove and Sylvester Path</td>
<td>Short</td>
<td>LBH, TfL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New/improved signage for existing and proposed cycle routes and in particular at various points along Mare Street to identify this approach to Primary Shopping Area and cycle parking facilities</td>
<td>Short</td>
<td>LBH, TfL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Introduce secure cycle parking at key locations in town centre inc. Hackney Downs &amp; Hackney Central rail stations &amp; primary shopping locations, avoiding where possible taking footway</td>
<td>Short</td>
<td>LBH, TfL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Refurbishment and reopening of Hackney Central station as ticket hall and station &amp; work with Crossrail on precise location, requirements &amp; design of potential Chelsea-Hackney Line Station</td>
<td>Short/Med</td>
<td>LBH, TfL, NR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduce numbers of buses operating along Narrow Way and investigate traffic management schemes</td>
<td>Short</td>
<td>LBH, TfL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chapters 5 and 7, across AAP Area</td>
<td>Investigate 20mph speed limit zone for town centre</td>
<td>Short</td>
<td>LBH/TfL</td>
<td>LBH, TfL</td>
<td>Low/Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CA 10</td>
<td>Public realm and environmental improvements to Marcon &amp; Aspland, Trelawney and Pembury Estates</td>
<td>Short/Med</td>
<td>LBH, Hackney Homes</td>
<td>HH, LBH</td>
<td>Low/Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CA 4</td>
<td>Investigate potential for provision of public toilets as part of St John-at-Hackney proposals</td>
<td>Short/Med</td>
<td>LBH, TfL</td>
<td>LBH, TfL, S106, St Johns</td>
<td>Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CA 5</td>
<td>Potential road closure of Wilton Way and Reading Lane (excluding service vehicles) to enhance the Town Hall Square</td>
<td>Med</td>
<td>LBH, TfL</td>
<td>LBH, TfL</td>
<td>Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CA 1</td>
<td>New pedestrian routes through Tesco site and viaduct</td>
<td>Med</td>
<td>LBH lead, Tesco, Network Rail, Arriva and TfL</td>
<td>LBH, Tesco, S106, NR, Arriva, TfL</td>
<td>Med</td>
</tr>
<tr>
<td>Chapters 5 and 7, CAs 2, 3, 6, 7</td>
<td>Station improvements to Hackney Downs station, platform interchange between Hackney Downs and Hackney Central – engagement with TfL and Network Rail</td>
<td>Med</td>
<td>TfL, Network Rail leads, LBH partner</td>
<td>TfL, Network Rail, DfT</td>
<td>Med/High</td>
</tr>
<tr>
<td>Chapters 5 and 7, CAs 9&amp;10</td>
<td>Investigate pedestrian/cycle connection between Clarence Road and Pembury Circus site (outside AAP area)</td>
<td>Med</td>
<td>TfL, LBH, other</td>
<td>LBH, TfL, S106</td>
<td>Med</td>
</tr>
</tbody>
</table>

**ENERGY AND SUSTAINABILITY**

<p>| Chapter 8, CA 1 | Feasibility/technical study on creation of energy centre in Tesco or bus depot sites | Short | LBH lead, GLA partners | GLA, LBH | Low |
| Chapter 8, CA 1 | Implementation of energy centre | Short/Med | LBH lead, GLA and adjacent site owners as partners | GLA, S106, LBH, other | High |
| Chapter 8 | Promotion and delivery of zero-carbon buildings as | On-going | LBH lead, GLA | N/a | N/a |</p>
<table>
<thead>
<tr>
<th>across AAP Area</th>
<th>part of promoting AAP Area as 'low carbon zone’ partners</th>
<th>partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapter 6, across AAP Area</td>
<td>Roll out of Hackney empty shops scheme, ensuring empty properties remain animated by sponsoring art, health and well being and community projects to occupy on a temporary basis</td>
<td>On-going LBH DCLG Low</td>
</tr>
<tr>
<td>Chapter 6, across AAP Area</td>
<td>Development of an Economic Development Strategy with emphasis on night time economy (and encouraging positive use for former Ocean building)</td>
<td>Short LBH LBH, LDA, other Low/Med</td>
</tr>
<tr>
<td>Chapter 6, across AAP Area</td>
<td>Partnership working with developers to ensure provision of smaller footprint employment units for independent businesses, medium units for comparison retail</td>
<td>Short/Med LBH lead N/a N/a</td>
</tr>
<tr>
<td>Chapters 5 and 9, CA 4</td>
<td>Support for outdoor market, café and event space in St Johns churchyard</td>
<td>Short/Med LBH, St Johns church N/a N/a</td>
</tr>
</tbody>
</table>

