LDF
Local Development Framework

Dalston Area Action Plan
Adopted January 2013
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Grateful thanks are given to steering group members, Members’ Advisory Group and key stakeholders in Dalston who assisted and contributed to its preparation.
PART A – INTRODUCTION AND CONTEXT

01 Background

1.1 Purpose and Status of the AAP

The Dalston Area Action Plan (AAP) is a comprehensive spatial strategy for co-ordinated development and design that reflects local aspirations for the future of the area, helps to guide development and provides confidence and certainty to developers and other public sector bodies. It integrates policies for the development and the use of land with other policies and programmes which influence the nature of Dalston and how it functions. It is has been produced in parallel with an AAP for the Borough’s other major centre, Hackney Central.

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

The document is a Development Plan Document (Local Plan) that is consistent and conforms with the adopted Core Strategy (over-arching Borough wide spatial strategy) and forms part of the Council’s Local Development Framework (LDF). It will provide planning policy, and allocate uses for certain sites. It has been prepared in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004, 2008, 2009 and 2012 Amendments (the AAP was prepared under the 2009 Regulations and as such these Regulations are referenced throughout the document).

This AAP also 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 and the National Planning Policy Framework (NPPF), 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

The Council’s Core Strategy was adopted in November 2010. Planning and design guidance, and an investment strategy, was required for Dalston 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, 2008, 2009 and 2012). The AAP (Phase 1) was adopted by the Council in November 2009 as a planning policy document and has ‘material consideration’ for planning applications. It replaced the Preferred Options Dalston Area Action Plan (2005) which has been formally withdrawn.
After the adoption of the Core Strategy, the Phase 1 AAP has been updated to ensure consistency with the Core Strategy (as required by planning legislation), the London Plan (July 2011) and developments in the town centre.

This document replaces the Phase 1 AAP.

1.2 Planning Policy Context

The AAP is consistent with relevant national, regional and local planning policies.

1.2.1 National Planning Policy

The AAP has been prepared in compliance with a range of Government planning and design policy statements and guidance documents including the National Planning Policy Framework (NPPF).

1.2.2 Regional Planning Policy - The London Plan

The London Plan (July 2011) indicates Dalston’s important role as a Major Town Centre and identifies Dalston as an Area of Intensification. The AAP has been prepared in general conformity with the London Plan.

1.2.3 The London Borough of Hackney Core Strategy

The Core Strategy policies form the strategic policy basis for this document and recognise Dalston as a significant retail, commercial and housing growth area as well as a major town centre. The AAP conforms to the Core Strategy.

1.2.4 Other Emerging Development Plan Documents

The AAPs are also being developed in the context of other key LDF documents. As mentioned above, the document is being produced in parallel with the Hackney Central AAP, and also AAPs for other ‘growth areas’ in the Borough, Hackney Wick and Manor House. The Sites Allocations Local Plan identifies key development sites across the Borough except in the AAP areas where this level of planning guidance is provided and identified as Opportunity Sites. Appendix G lists proposals map designations superseded by the provisions of the AAP. The emerging Development Management Local Plan will contain more detailed planning policy on a range of development issues to support the Core Strategy and replace the saved UDP policies. In similar fashion, policies DTC01 to DTC21 inclusive provide this level of policy guidance applicable to the AAP. The policies of the Development Management Local Plan will apply where the AAP Policies are silent. Appendix H lists those saved UDP policies superseded within the area 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 Local Plan and existing or emerging Supplementary Planning Documents.
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 has been 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 B.

1.4 The Process of AAP Production

The preparation of the AAP has been guided by the Dalston AAP Steering Group, comprising representatives from the Borough Council, London Development Agency, Greater London Authority, Transport for London, East London Line and Design 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 AAP has also been driven strongly by an 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 Dalston AAP Scoping Report which consists of background supporting material that provides an initial ‘evidence base’ upon which the AAP was developed.

Stage 2: Initial Alternatives and Initial Community Engagement
Four 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 Dalston. Initial front loaded community engagement was carried out as part of further evidence-base work on what the community’s needs and aspirations for the town centre, and to seek feedback on the preliminary strategic framework options.

Stage 3: Preparation of Consultation Draft Dalston Area Action Plan (Phase 1)
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 draft Phase 1 AAP was 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 I)
Consultation responses were assessed following the consultation period and the Phase 1 AAP was revised 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 Dalston 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 was also commissioned which confirms the AAP’s approach to retail provision given its importance in the major town centre.

Stage 7: Publication (Regulation 27) and Representations Relating to a Development Plan Document (Regulation 28)
Following endorsement from the 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 were submitted to the Secretary of State as part of Regulation 30 on the 29th February 2012. These documents were examined by an independent Planning Inspector, Mr Paul Clark MA MRTP, appointed by the Secretary of State. This AAP incorporates the binding recommendations of the Inspector as outlined in the Inspector’s Report which can be downloaded from the Council’s website: www.hackney.gov.uk/dalston.

This AAP was formally adopted by Cabinet and then Council on the 17th and 30th of December 2012 and January 2013 respectively as a Local Plan and forms part of the Council’s Local Development Framework.

Sustainability Appraisal
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. It is available on the Council’s web-site at www.hackney.gov.uk/dalston.

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 the town centre;
Attract more investment into the town centre;
Improve movement in and around the town centre; and
Maximise energy efficiency of development, promoting sustainable urban growth in the town centre.

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. It was concluded that the policies of the AAP can be ‘screened out’ as being 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, 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 available on the Council’s website.

1.5 Consultation and Community Engagement
The details of consultation to date are set out in the Statement of Consultation and Consultation Database, available at the Council’s web-site www.hackney.gov.uk/dalston. As stated above, the AAP has undergone 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 the main issues raised in the representations received during ‘Publication’ in preparation for ‘Submission’. A database summarising each individual 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 AAP area and concisely summarises the analytical work and consultation undertaken, which serves as a foundation for the proposals in the AAP.

Part B: This section establishes the over-arching AAP framework and the development objectives that the AAP seeks to meet through a range of town centre wide strategies and site-specific concepts. This section 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: This section 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 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 development proposals for sites.

Part D: This section 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. The section contains commentary on funding, and delivery constraints and opportunities.
02 Key Issues

2.1 Taking the Wider View

Dalston Town Centre represents Hackney’s vibrant cultural and social mix and further benefits from excellent public transport connectivity. The area is in close proximity to both the City of London and the Olympic-led regeneration area within the Lower Lea Valley. Together, the wealth and variety of benefits within Hackney not only have stimulated interest throughout the Borough, but also bring specific pressures to Dalston Town Centre. Managing development pressures and other changes whilst retaining Dalston’s unique character and heritage is a key goal.

Within this context, AAP’s have been prepared in parallel for both Dalston and Hackney Central town centres to ensure that a complementary planning strategy is pursued for each location. Dalston and Hackney Central are the Borough’s two main existing town centres and as such will be the focus for new residential, retail, commercial, leisure and other related development over the coming years. Dalston is the Borough’s foremost centre and is designated a Major Town Centre and an Area of Intensification in the London Plan (July 2011). The APP has been prepared to guide and manage that development focus proactively.

Both AAP’s capitalise on major new rail infrastructure such as improvements to both Dalston Kingsland and Hackney Central Overground – (formally North London Line) stations, and the extension of the East London Line/London Overground to and from Dalston. This may potentially be accompanied by new Crossrail 2/Chelsea-Hackney line stations in both Dalston and Hackney Central. This will transform the way that the centres are connected to the London rail network. The subsequent development pressures that this new infrastructure will bring provides both challenges and opportunities for considering how each centre is to evolve in the future.

Whilst both centres are major focal points for shopping (Dalston mainly for comparison shopping i.e. non-food items such as clothing, Hackney Central primarily for convenience shopping, i.e. food) 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 more locally for a wider range of goods and services.

Each centre has much in common in terms of future planning provision however it is important to recognise the ‘unique selling points’ that sets each place apart and gives them their special character. In Dalston, there are several fundamental influences that shape the dynamic of the area:

- strong creative, cultural, community and third sector industries and organisations;
- Kingsland High Street, a lively Victorian high street characterised by small, active, independent shops and services, many catering to the
area’s ethnically diverse population in terms of food and other specialist products;
- Ridley Road Market, a bustling street market that draws from a wide catchment area;
- presence of buildings and areas of high quality architecture and heritage; and
- a lively evening economy with entertainment uses, such as music venues and bars in Gillett Square and restaurants along Kingsland High Street.