**IMPROVING RETAIL AND COMMERCIAL SERVICES**

<p>| Chapter 4, CA 3 | Grant funding for external and internal improvements to shopfronts, buildings in Conservation Areas and listed buildings, and other buildings of architectural and historic merit | Short/Med LBH lead, EH, LBH, S106, EH, other Med |
| Chapters 5 and 6, CAs 3, 6, 7 | Introduce low emission architectural lighting schemes for Mare Street and Hackney Downs Railway bridges | Short LBH, TfL, NR, LBH, TfL, NR St John-at-Hackney Med |
| Chapter 6, across AAP Area | On-going support for healthy communities | On-going LBH/PCT N/a N/a |
| Chapters 4, 5 and 6, across AAP Area | Support and promote the Hackney Central Town Centre Partnership Forum | On-going LBH and key stakeholder LBH Low |
| Chapter 6, | School/education space requirements, education | On-going LBH, Learning N/a N/a |</p>
<table>
<thead>
<tr>
<th>across AAP Area</th>
<th>facilities</th>
<th>trust</th>
<th>Low/Med</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapter 6, CA 9</td>
<td>Support/development of creative and cultural industry in Hackney Central</td>
<td>On-going LBH lead, partners, CCI, LDA</td>
<td></td>
</tr>
<tr>
<td>Chapters 6 and 9, CA 5</td>
<td>Support Hackney Central outdoor events, performances around Town Hall Square</td>
<td>On-going LBH, Hackney Empire</td>
<td>Low</td>
</tr>
<tr>
<td>Chapter 6, across AAP Area</td>
<td>Support/development of community and voluntary sector in Hackney Central, fostering and developing relations with RSLs/HAs, correlation to 3rd Sector Accommodation Strategy</td>
<td>On-going LBH lead, partners, LDA, community groups, HCVS</td>
<td>Low</td>
</tr>
<tr>
<td>Chapter 6, across AAP Area</td>
<td>Map 3rd sector uses/activities in town centre</td>
<td>Short LBH lead, community groups, LDA, HCVS</td>
<td>Low</td>
</tr>
<tr>
<td>Chapter 6, across AAP Area</td>
<td>Improved town centre crime prevention and safety measures</td>
<td>On-going LBH, Met Police, community groups</td>
<td>Low/Med</td>
</tr>
<tr>
<td>Chapter 6, across AAP Area</td>
<td>Police requirements including facilities and support</td>
<td>On-going LBH, Met Police, other</td>
<td>Low/Med</td>
</tr>
<tr>
<td>Chapter 6, across AAP Area</td>
<td>Provision of multi-ethnic community hall for older people</td>
<td>Short/Med LBH, LDA, S106, other</td>
<td>Low/Med</td>
</tr>
<tr>
<td>Chapter 6, across AAP Area</td>
<td>Provision of youth play facilities in areas of open space</td>
<td>Short/Med LBH, Learning Trust, St Johns</td>
<td>Low/Med</td>
</tr>
<tr>
<td>Chapter 6, across AAP Area</td>
<td>Provision of youth social facilities (community hall, social club)</td>
<td>Short/Med LBH, LT, S106, RSLs</td>
<td>Low/Med</td>
</tr>
</tbody>
</table>
## MANAGEMENT AND MAINTENANCE

<table>
<thead>
<tr>
<th>Chapter 6, across AAP Area</th>
<th>Proposals for streetscape and public open space enhancements should build in robustness to their management and maintenance through:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ongoing</td>
</tr>
<tr>
<td>1. Maintaining detailed records of original schemes;</td>
<td></td>
</tr>
<tr>
<td>2. Ensuring there are the necessary skills to implement and maintain proposals</td>
<td></td>
</tr>
<tr>
<td>3. Ensuring staff are fully aware of the appropriate maintenance procedures</td>
<td></td>
</tr>
<tr>
<td>4. Working with utilities companies to ensure surfaces are replaced with appropriate materials;</td>
<td></td>
</tr>
<tr>
<td>5. Maintaining adequate stocks of the relevant materials for repairs and on-going maintenance;</td>
<td></td>
</tr>
<tr>
<td>6. Ensuring that the appropriate maintenance procedures are in place to provide consistent future management;</td>
<td></td>
</tr>
<tr>
<td>7. Providing adequate contractual arrangements for specialist items such as bespoke lighting or public art; and</td>
<td></td>
</tr>
<tr>
<td>8. Ensuring the choice of materials is sufficiently robust to be able to cope with the expected level of use and adopted cleaning methods, equipment and vehicles.</td>
<td></td>
</tr>
</tbody>
</table>

### 10.5 Monitoring

The policies contained within the AAP will be monitored against the indicators for relevant policies contained within the Council’s Core Strategy December 2010, including policies on Growth Locations, Town Centres, Housing Growth, Economic Development, Affordable Housing and Open Space Network. The AAP policies will be reported as part of the Council’s LDF Annual Monitoring Report.
Appendices

Appendix A
Hackney’s Sustainable Community Strategy 2008 - 2018

Appendix B
Indicative Perspective Sketches: New Town Square and Hackney Central Station

Appendix C
Reference to Evidence Base and Supporting Documents

Appendix D
Accommodation Schedule

Appendix E
Superseded UDP Designations

Appendix F
Saved UDP policies superseded within AAP area
# Appendix A

## Hackney’s Sustainable Community Strategy 2008 - 2018

### AAP Objectives

1. To reinforce the character and identity of the town centre
2. To promote the legibility of the town centre
3. To address severance and minimise barriers
4. To locate taller buildings to support character
5. To deliver a high quality and accessible public realm
6. To support enhanced landscape design for key areas
7. To provide increased provision of play facilities
8. To ensure land uses are well integrated and mixed use
9. To identify and promote retail themes within the centre
10. To achieve a range of dwelling types, sizes and tenures
11. To achieve the provision of sustainable new housing
12. To establish a clear hierarchy of movement and access
13. To ensure all transport infrastructure is well designed and integrated
14. To improve the quality of pedestrian and cycle routes
15. To meet Hackney’s carbon reduction target and reduce fuel poverty by maximising energy efficiency and increase the use of low energy and renewable energy sources in the town centre
16. To maximise the town centre benefits of key opportunity areas

### Key objectives of Hackney’s Sustainable Community Strategy 2008 - 2018

<table>
<thead>
<tr>
<th>Objective</th>
<th>AAP Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Reduce poverty by supporting residents into sustainable employment, and promoting employment opportunities.</td>
<td>● ● ● ●</td>
</tr>
<tr>
<td>2. Help residents to become better qualified and raise educational aspirations.</td>
<td>● ● ● ●</td>
</tr>
<tr>
<td>3. Promote health and wellbeing for all, and support independent living and reducing health inequalities.</td>
<td>● ● ● ● ● ● ● ● ●</td>
</tr>
<tr>
<td>4. Make the borough safer, and help people to feel safe in Hackney.</td>
<td>● ● ● ● ● ● ● ● ●</td>
</tr>
<tr>
<td>5. Promote mixed communities in well-designed neighbourhoods, where people can access high quality, affordable housing.</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
</tr>
<tr>
<td>6. Be a sustainable community, where all citizens take pride in and take care of Hackney and its environment, for future generations.</td>
<td>● ● ● ● ● ● ● ● ● ● ●</td>
</tr>
</tbody>
</table>

*Note: ● denotes the objective that is directly linked to the AAP Objective.*
Appendix B

Indicative Perspective Sketches: New Town Square and Hackney Central Station

New Town Square Indicative Perspective Sketch: what the view from the Narrow Way could look like with a pedestrian route through the railway arches

Hackney Central Station Indicative Perspective Sketch: what the view towards a reinstated Hackney Central Station could look like with an enhanced public realm
Appendix C
Reference to Evidence Base and Supporting Documents

Direct Evidence Base:
- Hackney Central Phase 1 AAP – Options Study.
- Hackney Central Energy Study.
- Hackney Central Phase 1 AAP – Summary Consultation Report