The strategic intention is to ensure a well-balanced offer, with two complementary regenerated areas, each specified to strengthen local distinctiveness and character, facilitated through the production and implementation of AAPs.
FIGURE 1: The AAPs in the Hackney Context
2.2 Defining the Town Centre

The Dalston AAP Area comprises of approximately 20 hectares and is situated on the western edge of the London Borough of Hackney (identified in Figure 2). This has been defined to encompass each component of the town centre, including Ridley Road Market, the length of Kingsland High Street from Stamford Road to just north of Sandringham Road/John Campbell Road, Kingsland Shopping Centre, the Eastern Curve, Tyssen Street, Ramsgate Street, Dalston Kingsland Station, Gillett Square and Dalston Junction.

POLICY DTC 01 – DEFINITION OF THE DALSTON AAP AREA

1. The extent of the Dalston AAP area is defined in Figure 2.
Figure 2: Dalston AAP Area
2.3 Key Baseline Findings

This AAP has been informed by the Stage 1 Baseline Report findings and Stage 2, 4 and 6 community engagement and consultation processes.

Dalston has a number of key features that set the town centre apart, making it unique not only within the Borough, but within London. Dalston presents considerable opportunities for development and improvement. The Strengths, Weaknesses, Opportunities and Threats (SWOT) have been identified through the Sustainability Appraisal and evidence base and contained within these documents. The following is a summary of the key opportunities for Dalston.

Opportunities

- Holistic approach to improving the town centre to maximise regeneration opportunities;
- Further strengthen the town centre’s overall character, identity and appeal;
- Capitalise on major new public transport infrastructure – Dalston Junction station and bus interchange and potential Chelsea-Hackney (Crossrail 2) station;
- Establish Dalston as one of London’s foremost centres for culture, creative industries and the third sector through improving and expanding facilities and attractions, such as provision of affordable workspace, a major programme of public art and a relocated Arcola Theatre in the area;
- The recent improvements to Ridley Road Market will act as a catalyst for the improvement of the wider area;
- Conservation and re-use of heritage buildings and the enhancement of the local Conservation Areas;
- Enhance areas of weak townscape character and apply ‘secured by design’ principles to improve safety and reduce feelings of insecurity;
- Sustainable forms of development, including the provision of on site or neighbourhood Combined Heat and Power networks;
- Provision of new residential accommodation, including significant levels of affordable housing, that capitalises on the area’s public transport accessibility;
- Further enhancing the range of shopping facilities;
- Reinforcing of a number of major nodes across the area and attention to more local gateways;
- Significant public realm enhancement that improves the arrival experience, upgrades streets, pedestrian and cycle routes, and introduces new public spaces and play facilities;
- Reduced traffic dominance through pedestrian-orientated improvements to crossings, junctions and footways;
- Areas of vacant, derelict and under-used land and property provide potential for change and improvement – several Council owned;
• Redevelopment of Kingsland Shopping Centre to radically transform and regenerate the town centre;
• Private sector development interest to deliver change; and
• Commitment and investment from public sector.

A summary of the key physical constraints and opportunities is provided in Figure 3.
Figure 3: Summary of Opportunities and Constraints
2.4 Opportunity Sites

The AAP lists a number of ‘Opportunity Sites’ that constitute the principal areas of change within the town centre, and which have been ‘allocated’ uses along with some other policy to guide development. Some of these sites present opportunities for new development and others are more suited for refurbishment or other site improvements. The Opportunity Sites listed are not exhaustive and over the AAP period further opportunity sites may come forward, which will mean that the AAP will need to be updated. 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 solutions are delivered. Each of the opportunity sites has a different urban character and predominant land use.

In PART C, each of the opportunity sites in the context of their respective character areas are addressed in more detail.

The opportunity sites are listed in Table 1 and shown in Figure 4.
Figure 4: Opportunity Sites
<table>
<thead>
<tr>
<th>Site reference</th>
<th>Site name</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>130 Kingsland High Street and site to the rear</td>
</tr>
<tr>
<td>B</td>
<td>Dalston Kingsland Station and associated works</td>
</tr>
<tr>
<td>C (C1, C2)</td>
<td>51-57 Kingsland High Street</td>
</tr>
<tr>
<td>D (D1, D2)</td>
<td>25-33A Kingsland High Street (site D1) and 1, 3, 5, 7, 9 Dalston Lane, 1-7 Ashwin Street, 2-34 Kingsland High Street (site D2)</td>
</tr>
<tr>
<td>E</td>
<td>36-42 Kingsland High Street</td>
</tr>
<tr>
<td>F (F1 – F12)</td>
<td>Kingsland Shopping Centre</td>
</tr>
<tr>
<td>G (G1, G2, G3, G4, G5)</td>
<td>Ridley Road Market Improvement Area</td>
</tr>
<tr>
<td>H</td>
<td>2-16 Ashwin Street, 11 – 15 Dalston Lane</td>
</tr>
<tr>
<td>I</td>
<td>17 - 25 Dalston Lane</td>
</tr>
<tr>
<td>J (J1, J2)</td>
<td>Thames House (J1) and corner of Hartwell Street and Dalston Lane to 27 Dalston Lane (northern side), including the former Tyssen Arms Public House (J2)</td>
</tr>
<tr>
<td>K</td>
<td>Grampul House, Tyssen Street</td>
</tr>
<tr>
<td>L</td>
<td>Stamford Works, Gillett Square Phase II</td>
</tr>
<tr>
<td>M</td>
<td>Holy Trinity Primary School</td>
</tr>
<tr>
<td>N</td>
<td>67A-73 Dalston Lane and frontage onto Tyssen Street</td>
</tr>
<tr>
<td>O</td>
<td>Dalston Lane terraces – 46 – 86a Dalston Lane and 457/459 Queensbridge Road</td>
</tr>
<tr>
<td>P</td>
<td>CLR James Library, 16 – 22 Dalston Lane and 62 Beechwood Road</td>
</tr>
<tr>
<td>Q</td>
<td>Former Roseberry Cottages, Roseberry Place</td>
</tr>
</tbody>
</table>
PART B - THE AAP FRAMEWORK

This section establishes the over-arching urban design framework and the development principles that underpin the proposed approach to developing the Dalston AAP area. This section also sets out the core elements of the AAP in terms of a public realm strategy, proposed land use, proposed building heights, movement and access and community infrastructure. Development proposals must adhere to the principles set out in framework.

03 The AAP Framework

3.1 The AAP Vision

The vision for Dalston is as follows –

“Dalston is a sustainable, safe, thriving town centre and mixed-use community offering a distinctive and highly memorable experience, with a high quality public realm appropriate to its role as a Major Town Centre and a cultural, creative and community hub with a strong existing heritage. Dalston serves the needs of its catchment as the Borough’s main town centre, providing a high quality range of services including retail, leisure, employment, education, and community and cultural facilities. Housing is provided in well-designed mainly mixed-use schemes with high quality affordable housing”.

Key features promoted in the AAP include:

- an exciting cultural and community ‘quarter’ in the centre of Dalston on Ashwin Street/Dalston Lane, building on strong creative, cultural, community and voluntary sectors, and the relocated Arcola Theatre;
- an enhanced cultural and community ‘quarter’ around Gillett Square, building on strong cultural facilities such as The Vortex and the Rio Cinema, and creative industries;
- a high quality physical environment that is safe, clean, and easily accessible for pedestrians and other users;
- high quality new developments that make the most of under-performing sites;
- strengthening of Dalston’s distinctive character and built heritage,
- improvements around Ridley Road Market and the wider area;
- a range of improvements to streets, spaces and transport; including the provision of high quality open space; and
- enhancing its attractiveness for residents, businesses, workers, shoppers and other visitors, in the daytime and evenings.
3.2 The AAP Objectives

To achieve the AAP vision, seven key objectives have been developed, around which the AAP is structured:

01 To strengthen local character and identity by enhancing the existing qualities that the local community cherish, in terms of heritage, vibrant street life, diversity of uses and a fine-grained townscape.

02 To promote a mix of well-integrated uses that drive a dynamic local economy, flourishing community and strong cultural offer through balanced and managed expansion of retail, housing, employment, cultural/creative, community and third sector space aimed at a variety of users and accommodating a range of tenures and unit sizes.

03 To revive the public realm by developing a network of new and improved public open spaces that are attractive, safe and accessible for people to enjoy.

04 To support creativity, culture, community and the third sector to further promote Dalston as one of the city’s premier cultural and creative areas whilst expanding the quality and range of community facilities to meet the needs of a growing population.

05 To facilitate ease of movement by improving the network of streets and footpaths to make walking and cycling as safe and pleasant as possible.

06 To make the most of public transport to facilitate ease of movement to bus and train access and interchange between different modes of transport.

07 To maximise energy efficiency and encourage the use of low carbon and renewable energy sources in order to reduce CO₂ emissions and fuel poverty.
Figure 5: AAP Framework
04 Strengthening Local Character and Identity

Objective 1: To strengthen local character and identity by enhancing the existing qualities that the local community cherish, in terms of heritage, vibrant street life, diversity of uses and a fine-grained townscape.

4.1 Overview of Local Character

People value Dalston’s diversity, the variety that comes from the huge breadth of independent shops, workplaces and other activities, serving numerous ethnic and religious groups.

As Hackney’s designated Major Town Centre, Dalston is and will continue to be a major retail and employment centre in the Borough and the focus for new development and regeneration.

AAP proposals have been framed to put forward a balanced package that facilitates growth and improves the quality of the local environment whilst preserving and enhancing the positive features that give Dalston its distinctive spirit of place.

4.2 Character Areas

Figure 6 identifies the eight sub areas within the town centre that have different characteristics and are therefore referred to as ‘character areas’. These are defined in terms of streetscape, urban form and grain, building type, height and mass, as well as building material. Part C provides guidance as to how new development could make a positive contribution to the character area and town centre.
Figure 6: Character Areas
1. Future development is to respect the existing local context in terms of: streetscape; urban grain; building type; building scale; height and mass; and building material. Development proposals should seek to strengthen local character and identity by:

   a) Emphasising the major points of arrival into the town centre (identified in Section 4.3.1) through:
      - streetscape and landscape treatments and a consistent set of high quality materials;
      - notable architecture – including distinctive corner features; and/or,
      - new / improved pedestrian crossings and access.

   b) Enhancing local cultural landmarks (identified in Figure 7) and their settings in new development. Future landmarks should be developed as buildings and/or structures that are architecturally, artistically or culturally notable.

   c) Retaining strategic and local views (identified in Figure 7) by not obscuring these views and ensuring that all new development works to ‘frame’ these views where possible.

   d) Applying a generally consistent building line and incorporate accessible, active frontages and ensuring new primary building frontages (located along principal routes and spaces) are defined by high quality facades that provide strong edges to the public realm (identified in Figure 5). Blank facades and rear service areas exposed to the public realm will be strongly discouraged.

### 4.3 Urban Design Framework

Figure 5 conveys the AAP Framework and its underlying urban design principles. The Framework establishes the over-arching structure to improve:

- circulation, particularly for pedestrians;
- places and spaces, the creation of a high quality public realm network, including new areas of public realm; and,
- buildings, in relation to the conservation of existing buildings of note, the need to reinforce the traditional street frontages and sensitively place potential new taller building elements.
4.3.1 Points of Arrival/Gateways to the Town Centre

The AAP proposes to emphasise the six principal points of arrival which comprise:

- **the point of arrival from the north**: the junction of Kingsland High Street / John Campbell Road / Sandringham Road – with the Rio Cinema forming the principal existing welcome landmark and potentially accompanied by a new prominent corner building on opportunity site A;

- **the point of arrival from the south**: the junction of Kingsland High Street / Balls Pond Road / Dalston Lane – with noteworthy Victorian buildings on the North-western corner and proposed enhanced north-eastern corner helping to frame this point of entry;

- **the point of arrival from the east and north-east**: the junction of Dalston Lane / Queensbridge Road – fronted onto by Saint Bartholomew’s Vicarage and Dalston Lane Terrace and the junction of Dalston Lane / Ridley Road;

- **the point of arrival for those arriving at Dalston Kingsland Station**: the point of Kingsland High Street where the station faces the entry to Ridley Road Market. Potential for public realm improvements, including to the market entrance area and High Street pedestrian crossing and to work with TFL to redevelop the station building and Kingsland Shopping Centre so that their respective entrances reinforce this area of the town centre;

- **the point of arrival for those arriving at the new Dalston Junction East London Line (Overground) Station**: this is to be denoted by the new Dalston Square public space, new and existing buildings of architectural note, including the Peace Mural, and potentially the new Crossrail 2 (Chelsea-Hackney line) station.

In addition, the following more minor points of arrival should be acknowledged and improved:

- the junction where Dalston Lane meets Martel Place;
- the junction of St Mark’s Rise and Ridley Road; and
- the junction of Kingsland Road and Stamford Road, linking with the De Beauvoir Estate. This point also coincides with the new entry point and associated pedestrian crossing to Dalston Square.

4.3.2 Landmarks and Key Corners

Landmarks fall into two categories: **townscape landmarks**, which consist of buildings that stand out within the townscape as a result of their scale; and **cultural landmarks** or features which are of value to local people and visitors. Townscape and cultural landmarks comprise are identified in Figure 7.

Beyond the AAP area Colvestone Primary School, Holy Trinity Church and St Mark’s Church on St Mark’s Rise, provide key markers, the latter of which is particularly important in helping people to orientate themselves.
In addition, proposed new developments have the potential to become new local landmarks through architectural significance or importance as a cultural or community use.

Figure 7 also identifies the location of existing and potential key corners, whether they comprise buildings with a distinctive architectural treatment or potentially emphasised with public art (such as the Peace Mural). Each of these helps to frame a principal public space, arrival point or potential new pedestrian link.

4.3.3 Key Views
The following key local views, identified in Figure 7, are important influences on the AAP:

- from the Kingsland High Street / Dalston Lane junction to the Peace Mural;
- looking northwards from Dalston Lane and Ridley Road Market to St Mark’s Church and southwards from Ridley Road market to the new residential building at 22 Ramsgate Street, following the alignment of the proposed new pedestrian and cycle bridge over the railway line;
- from Kingsland High Street to Gillett Square and Vortex Jazz;
- from Bradbury Street to St Judes and St Paul Church; and
- the important emerging view through to the Reeves & Sons building from the new public space at Dalston Square.
4.4 Heritage and Conservation

It is important that new development responds sensitively to the town centre’s historic urban fabric and character.

**POLICY DTC 03 – HERITAGE**

1. Existing buildings and open spaces of historic or architectural merit must be conserved and enhanced and new buildings are encouraged to be sympathetic to this context whilst encouraging high quality, contemporary design responses that achieve optimal regeneration impact.

2. The historic fabric of the town centre in terms of the architectural, townscape and landscape features will be protected and enhanced in relation to:

   a) listed and locally listed buildings and their settings, particularly ‘Buildings at Risk’ (No. 592 Kingsland Road – Grade II Listed);

   b) buildings forming conservation assets within the Kingsland Road, De Beauvoir, Dalston Lane (west) and St Mark’s Conservation Areas as well as the setting of the adjacent Graham Road and Mapledene and Queensbridge Road Conservation Areas;

   c) unlisted buildings of historic and architectural merit and of townscape importance within the town centre. These heritage assets are proposed for potential conservation through re-use and refurbishment and should inform the design of new development and inform regeneration proposals. These assets are indicated in Figure 7, and include the building at 10 to 16 Ashwin Street, 11 Dalston Lane and 600 Kingsland Road; and

   d) the conservation-led regeneration of the terrace extending from 46 to 86a Dalston Lane.

The improvement and protection of listed buildings, conservation areas and buildings of heritage and architectural merit will be sought through benefits from development of ‘opportunity sites’; targeted public realm improvement projects; proactive work with land and property owners, and seeking of grant funding. This will also require a Character Appraisal (prepared by LBH) of heritage assets to ensure that proposals are informed by a sound appreciation of the town centre’s distinct characteristics and which will establish a robust management strategy for their conservation and enhancement.
Figure 7: Townscape and Heritage
4.5 Building Heights Strategy

The Building Heights Strategy reflects the town centre’s existing character, the existing predominant scale of much of the town centre, its highly accessible location, the presence of some existing taller buildings and the scope for limited appropriately located and designed new taller buildings. The Strategy sets a predominant scale of 4-6 storeys for most of the identified opportunity sites, and facilitates the location of taller parts of new buildings away from existing street frontages and sensitive areas such as conservation areas. Figure 8 illustrates the Building Heights Strategy.

4.5.1 Townscape Influences on Building Height

As identified in Figure 8, there are six ‘Character Areas’ where building height will be strongly influenced by the character, scale and prevailing height of existing buildings. These comprise:

1. **Kingsland Road / High Street**: New development should generally respect the character, grain, vertical rhythm and existing scale of Kingsland Road / High Street.

2. **Ridley Road Market**: Any redevelopment of Kingsland Shopping Centre would need to avoid/minimise overshadowing of the Market.