Major Studies:
- LBH – Hackney Retail and Leisure Study – May 2005.
- Hackney Retail Centres Study 2011
- Town Centre Health Check 2010
- LBH – Hackney Tall Buildings Strategy – February 2005
- LBH – Urban (Housing) capacity Study (Entec) – August 2005.
- LBH Community Strategy.
- Clapton Square Conservation Area Appraisal
- Town Hall Square and Mare Street Conservation Area Appraisal
- LBH – Growth Area Funding Bid document.
- LBH – Core Strategy November 2010
- TfL – Strategic Open Rail Plan (SORP).
- GLA – Housing for a Compact City – February 2003.
- GLA – Socio Economic Statistics (Census).
- GLA – London Renewables – Integrating renewable energy into new developments: toolkit for planners, developers and consultants.
- GLA - PTAL rating.
- TfL – Route 38 Bus Study.
- LBH – Inventory of parking off street/on street restrictions and CPZ aerial boundaries.
- Play Pathfinder Programme.
- LBH – List of Statutorily Listed Buildings.
- LBH – List of Locally Listed Buildings.
- LBH/English Heritage – Supplementary Planning Guidance: Shopfront Design Guide
- LBH Emerging Housing Strategy 2009
- LBH – Strategic Urban Realm Project
- Mayor of London - London Plan 2011
### HC AAP ACCOMMODATION SCHEDULE

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Name/description/address</th>
<th>New or refurbish</th>
<th>Ownership</th>
<th>Total Storeys</th>
<th>Footprint (sq.m)</th>
<th>Units</th>
<th>Existing retail to be demolished</th>
<th>New anchor retail sq.m</th>
<th>New non-anchor retail sq.m</th>
<th>Net additional on existing sq.m</th>
<th>Commercial Office sq.m</th>
<th>Community sq.m</th>
<th>Station sq.m</th>
<th>Demolition (footprint) sq.m</th>
<th>Site Area sq.m</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short Term</strong></td>
<td></td>
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<tr>
<td>B1</td>
<td>7-19 Amhurst Road (ground level retail &amp;/or office, upper level residential or hotel)</td>
<td>New</td>
<td>Private</td>
<td>4</td>
<td>1690</td>
<td>35</td>
<td>960</td>
<td>950</td>
<td>730</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>B2</td>
<td>Amhurst Gateway/ticket office</td>
<td>Refurb</td>
<td>Network Rail</td>
<td>2</td>
<td>360</td>
<td></td>
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</tr>
<tr>
<td>C1</td>
<td>The Rectory</td>
<td>New</td>
<td>Private</td>
<td>3</td>
<td>2200</td>
<td>83</td>
<td></td>
<td></td>
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<tr>
<td>n/a</td>
<td>Pembury Circus (mixed use residential, retail and community)</td>
<td>New</td>
<td>Private</td>
<td>10</td>
<td>4934</td>
<td>218</td>
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<tr>
<td>A7</td>
<td>2-20 Morning Lane &amp; Hackney Trades Hall (ground retail and upper residential)</td>
<td>New</td>
<td>Private</td>
<td>5</td>
<td>2650</td>
<td>35</td>
<td>1400</td>
<td>310</td>
<td>1060</td>
<td>1930</td>
<td></td>
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</tr>
<tr>
<td>F1</td>
<td>Hackney Lanes</td>
<td>New</td>
<td>Private</td>
<td>3</td>
<td>1870</td>
<td>30</td>
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</tr>
<tr>
<td>F2</td>
<td>1-10 Reading Lane</td>
<td>New</td>
<td>Public</td>
<td>3</td>
<td>603</td>
<td>17</td>