3. **Queensbridge Road Conservation Area**: Development on the eastern edges of the AAP area will respect the scale of this adjacent residential conservation area.

4. **Eastern Curve**: The scale and elevational treatment of buildings facing onto the Eastern Curve and proposed public realm/public open space needs to be considered as a comprehensive composition. Whilst there is scope for considerable flexibility of interpretation, this must not become a canyon overly-dominated by tall buildings. Buildings along the re-designed Eastern Curve will be required to adhere to general alignment of building facades and parapets. A six-storey building height is proposed, punctuated by taller building elements where appropriate. Generous floor-to-ceiling heights should be incorporated to accommodate flexible employment space on the ground floors on the southern side.

5. **Dalston Lane**: The need for a consistent approach to building heights along Dalston Lane, which respects the scale and grain of the street frontage and character of the Conservation Area.

6. **Ashwin Street**: New development should respect the scale of existing buildings while building on the opportunities for the character area due to its highly accessible location. Innovation in architectural style, building form and rhythm will be encouraged.

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 punctuation points in a way that enhances the overall townscape and legibility.
whilst respecting the existing scale and character of their setting. These sites comprise:

- Site A: 130 Kingsland Road;
- Site D (1 and 2): 25-33A Kingsland High Street, 2-4 Kingsland High Street;
- Site E: 36-42 Kingsland High Street (McDonalds);
- Site F: Kingsland Shopping Centre, alongside the Eastern Curve;
- Site G5: Ridley Road Market, alongside the Kingsland Shopping Centre;
- Site H: 11 Dalston Lane;
- Site J: Thames House opposite the Eastern Curve;
- Site N: 67A Dalston Lane; and
- Site L: Stamford Works, Gillett Square.

4.5.2 Taller Building Considerations

Regional planning policy requires that development proposals achieve the optimum intensity of use compatible subject to local context, design principles and public transport capacity (London Plan Policies 3.4 and 2.13). Development pressure will be exerted for taller buildings in Dalston given the opening of Dalston Junction station (improved accessibility of the area) and its designation as a Major Town Centre and an Area of Intensification in the London Plan.

Hackney Tall Buildings Strategy indicates Dalston as a ‘Tall Buildings Opportunity Area’ and this designation is identified in the Core Strategy which was 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’” (p4). As identified in the Strategy, within a highly urban context such as Dalston town centre, tall buildings are expected to be in the 30-45 metres range (10-15 storeys).

Factors influencing scheme viability, such as the downturn in the property market, and the wider regenerative benefits of development, such as infrastructure provision, need to be considered in assessing 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 for 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 addressing the eleven codes for determining the
acceptability of tall building proposals as set out in the Tall Buildings Strategy, to the satisfaction of the Council. These are:

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

At the strategic level, other key influences on the identified locations for taller buildings in Dalston include:

- **Townscape and environment**, explained in 4.5.1, which embrace visual impact, sustainability and environment, conservation and response to urban setting considerations;
- **Public transport availability and capacity** – Dalston has a high ‘Public Transport Accessibility Level’ (PTAL) of 6a. Regional Planning policy requires high density development that optimises this public transport accessibility.
- **Engineering constraints and ground conditions** - The location of taller buildings is limited by transport infrastructure below ground, which may limit foundation depths in some safeguarded areas. Unique engineering solutions may be required for new developments in the safeguarded areas, but this must be resolved on a case-by-case basis and in consultation with the relevant stakeholders.
POLICY DTC 04 – BUILDING HEIGHTS

1) Development proposals are to adhere to the building heights parameters identified in Figure 8 and should seek to:

   a) Respect the overall character, grain and vertical rhythm of the area’s historic streets, particularly within the ‘Character Sensitive Areas’ identified in Figure 8;

   b) Avoid the overshadowing of Ridley Road Market;

   c) Respect the setting of Conservation Areas located adjacent to the town centre boundary, namely St Mark’s, Dalston Lane (West), Graham Road and Mapledene, Kingsland and De Beauvoir and listed and other buildings of historic and architectural merit;

   d) Help create attractive frontages to the Eastern Curve public realm, with a consistency of grain, scale and rhythm;

   f) 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 identified in section 4.5.3, subject to addressing the eleven codes of the Hackney Tall Buildings Strategy 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. Tall buildings are defined in the Hackney Tall Buildings Strategy as between (10 – 15 storeys).

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 character of the Town Centre.
Figure 8: Building Height Strategy
4.5.3 Suitable Locations for Taller Buildings

Very tall buildings, as defined in the Hackney Tall Buildings Strategy, are not considered appropriate for Dalston Town Centre 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 Dalston Town Centre. 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 elegantly and sensitively designed taller building elements (subject to adequately satisfying each of the eleven criteria in section 4.5.2) in such a way as to enhance Dalston’s townscape whilst respecting the integrity of existing street frontages. These locations comprise:

1. **Site C1, 51-57 Kingsland High Street: providing a high quality landmark for Dalston-Kingsland Station.** A taller building element may be appropriate at the rear of the site, while retaining the scale of the Kingsland High Street frontage intact. A taller building here could provide wider regeneration opportunities for collaborative working with Network Rail and Transport for London to deliver significant improvements to the Dalston Kingsland Overground Rail Station.

2. **Site F, Kingsland Shopping Centre, where this is set-back from the Kingsland High Street character area.** Carefully positioned taller building elements here could provide a high quality landmark for the newly redeveloped centre and help generate a dynamic new character for the Eastern Curve area. Taller building elements here provides wider regeneration opportunities for collaborative working with Network Rail and Transport for London to deliver a pedestrian/cyclist bridge across the London Overground (formally North London Line) to facilitate the AAP retail and pedestrian cyclist strategy. Furthermore, development here will facilitate the delivery of the Dalston Eastern Curve public realm.
Objective 2: To promote a mix of well-integrated uses that drive a dynamic local economy, flourishing community and strong cultural offer through balanced and managed expansion of retail, housing, employment, cultural/creative, community and third sector space aimed at a variety of users and accommodating housing with a range of tenures and unit sizes.

5.1 Overview of Land Use Strategy

The AAP proposes a flexible, mixed-use strategy that reinforces the existing character and introduces new facilities in areas that are currently underperforming.

The land use strategy is illustrated in Figure 9.

POLICY DTC 05 – ENSURING A VIBRANT TOWN CENTRE THROUGH MIXED-USE DEVELOPMENT

1) Development should support the mixed use vision for regeneration of Dalston town centre. Provision should be made for a mix of uses within the town centre in accordance with the land use designations identified in Figure 9 to ensure a balanced approach to retail, residential, cultural/creative, community, third sector, employment and leisure uses.

2) Further detail on appropriate new development uses within designated character areas and opportunity areas are detailed in Part C (policies DTC22 to 29 and DTC-CA01 to 08).

3) Development on opportunity sites should aim to achieve the quantity of accommodation set out in the Accommodation Schedule listed at Appendix F (to be reviewed annually in the Council’s Monitoring Report).

4) 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.

5) 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.
6) 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.

Further detail on appropriate new development uses within designated character areas and opportunity areas are detailed in Part C.
Figure 9: Land Use Strategy
5.2 Employment Facilities

The Borough’s Employment Land Review indicated that Dalston is most appropriate for light industrial - cultural/creative/community uses or office workspace (B1 use class). Existing employment activities focus on the area north of Dalston Lane around Tyssen Street, in the vicinity of the area known as the Eastern Curve. The Core Strategy identifies this zone as a Priority Employment Area, as illustrated in Figure 9.

POLICY DTC 06 – EMPLOYMENT PROVISION AND PRIORITY EMPLOYMENT AREA

1) Within the designated Priority Employment Area identified in Figure 9, development must provide employment-generating floor space which generates more employment than any previous or existing employment-generating floor space on site. Site development within this area will therefore be required to provide B1 workspace and/or alternative employment space that will directly support the following priority sectors:

- Cultural/creative, community and third sector industries;
- ICT, design and interactive media technologies;
- Finance and business services;
- Public services, including government, education, health and social care; and,
- Transport.

These uses should not displace shops or any other A Use Class encouraged in the Primary or Secondary Shopping Frontages (Figure 10 Retail Strategy).

2) Workspace that incorporates individual unit sizes of between 50 and 250 sqm will be favoured to provide accommodation for Small and Medium-sized Enterprises (SME’s).

Employment generating uses within new developments are not limited only to the PEA and are encouraged in other appropriate town centre locations as detailed in Section C.
5.3 New Housing Provision

Given Dalston’s strong public transport links, and that it is a major town centre providing a range of services, there is scope to provide housing mainly through mixed-use development. The London Plan and the Core Strategy identify Dalston as a location for 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.