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<tr>
<td><strong>Medium Term</strong></td>
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</tr>
<tr>
<td>A1</td>
<td>Tesco (retail ground and 1st floor &amp; residential over retail)</td>
<td>New</td>
<td>Private</td>
<td>8</td>
<td>9372</td>
<td>298</td>
<td>3300</td>
<td>14,408</td>
<td>14408</td>
<td>11108</td>
<td>3300</td>
<td>9675</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A2</td>
<td>Tesco Mare Street backs (ground &amp; 1st floor retail, ground floor workspace, residential over retail)</td>
<td>New</td>
<td>Private</td>
<td>4</td>
<td>3740</td>
<td>144</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>A3</td>
<td>5-13 Morning Lane</td>
<td>New</td>
<td>Private</td>
<td>5</td>
<td>300</td>
<td>13</td>
<td>311</td>
<td>700</td>
<td>389</td>
<td>311</td>
<td>450</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A5</td>
<td>350-352 Mare Street (ground floor retail; upper floor office &amp; residential)</td>
<td>New</td>
<td>Private</td>
<td>3</td>
<td>1550</td>
<td>15</td>
<td>280</td>
<td>370</td>
<td>90</td>
<td>1457.5</td>
<td>280</td>
<td>300</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D2</td>
<td>302-304 Mare Street</td>
<td>New</td>
<td>Public</td>
<td>4</td>
<td>160</td>
<td></td>
<td>160</td>
<td>320</td>
<td>160</td>
<td>480</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>A6</td>
<td>Railway arches, Bohemia Place</td>
<td>Refurb</td>
<td>Private</td>
<td>1</td>
<td>1000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E1</td>
<td>Hackney yards (ground and 1st floor office)</td>
<td>New</td>
<td>Public</td>
<td>5</td>
<td>300</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E1</td>
<td>Hackney yards (office within arches)</td>
<td>New</td>
<td></td>
<td>1</td>
<td>730</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E1</td>
<td>Hackney yards (upper residential)</td>
<td>New</td>
<td></td>
<td>5</td>
<td>3080</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Long Term</strong></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A4</td>
<td>Clapton Bus Depot</td>
<td>New</td>
<td>Arriva</td>
<td>4</td>
<td>7000</td>
<td>105</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>D1</td>
<td>The Narrow Way Northern Gateway</td>
<td>Part refurb/new</td>
<td>Private</td>
<td>5</td>
<td>1960</td>
<td>58</td>
<td>1260</td>
<td>1420</td>
<td>180</td>
<td></td>
<td>1260</td>
<td>3,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Nb: the accommodation schedule is intended to be an ‘evolving’ document and will be used as, and reviewed through, part of the Annual Monitoring Report to monitor the provision of new floorspace as individual applications come forward. It is important to note that as development applications come forward for opportunity sites, they are expected to meet the relevant AAP design principles and land use policies as well as the relevant character area policies HCTC19 – HCTC28 in the first instance. The main purpose of the Schedule is to give an indication to the Council on potential growth and development levels within the AAP area to assist with further forward planning, rather than defining acceptable proposals for sites.
## Appendix E
### Superseded UDP Designations

<table>
<thead>
<tr>
<th>Designation Number on 1995 UDP Proposals Map</th>
<th>Address</th>
<th>UDP Designation</th>
<th>Change to Proposals Map</th>
<th>AAP Replacement Policy/Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>Clapton Square</td>
<td>Central garden enclosure</td>
<td>Delete; superseded by Core Strategy (Open Space Designation 218).</td>
<td>N/a</td>
</tr>
<tr>
<td>100</td>
<td>199-205 Richmond Road</td>
<td>Safeguarded for Class B1, B2 development</td>
<td>Delete; superseded by Core Strategy</td>
<td>N/a</td>
</tr>
<tr>
<td>104</td>
<td>Site adjoining 280 Mare Street</td>
<td>Suitable for mixed use development A1, A2, A3 on ground floor with B1 use &amp;/or community, &amp;/or residential on upper floors</td>
<td>Delete; building is no longer vacant.</td>
<td>N/a</td>
</tr>
<tr>
<td>105</td>
<td>280 Mare Street</td>
<td>Suitable for mixed development for A1, A2, A3 on ground floor with B1 use &amp;/or community, &amp;/or residential on upper floors</td>
<td>Delete; building is no longer vacant.</td>
<td>N/a</td>
</tr>
<tr>
<td>114 (and 178)</td>
<td>271-275 Mare Street</td>
<td>Suitable for mixed development including Class A1, A2 or A3, B1 or community use with residential accommodation on the upper floors and junction improvement to</td>
<td>Delete; not an opportunity site.</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Location</td>
<td>Description</td>
<td>Action</td>
<td>Notes</td>
</tr>
<tr>
<td>-----</td>
<td>----------</td>
<td>-------------</td>
<td>--------</td>
<td>-------</td>
</tr>
<tr>
<td>116</td>
<td>279-287 Mare Street &amp; land in Hackney Grove</td>
<td>Refurbishment &amp;/or redevelopment to provide new &amp; improved civic &amp; related facilities, office accommodation &amp;/or other town centre uses (eg classes A1-A3 &amp; D1-D2), &amp; open space.</td>
<td>Delete. Planning permission has been implemented and is now the Hackney Technology &amp; Learning Centre with an A3 unit at ground floor.</td>
<td>N/a</td>
</tr>
<tr>
<td>179</td>
<td>Junction of Mare St &amp; Morning Lane</td>
<td>Junction improvement to enable right turn facility from Morning Lane into Mare Street. The Council will ensure through detailed design that this proposal will create no overall increase in highway capacity in the area.</td>
<td>Replace by AAP policies HCTC 12, 13 and 14.</td>
<td>Policy HCTC 12 Improvements to Pedestrian Network &amp; Policy HCTC 13 Improvements to Crossings &amp; Junctions, &amp; Policy HCTC 14 Cycle Routes &amp; Facilities.</td>
</tr>
<tr>
<td>274</td>
<td>Amhurst Road Land &amp; buildings between Amhurst Road &amp; North London Line</td>
<td>Safeguarded for proposed station at Hackney Central</td>
<td>Replace by Policies HCTC 20 Amhurst Road and Site Policies B1 &amp; B2</td>
<td>HCTC 20 (B1 &amp; B2)</td>
</tr>
<tr>
<td>278</td>
<td>Churchwell Path</td>
<td>Combined cycle and pedestrian route</td>
<td>Within the AAP Area this is superseded by Policy HCTC 14 Cycle Routes &amp; Facilities and HCTC 12 Improvements to the Pedestrian Network.</td>
<td>Policies HCTC 14 and 12 (within the AAP area)</td>
</tr>
<tr>
<td>288</td>
<td>Chalgrove Road carp</td>
<td>May be suitable for large</td>
<td>Substitute policy</td>
<td>Replaced by Policy HCTC19</td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
<td>Policy Number</td>
<td>Note</td>
<td></td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>--------------------------------------</td>
<td>-----------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Mare Street</td>
<td>Large shopping centres in Hackney. They have opportunities for new shopping development and also serve as focal points for more general commercial, leisure, community &amp; art &amp; cultural facilities for the Borough.</td>
<td>Substitute Policy HCTC06 (for Hackney Central AAP area)</td>
<td>Replaced by Policy HCTC06</td>
<td></td>
</tr>
<tr>
<td>Areas where the Council will not normally permit changes of use involving a loss of ground floor retail space.</td>
<td>Replace by Policy HCTC09</td>
<td>Replace Policy HCTC09</td>
<td></td>
<td></td>
</tr>
<tr>
<td>331-419 &amp; 350-422 Mare Street &amp; 1-19 &amp; 2-18 Amhurst Road</td>
<td>Areas where the Council will not normally permit changes of use involving a loss of ground floor retail space.</td>
<td>Replace by Policy HCTC09</td>
<td></td>
<td></td>
</tr>
<tr>
<td>292 Mare Street</td>
<td>Supermarket and public car park together with offices 7 other shopping centre related activities, if bus garage not required for operational use.</td>
<td>HCTC19 (A1-A7).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mare Street East New Urban Quarter and Site Policies A1-7.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Appendix F
### Saved UDP policies superseded within the AAP area