**POLICY DTC 07 – NEW HOUSING PROVISION**

1) Through the development of the opportunity sites identified in this AAP, and other sites that may come forward for development, significant housing could be provided during the AAP 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) balanced provision of dwelling sizes will be required;

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

- c) applicants will be required to demonstrate that adequate consideration and funding contributions have been made towards community infrastructure provision, particularly where proposals are set to result in an increased population;

- d) affordable housing requirements for new development on sites in Dalston are as stated in Policy 20 of the Council’s Core Strategy.

5.3.1 Housing Mix

Within Dalston town centre, as the majority of new homes will be accommodated within mixed-use development, the majority of dwellings will tend to comprise apartments over shops or other uses. More guidance on 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 a demand for family housing across the Borough, and therefore family housing provision is encouraged, however the practicality of providing family housing in Dalston town centre may be constrained.

5.3.2 Housing Density and Design
To optimise the potential of development sites, the London Plan recommends a minimum density in locations such as Dalston of 650 – 1100 habitable rooms per hectare (hr/ha), which equates to 240 – 435 units per hectare when 2.7 habitable room per unit (hr/u) is applied. However, this is a guide to potential density, 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, and on certain opportunity sites the height of buildings may 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, and the housing design policy and guidance set out in the London Plan and the GLA’s London’s Housing Design Guide (interim edition).

5.3.3 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 Dalston in order to meet the needs of the existing community whilst also ensuring the town centre has adequate infrastructure to support growth.

5.3.4 Affordable Housing
Chapter 7 and Policy 20 of the Council’s Core Strategy set out the Council’s current position 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 statements on affordable housing produced by the Council.

5.4 Retail Strategy
Dalston is the largest of Hackney’s centres in terms of the amount of retail floor space, and is the Borough’s best performing retail centre. The centre has a strong core area, which is the busiest pedestrian location in Hackney. Shops are focused on Kingsland High Street and Kingsland Shopping Centre. A key attraction is Ridley Road Market.

In accordance with the retail hierarchy established in the London Plan, as the Borough’s Major Town Centre, Dalston will be the primary location for accommodating future growth in retail and leisure facilities over the coming years.
5.4.1 A Balanced Approach

Consultation with local people has emphasised the importance of any new development needing to be respectful of the existing local character. The wealth of small-scale independent retailers, offering a huge diversity of goods and often serving niche markets or particular ethnic sectors of the community, is considered intrinsic to the community’s sense of identity. A balanced approach is therefore proposed – one that supports existing retailers and provides the potential for further specialist retailers to be accommodated, whilst also creating the conditions for national high street stores to be attracted to the area. Development briefs may be prepared for key opportunity sites, such as Kingsland Shopping Centre, to help ensure this balance is implemented.

The AAP seeks to reduce the amount of ‘spend leakage’ so that local residents do more of their shopping within the Borough. It also provides the framework for improving the overall environmental quality of the town centre and focuses on stitching existing and new together via a network of high quality pedestrian routes. Redevelopment of Kingsland Shopping Centre is the key to unlocking the area’s potential, with a more external focused layout binding each of the town centre’s core components together into a cohesive whole. Locating new larger retailer stores in appropriate locations will also help to retain the grain and scale that gives the Kingsland High Street its character.
POLICY DTC 08 – IMPROVING TOWN CENTRE RETAIL PROVISION

1) Dalston’s retail offer will be strengthened to provide a distinctive, attractive and unique experience through a balanced mix of national high street multiples alongside specialist, independent retailers and other service providers, within an improved environment. Developers are encouraged to work with the Council in formulating large retail-led development proposals in the town centre.

2) New retail development will be primarily accommodated within the Primary Shopping Area and Frontages (defined in Figure 10) which will continue to contain predominantly retail (A1) of above 60% (as a proportion of total units). The focus of this new provision will be on Site F (redevelopment of Kingsland Shopping Centre), Site C (redevelopment of the Peacocks store) and Sites D1 and D2 (associated with the Western Curve scheme). The Council will work with landowners to promote redevelopment of each of these opportunity sites.

3) Within the Secondary Shopping Frontages, as defined in Figure 10, a mixture of uses will be permitted including retail, business and entertainment uses (e.g. restaurants and cafes) providing proposals do not result in a concentration of non-retail (A1) uses (more than two-thirds of the total number of units measured across the AAP Secondary Frontages). Accommodation for small-scale independent retail and leisure-related uses and for cultural/creative community and third sector related offices and facilities will be particularly encouraged.

4) A programme of ongoing improvements to Ridley Road Market and adjacent small-scale shops will be pursued, within the Ridley Road Improvement Area identified in Figure 10.

5) A network of pedestrian ‘shopping circuits’ will be promoted, as identified in Figure 10, to ensure that each part of the town centre is connected via a series of high quality walkways.

5.4.2 Opportunities for Improvement

Figure 10 illustrates the retail strategy for Dalston town centre. Significant additional retail floorspace could be accommodated, which could both link with and provide a natural extension to the existing Primary Shopping Area. Much of this new provision could be set within a largely traffic free shopping environment.
Five principles underpin the retail strategy of the AAP:

1. Stitching the potential and proposed shopping circuits

The focus of the strategy is on “stitching” the town centre together. At present, the insular Kingsland Shopping Centre layout and the severance posed by the railway line undermines the ability of the centre to join together into one coherent whole. In places, pedestrian connections are convoluted; crossings unsatisfactory and places to sit and relax in are scarce.

There are a number of potential development sites located adjacent to existing core shopping area. The redevelopment and expansion of Kingsland Shopping Centre (Site F) and sites either side of Kingsland High Street associated with the Western Curve scheme (Sites D1 and D2) offer the potential to extend the existing retail prime frontage and link Dalston Junction Station, Dalston Kingsland Station and potential Chelsea-Hackney Line (Crossrail 2) station.

The retail strategy identifies how redevelopment of the shopping centre could create two inter-related “shopping circuits”. These loop to create direct connections between Dalston Kingsland Station – a new pedestrian crossing on Kingsland High Street – an improved public realm combining an entry to Ridley Road Market and the new redeveloped shopping centre – the new Eastern Curve public realm – Dalston Square and Dalston Junction – Kingsland High Street. A new footbridge over the railway line would enable shoppers to loop through Ridley Road Market and the new shopping centre. Beyond this, links reach out along Kingsland High Street and inter-connect with the new development at Dalston Square and along Dalston Lane.

The focus is to provide an attractive and convivial public realm network, with high quality, well lit and landscaped pedestrian routes. Visitors will be orientated via clear signage and legibility of the townscape.

2. Retail clusters

As indicated in the Retail Strategy (Figure 10), there are distinct retail typologies proposed, which tend to form clusters:

- Primary Shopping Area and Frontages - where a balance of national high street multiples is encouraged alongside local independents along the High Street and extending into the new Kingsland Shopping Centre. Although this cluster will continue to be predominantly retail in nature, shops will continue to be interspersed on Kingsland High Street in particular with professional services, take-aways and leisure facilities (restaurants, cafes etc). Should Kingsland Shopping Centre be redeveloped, it is probable that the two retail anchors will continue to be accommodated in a dumbbell arrangement as shown within Character Area 02 (Kingsland Shopping Centre). As the Council’s Retail and Leisure Capacity Study 2005 indicates a shortfall of convenience goods offer in the town centre, this type of retail will be particularly encouraged in the Primary Shopping Area.

- Secondary Shopping Frontages – where specialist, independent shops will be promoted alongside local community, cultural/creative, third
sector and leisure facilities. This designation relates to Ashwin Street/Dalston Lane and Bradbury Street/Gillett Square.

- Ridley Road Market Improvement Area – discussed further in principle 5.
- The small neighbourhood centre – at the corner of Dalston Lane and Ridley Road.

In addition, small scale ancillary retail uses and cafés/restaurant/bars can potentially be incorporated into community/arts/leisure or employment-related facilities in a similar way to the Dalston Culture House.

3. Focal spaces to sit and relax in
Throughout the area, as described in Chapter 6, there will be a series of new and improved public spaces for shoppers and other town centre users to sit and relax in.

4. Redevelopment of Kingsland Shopping Centre
Redevelopment of the shopping centre is proposed, with retail at the ground and potentially first floors and residential above. A new ground level will be established, flush with Kingsland High Street, enabling all parking and servicing to be placed underground and providing a pedestrianised ground level (Chapter 13 explains the potential indicative scheme in more detail). The new shopping centre should be developed on an open street-based layout, designed to integrate with its surrounding context, rather than an enclosed mall.