<table>
<thead>
<tr>
<th>Policy Number and Name</th>
<th>Replaced by AAP</th>
<th>AAP Replacement Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environmental Quality</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ13 Demolition in Conservation Areas</td>
<td>No to all</td>
<td>N/a</td>
</tr>
<tr>
<td>EQ14 Alterations &amp; Extensions of Buildings in Conservation Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ15 Designation of New Conservation Areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ17 Alterations to Listed Buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ21 Metropolitan Open Land</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ28 London Squares</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ30 Areas of Special Landscape Character</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ31 Trees</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ32 Shop Front and Shop Signs</td>
<td>Yes</td>
<td>HCTC09(2)</td>
</tr>
<tr>
<td>EQ33 External Advertisements</td>
<td>No to all</td>
<td>N/a</td>
</tr>
<tr>
<td>EQ34 Projecting Advertisements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ35 Illuminated Advertisements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ36 Advertisements in Relation to Conservation Areas and Listed Buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ37 Advertisement Hoardings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ40 Noise Control</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ41 Development Close to Existing Sources of Noise</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ42 Air Pollution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ43 Development of contaminated Land</td>
<td>No to all</td>
<td>N/a</td>
</tr>
<tr>
<td>EQ44 Water Pollution</td>
<td></td>
<td></td>
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<tr>
<td><strong>Housing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HO12 Conversions</td>
<td>No to all</td>
<td>N/a</td>
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<tr>
<td>HO15 Residential Hostels</td>
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<td></td>
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<tr>
<td><strong>Employment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E8 Employment Uses and Nuisance</td>
<td>No to all</td>
<td>N/a</td>
</tr>
<tr>
<td>E9 Special Industries</td>
<td></td>
<td></td>
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<tr>
<td>E10 Car Repairs</td>
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<tr>
<td>E11 Car Breakers and Open Site Uses</td>
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</tr>
<tr>
<td>E14 Access and Facilities for People with Disabilities</td>
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<tr>
<td>E16 Provision of Workplace Nurseries and Creches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E17 Retention of Off-street Service Facilities</td>
<td></td>
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</tr>
<tr>
<td>E18 Planning Standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Retailing and Town Centres</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R3 Development Within Shopping Frontages</td>
<td>Yes</td>
<td>HCTC09</td>
</tr>
<tr>
<td>R4 Local Shops</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R6 Core Shopping Areas</td>
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<td></td>
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<tr>
<td>R7 Changes of use in Shopping Centres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Requirement</td>
<td>Action</td>
<td>Reference</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------</td>
<td>----------</td>
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</tr>
<tr>
<td>R9 Redundant Shops Outside Shopping Centres</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R10 Cafes, Restaurants, Wine Bars and 'Take-Away' Hot Food Shops</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R11 Mini Cab and Driving School Offices</td>
<td>No</td>
<td>N/a</td>
</tr>
<tr>
<td>R12 Amusement Arcades, Amusement Centres, Video Game Centres and Pool Halls</td>
<td>Yes</td>
<td>HCTC09</td>
</tr>
<tr>
<td>R13 Shopfront and Shop Signs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R14 Access to Upper Floors</td>
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<td></td>
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<tr>
<td>R15 Use of Upper Floors</td>
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<td></td>
</tr>
<tr>
<td><strong>Open Space and Nature Conservation</strong></td>
<td></td>
<td></td>
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<tr>
<td>OS5 Development Affecting Open Spaces and parks</td>
<td>No to all</td>
<td>N/a</td>
</tr>
<tr>
<td>OS15 Restriction of development affecting the proposed Walthamstow reservoirs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Protection Area, Sites of Special Scientific Interest, and Local Nature Reserves</td>
<td></td>
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</tr>
<tr>
<td><strong>Community Services</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS8 Places of Religious Worship</td>
<td>Yes</td>
<td>HCTC08</td>
</tr>
<tr>
<td>CS9 Provision of Childcare Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Arts, Culture and Entertainment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACE1 New Arts, Culture and Entertainment Development</td>
<td>Yes</td>
<td>HCTC08 and HCTC09</td>
</tr>
<tr>
<td>ACE2 Promoting the development of Arts, Culture and Entertainment Facilities</td>
<td></td>
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</tr>
<tr>
<td>ACE3 Retention of Arts, Culture and Entertainment Buildings</td>
<td>No</td>
<td>N/a</td>
</tr>
<tr>
<td>ACE4 Art and Art Space</td>
<td>Yes</td>
<td>HCTC08</td>
</tr>
<tr>
<td>ACE5 Percent for Art</td>
<td>No</td>
<td>N/a</td>
</tr>
<tr>
<td>ACE6 Arts and Open Space</td>
<td>Yes</td>
<td>HCTC08</td>
</tr>
<tr>
<td>ACE8 Planning Standards</td>
<td>No</td>
<td>N/a</td>
</tr>
</tbody>
</table>