5. Improvements to Ridley Road Market
Ridley Road Market is as an important attractor, drawing in shoppers from beyond the immediate walk-in catchment. It is operational six days a week (Monday to Saturday). The Market has a unique spirit and offers life, colour and vibrancy to a very bustling street scene with a reputation for selling a huge variety of international food products and household goods. It provides for local needs with a variety of reasonably priced healthy food and other products, providing a social environment and creating community, providing small business development opportunities and creating both full time and part time jobs.

Improvements to the infrastructure and public realm within the Market itself have been addressed by the Ridley Road Market Improvement Scheme project, which delivered improvements in 2010. However, the overall environmental quality of the wider Market is generally poor. To avoid the potential for further decline and establish the basis for it to become one of London’s feature markets, there is a need to improve the overall environment and market operations. As further discussed in Chapter 15, the AAP identifies a ‘Ridley Road Market Improvement Area’, which takes in the shops on the north side of the road, the shops built into the railway arches on the southern side, the Birkbeck Road storage area, as well as the street-based market itself. It is proposed that in conjunction with plans to redevelop Kingsland Shopping Centre, an improved public realm is created to increase the market’s presence by opening out onto the High Street and retaining stalls in this area.
Figure 10: Retail Strategy
5.5 Community, Cultural, Creative and Third Sector Uses

Whilst a range of community facilities and infrastructure already exist in the area, there is a need to increase the provision to keep step with the envisaged growth of Dalston, particularly the uplift in housing. Policies relating to community facilities and infrastructure are detailed in Chapter 7.

Dalston’s clusters of unique creative, cultural, community and third sector industry are major assets to the character of the town centre and play a key role in both attracting and sustaining significant regeneration opportunities. The AAP serves to further strengthen the role and presence of these industries. Two exciting ‘Community and creative quarters’ located around Ashwin Street/Dalston Lane and Gillett Square have been created to build on these vibrant sectors of the town centre. Community, cultural/creative and third sector uses such as creative industry floor space or potentially uses such as theatre, art gallery etc will be encouraged and focused in these emerging quarters (Refer to Figure 9 Land Use Strategy).

POLICY DTC 09 – SUPPORTING COMMUNITY AND CREATIVITY

1) The Council will support and develop the creative, cultural, community and voluntary sectors throughout Dalston. Specifically, new development should make a positive contribution to Dalston’s varied cultural and community character by having regard to the following:

   a) Ashwin Street, part of Dalston Lane and part of the Eastern Curve is identified as a ‘community and creative quarter’ where the community, cultural/creative and third sectors will be supported and developed to build an exciting area consisting of a range of community and creative industry and facilities.

   b) Gillett Square is identified as a ‘community and creative quarter’ to support and develop the existing community, cultural/creative and third sectors and build an exciting area consisting of a range of community and creative industry and facilities to build on the Vortex Jazz Club and Rio Cinema.
5.6 Overview of Leisure and the Evening Economy

Dalston has an existing vibrant and culturally diverse evening economy, with a lively mix of food and drink establishments, offering a wide variety of food from every corner of the world as well as various pubs, bars and clubs. It is important that this vibrant and culturally diverse evening economy with existing facilities such as the Rio Cinema, Vortex Jazz Club, Arcola Theatre, Morna Lounge, Visions Banqueting Suite and Open the Gate etc is further encouraged and managed to complement the emerging improved retail offer and community and creative quarters.

Some leisure uses such as cinemas can contribute to the evening economy and should be considered as part of the evening economy, however other leisure uses such as gymnasiums and areas for sports recreations can be considered as community/social infrastructure (refer to Chapter 7).

The Hackney Retail and Leisure Study – Main Report (2005) has identified that Dalston has a shortfall of 3,510 sqm of A3/A4/A5 uses. Table 3 in the AAP identifies that Opportunity Sites broadly have enough capacity to meet this demand.

The managed expansion of locally distinct and bespoke evening economy uses that are well integrated into the character of the town centre and do not result in any undue impacts on surrounding properties (particularly residential) is encouraged into particular locations (identified below). This is to ensure such uses complement surrounding existing and proposed uses (including residential), build on existing leisure and evening economy assets mentioned above, and assist in the strategy to create new vibrant areas within the town centre. Particular attention needs to be paid to the design, location and relationship between uses so that they are complementary.

Existing and proposed leisure and evening economy related businesses (including night clubs within and on the fringe of the town centre) are encouraged to contribute to ‘Pubwatch’, which is a community based crime prevention scheme facilitated in partnership with the Metropolitan Policy Authority (or any similar local partnership management scheme). It promotes a collaborative, neighbourhood approach to mitigating and managing the impacts of leisure and evening economy uses on the town centre.
POLICY DTC 10 – IMPROVING LEISURE OFFER AND THE EVENING ECONOMY

1) Development of managed leisure and evening economy uses should be encouraged to help increase activity and safety in Dalston town centre. As shown in Figure 11, the following locations are identified as appropriate in-principle for food, drink uses (use classes A3, A4 and A5) and potentially leisure-related uses (use class D2):

   a) Gillett Square (Site L);

   b) Ridley Road Market Improvement Area (sites G2, G3, G4, G5);

   and

   c) Sites F (F1 – F12), and potentially J1 and N, particularly where these are to face onto the proposed new Eastern Curve Public Realm as part of the Shopping Centre redevelopment.

2) Proposals for evening economy uses must be designed and located in such a way to ensure that they are complementary to other uses. They must demonstrate that there will be no adverse impacts on other uses, including residential use (within and around the AAP area). To assist the assessment of proposals, planning applications must include a management strategy that show how the use will operate and how any potential undue impacts can be mitigated (including noise, hours of operation, how customers will be managed when leaving the premises etc). The management strategy must be strictly adhered to [as a condition of the consent] if a proposal for the evening economy use is approved by the Council. Further planning policy on managing evening economy uses will be provided in the emerging Development Management DPD.
06 Enhancing the Public Realm

Objective 3: To revive the public realm by developing a network of new and improved public open spaces that are attractive, safe and accessible for people to enjoy.

6.1 Overview of the Public Realm

The public realm encompasses streets, public squares, parks and everything within, including benches, plantings, paving, street lamps, signs and more.

At present, a significant weakness of Dalston town centre is the lack of public open space (e.g. squares, parks, play spaces). Whilst the activity and vibrancy of the streets is a positive feature, there is a distinct lack of space which people can enjoy. The AAP addresses this deficiency by designating areas of public realm to create a coherent network of spaces and places that will help define a vibrant town centre character and support a variety of activities.

The Public Realm Strategy is indicated in Figure 12 and combines public open space proposals and proposed improvements to transport-related infrastructure.
POLICY DTC 11 – PUBLIC REALM QUALITY

1) All new development will be required to make a positive contribution to the quality of the public realm. Development must:

a) Promote active building frontages that contribute to the public realm visually and functionally by providing active building frontages and ground floor uses that face onto the public realm, including new and improved building frontages identified in Figure 5;

b) Emphasise the points of arrival into the town centre (as identified in Figure 12) through innovative surface redesign and improved pedestrian crossings;

c) Respect public open spaces and streets by ensuring that building forms are appropriately scaled to their context and do not provide excessive overshadowing;

d) Accommodate a range of functions and activities within the public spaces to cater and appeal to Dalston’s diverse population, including developing and/or enhancing the following five principal public spaces identified in Figure 12 by drawing on existing and emerging public realm character identified in 6.2:

  - A new public realm along the existing Eastern Curve (POS1);
  - Dalston Square (POS2);
  - A new ‘youth space’ at the eastern end of the Eastern Curve (Public Realm) close to the proposed pedestrian/cycle bridge – Ritson Place (POS3);
  - Gillett Square (POS4); and
  - A new market square at the eastern end of Ridley Road - Market Square (POS5);

e) Help reinforce a clear street hierarchy by implementing a cohesive approach to streetscape design with bolder designs along principal routes and spaces and designs of a more intimate nature along secondary routes;

f) Utilise the most suitable, durable and high quality materials available within the public realm, with special attention to detail and maintenance; and

g) Specify management and maintenance regimes for areas of the public realm.
Figure 12: Public Realm Strategy
6.2 Local Distinctiveness

It is important that any new areas of public realm draw upon existing character such as:

- Kingsland High Street – a constrained and contained pedestrian environment, but always busy and rich in its diversity of activities;
- Ridley Road Market – with its intensity of activity contained within an intimately-scaled street environment;
- Gillett Square – the only public square within the area, with its contemporary design and use of high quality materials providing a forum for cultural and community activities; and
- Ashwin Street – an emerging cluster of unique creative/cultural, community and third sector uses, centered around the locally listed Reeves & Son building.

These are accompanied by Dalston Square, designed to accommodate a range of functions including children’s play and community entertainment or exhibitions.

6.3 Principal New Public Spaces

Five new or improved principal open spaces are proposed as part of the public realm strategy.

1. Eastern Curve: Public Realm (POS1 and POS3)

Redevelopment of Kingsland Shopping Centre would facilitate the creation of a major new public realm along the Eastern Curve. As discussed in Chapter 15, should redevelopment of the Shopping Centre not be pursued, a series of more modest proposals could be considered.

The Eastern Curve public realm would constitute a bold new space that will befit its location in the heart of the town centre. The public realm is envisaged as a series of inter-linked spaces of different character and atmosphere (that could accommodate areas of green space). Pedestrian and cycle routes would provide seamless connections between Dalston Square / Dalston Junction station (and potential Chelsea-Hackney station), the new shopping centre and other facilities of the Eastern Curve area, with Ridley Road Market beyond.

It is envisaged as a series of urban spaces that vary in the degree of activity that they accommodate. A lively urban space could be provided at the western end fronted onto by shops, cafes and potentially other community facilities, with outdoor seating to take full advantage of the sunny open southern aspect. Close to this could be a play space.

At the far eastern end, a ‘youth space’ could be provided close to the proposed pedestrian/cycle bridge (referred to as Ritson Place POS3). This is where young people aged 12 and above could meet and take part in informal sporting activities. The space could be given creative architectural expression.

At present, the gateway to the ‘Eastern Curve’ (where the Peace Mural adjoins Dalston Lane) is occupied by a successful community garden
installation delivered as a joint project between London Borough of Hackney and Design for London as a temporary improvement scheme located on both Council and privately owned land. While this project is temporary in nature, it demonstrates just one of the many types of spaces that could be possible as part of a broader vision for a new urban public realm along the Eastern Curve that could come forward as part of the redevelopment of the Shopping Centre.

2. Dalston Square (POS2)
Dalston Square is currently under construction and will be fronted onto by a new public library and archive and new shops and restaurants etc, with residential use above. Approved plans include a civic space with artwork and public seating where people can meet close to the new library, an entertainment space for community performances and exhibitions and a children’s play area with some green spaces.

3. Gillett Square (Phase II) (POS4)
The redevelopment of Stamford Works could complete Gillett Square – creating active frontage along its northern side and potentially enlarging the space itself. This could include a small informal play area to help redress current deficiencies. Some play equipment has been introduced to the square as part of the joint LBH and Design for London ‘Making Space in Dalston’ project.

4. Eastern Market Square (POS5)
The space at the eastern end of Ridley Road could be redesigned as a much improved market square - a hard-landscaped space of high-quality materials that provides a meeting place for local people and signifies the eastern terminus of Ridley Road Market. The Square could be fronted onto by a new four-storey building with a south-facing facade that will anchor the open space and also help cross-fund its delivery. The new square would be used during the day as a marketplace, but could take on a different character in the evenings and could be used for temporary installations and/or events.

6.4 Management and Maintenance of the Public Realm

Significant expenditure in the public realm would be wasted, and the improvements would degrade, if adequate management and maintenance regimes of the streets and public places were not in place. Well maintained streets and public places encourage their use and add to their vibrancy.

Proposals for improvements to the public realm should be considered in a holistic way, taking account of the lifetime of the project in terms of initial investment and levels of on-going maintenance. This management and maintenance plan has been detailed in the implementation plan in Part D.
6.5 Play and Recreation

Dalston town centre is at present deficient in children’s play facilities and the Council therefore considers it a priority area for the provision of new play space. The AAP identifies areas for new open space and play space (Public Realm Strategy 12) following GLA guidance.

**POLICY DTC 12 – SPACES FOR PLAY AND RECREATION**

1) Development should incorporate the quantum and types of new play facilities identified in Figure 12. Proposed playable spaces are distributed throughout the area and inter-linked via safe and attractive pedestrian routes as follows:
   
   a) A new local park within the Eastern Curve Public Realm, to include both ‘Local Playable Space’ (LPS) where children aged up to 11 can play and a Doorstep Playable Space (DPS) for the under 5’s.
   
   b) An informal ‘Doorstep Playable Space’ within Dalston Square.
   
   c) An active youth space at the eastern end of the ‘Eastern Curve’, provisionally named Ritson Place.
   
   d) An informal ‘Doorstep Playable Space’ within Gillett Square.
   
   e) Unofficial play areas in addition to those identified above should be considered.

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).

In addition to this, all developments should investigate opportunities to contribute towards informal play.
**Objective 4:** To support creativity, culture, community and the third sector that further promote Dalston as one of the city’s premier cultural and creative hubs whilst expanding the quality and range of community facilities to meet the needs of a growing population.

### 7.1 Overview of Culture, Creativity, the Third Sector and Community / Social Infrastructure

Further to section 5.5, this section considers both how land use planning can help encourage the cultural and creative industries and third sector, and how improvements in community/social facilities and infrastructure need to respond to future growth, in terms of scale, range and location of facilities in relation to public transport and high quality pedestrian routes.

### 7.2 Supporting Growth of Community and Creative Industries

Dalston has a long and developed history as a cultural and creative hub. The community, creative and cultural sector makes a significant contribution to the town centre economy and plays a major part in shaping the character, identity and urban life of Dalston and as such are further encouraged in appropriate locations to achieve the regeneration vision that is unique to Dalston.

Gillett Square provides a focus for the cultural, creative and community sector including a setting for various events. Fronting the Square, the Dalston Culture House accommodates the Vortex Jazz Club as well as being a lively hub of micro-businesses, small social / cultural enterprises, community groups and other voluntary sector organisations. Close by, the Rio Cinema and Jazz Café are lively contributors to the vibrant scene.

The area around Ashwin Street and Dalston Lane is also important to the cultural, creative and community sector. Although different in character to the Gillett Square cluster of cultural and community uses, it contains the recently relocated Arcola Theatre, the V22 building and artist studios and the Reeves & Sons building (and uses within it, e.g. Bootstraps) with Café Oto.

Two exciting ‘Community and creative quarters’ located around Ashwin Street and Gillett Square have been created to build on these vibrant sectors of the town centre. Community, cultural/creative and third sector uses will be encouraged and focused in these emerging quarters with appropriately located residential uses to support the delivery of the quarter (Refer to Figure 9 Land Use Strategy).

The delivery of these exciting quarters will create a centerpiece of cultural and creative urban regeneration. Creative industry floorspace to nurture bespoke
The AAP aims to contribute to Dalston’s distinct cultural identity by making, supporting and developing cultural and arts venues and facilities, and creative and cultural industries, as well as supporting creative partnerships and collaborations through the implementation of a public art strategy. Alongside improvements to shopping, food and drink (described in Chapter 5), there are three key initiatives:

1. **Further strengthen Gillett Square’s offer**
   Gillett Square should be further developed as a community, cultural/creative and third sector ‘quarter’, clustering cultural industries such as those related to the visitor and evening economies (galleries, cafes, restaurants, pubs and bars etc) as well as arts and culture related businesses and organisations.
2. Ashwin Street / Eastern Curve
A community, cultural/creative and third sector quarter to support and develop the existing community, cultural/creative and third sector around the Ashwin Street/part Dalston Lane/part Eastern Curve area. There are several inter-related aspects to this including:

- the existing community, creative and third sector uses concentrated in the Reeves and Sons building and in 62 Beechwood Road;
- providing new creative surface redesign and improved pedestrian crossing extending across Dalston Lane and into Dalston Square to encourage footfall through Ashwin Street and further defining this unique space (see Chapter 6);
- potentially accommodating new cultural-related uses on Ashwin Street similar to the recently relocated Arcola Theatre;
- the provision for further creative and third sector industry floorspace; and
- the new library facility within Dalston Square.

Uses and sites will need to be flexible to allow for changing circumstances and Council assets will be best used to ensure that the implementation of this quarter is viable.

3. Public art and lighting strategy
Creating a public art strategy and relating this to the programme of new and improved public spaces. Working in consultation with artists, planners, architects, arts venues and other organisations, this would work towards embedding public art into the public realm, going beyond the purely functional to reflect the identity and aspirations of Dalston as a place and community. It is imperative that art is site-specific and relates to the surrounding context. It should at once integrate the vision and skills of the artist or artists with the vision of the local community to animate and enhance the local environment.

7.3 Supporting Community/Social Facilities/Infrastructure

A significant uplift in housing and other development is envisaged during the AAP plan period. Community/social infrastructure needs to be provided to support any uplift. Further guidance will be provided in the emerging Community Infrastructure Plan.
POLICY DTC 14 – COMMUNITY/SOCIAL INFRASTRUCTURE

1) All new development will be required to make provision for improved and additional community facilities and infrastructure provision. Particular locations to accommodate new/improved community facilities are identified:

a) Dalston Square – Dalston Lane: This includes the new library.

b) Western Curve redevelopment sites (Sites D1 and D2).

c) Support will be given for Holy Trinity Primary School to expand through facilitating mixed-use development.

d) Support will be given to upgrade the youth facility on the corner of Beechwood Road and Forest Road.

e) A new police ‘shop front’ is encouraged to be provided within any redevelopment of the Kingsland Shopping Centre, although other appropriate sites will be supported.

f) Free public toilet facilities are supported as part of any proposed public open space and the redeveloped Kingsland Shopping Centre.

7.3.1 Healthcare Facilities

Within Dalston Town Centre, the City and Hackney Primary Care Trust (PCT) (at the time of writing) have identified the need for a new health facility within Dalston. LBH will work closely with the PCT (or replacement organisation) to facilitate the delivery of this facility on appropriate sites.

7.3.2 Educational Facilities

Within Dalston Ward there are three primary schools and four nurseries. The recently opened Petchey City Academy is located to the north-east outside of the AAP area.

There is one key education-related project to be considered within the AAP in relation to the planned growth and expansion of Holy Trinity Primary School. Provisional discussions with the school authorities have indicated a target to
double the size of the school to two form entry over the next 3 – 4 years. It is hoped to achieve this through either complete redevelopment of the site or alternatively relocating the school if a suitable site could be found. To help fund the redevelopment/expansion, it may be necessary to facilitate mixed-use on part of the site.

The Council will continue to work with the Learning Trust (which will be integrated with the Council in 2012 and operating under a new name) to monitor demand on school places/facilities.

7.3.3 Youth Facilities
As discussed in Chapter 6, a range of play facilities is proposed to suit children of different ages. As part of this strategy it is proposed that a play facility could be provided towards the eastern end of the Eastern Curve. In addition, it is proposed that the facility on the corner of Beechwood Road and Forest Road, adjacent to Holy Trinity Primary School, could be upgraded. Further youth services / social clubs should be considered in the future to ensure that there is adequate provision of social or leisure facilities especially geared to teenagers.

7.3.4 Police Accommodation
Initiatives relating to policing, community safety and crime are key components to improving the quality of life for all within Dalston. The Dalston Team of the Metropolitan Police currently has a local base close to the entrance of Kingsland Shopping Centre. Should the centre be redeveloped, a police ‘shop front’ would be reprovided at a suitably accessible location in the town centre. The Implementation Plan identifies two key projects, one to identify a location for this facility, and secondly to regularly liaise with the police to increase security and safety in Dalston.

7.3.5 Public Conveniences
Public toilet facilities have been provided on Winchester Place as part of the Ridley Road Market Improvement Scheme. Additional facilities will be considered as part of the detailed development of the proposed new public open spaces and in the redeveloped shopping centre.
Objective 5: To facilitate ease of movement by improving the network of streets and footpaths to make walking and cycling as safe and pleasant as possible.

8.1 Overview of Transport and Accessibility

Transport objectives for Dalston are to ensure improvements to prioritise pedestrians, cyclists, public transport users and people with disabilities, and make the most of public transport infrastructure, balanced with the needs of the town centre road network, including the need to maintain traffic circulation and minimise congestion – particularly along the A10 along Kingsland Road/Kingsland High Street. The existing public realm for pedestrians, cyclists and public transport users needs to be improved given the current dominance of vehicular traffic. As such, a user hierarchy is required in considering improvements and development in Dalston.

POLICY DTC 15 - USER HIERARCHY IN DALSTON

1) Development proposals should seek to prioritise transport-related users according to the following hierarchy:

- Pedestrians and those with mobility difficulties;
- Cyclists;
- Public transport (including coaches and taxis / private hire vehicles);
- Motorcycles;
- Rail freight;
- Commercial and business users including road haulage;
- Car borne shoppers and visitors; and
- Car borne commuters.

2) People with mobility impairment, the elderly and parents with children have priority within each category. This hierarchy should be balanced against the network hierarchy to ensure the efficient management of all movements.

Taking this user hierarchy, and the need to balance the requirements for these modes of transport, forward, the following policy sets out how this can be achieved.
1) The Council, TfL, developers and other partners will work in partnership to foster an attractive, safer and more legible environment for pedestrians, cyclists, public transport users and vehicles. All development should:

   a) Work in accordance with the road user hierarchy set out in Hackney’s Transport Strategy (2006) and Policy DTC 15.

   b) Improve pedestrian connections and minimise the risk of conflicts between various road users.

   c) Support the comprehensive redevelopment of Kingsland Shopping Centre to allow for:
       – an overall enhanced pedestrian network;
       – a new pedestrian and cyclist priority access along the Eastern Curve;
       – a new pedestrian zone within the Shopping Centre area;
       – a new underground car park;
       – new pedestrian and cyclist connections to Dalston Junction, Dalston Kingsland Station and a potential new Crossrail 2 station (refer to Figure 13).

   d) Implement a pedestrian and cycle footbridge over the London Overground railway (formally North London Line) to create a new north-south link and to facilitate a ‘shopping circuit’ via the Eastern Curve public realm (refer to Figure 13).

   e) Establish new/improved crossing facilities throughout the town centre through traffic calming measures, new types of crossings and surface treatment at the following key junctions or areas (refer to Policy DTC 18).

   f) Implement improvements along the cycle network, including new/enhanced signage, improved public cycle storage and racks. Cycle parking will be encouraged in all residential developments.
1) The Council, TfL, developers and other partners will work in partnership to improve connectivity and permeability for pedestrians and cyclists whilst minimising the likelihood of conflicts with vehicular traffic. The following proposed improvements (illustrated in Figure 13) will also contribute towards improving overall environmental quality and reducing both crime and the perception of crime:

   a) Improved north-south links throughout the town centre, including improved links to the Rhodes Estate;

   b) Development of a public realm along the Eastern Curve;

   c) Creation of a ‘shopping circuit’ connecting Ridley Road Market with the redeveloped Shopping Centre;

   d) Ensuring that routes are safe, accessible, well lit at night and lined by active building frontages;

   e) Streetscape and public realm improvements;

   f) Implementation of signed cycle routes to further strengthen the routes within and beyond the town centre;

   g) Implementation of a north-bound cycle lane along Kingsland High Street;

   h) Minimising of street clutter throughout the town centre to improve the environment for pedestrians and cyclists;

   i) New cycle parking areas and signs provided to inform cyclists of areas where cycle parking is provided.

8.2 Supporting Ease of Pedestrian and Cyclist Movement

Redevelopment of Kingsland Shopping Centre (Site F) would provide the opportunity to deck over the existing shopping centre car park to create a new ground level flush with surrounding streets. The new public realm along the Eastern Curve (see Chapter 15) would incorporate pedestrian and cycle links along its length.

To establish a north-south link within the area, a pedestrian and cycle bridge is proposed over the London Overground Railway Line (formerly North London Line). As shown in Figure 13, this would connect a redeveloped shopping centre and Ridley Road Market to facilitate a ‘shopping circuit’ via the new Eastern Curve public realm. This also enables Ramsgate Street to be extended northwards,
connecting Dalston Lane and the new Market Square at the eastern end of Ridley Road. The implementation of a pedestrian/cycle bridge complements the proposals for the Eastern Curve and would significantly improve the area’s overall functionality.

Signage to access the London Cycle Network (LCN), which is located north of the AAP Area, would be placed at key junctions, particularly a) at the Kingsland High Street/Dalston Lane/Balls Pond Lane junction, and b) directly north of the Dalston Lane/Ridley Road junction to access the LCN.

**POLICY DTC 18 - IMPROVEMENTS TO JUNCTIONS AND CROSSINGS WITHIN THE TOWN CENTRE**

1) To facilitate the safe movement of pedestrians across busy roads, improved crossing facilities will be encouraged. The Council will work with TfL and other stakeholders to achieve the following improvements (as illustrated in Figure 13):

   a) Dalston Lane / Kingsland High Street / Balls Pond Road.
   b) Dalston Lane / Graham Road / Queensbridge Road.
   c) Dalston Lane / Eastern Curve (south-western end).
   d) Dalston Lane / Eastern Curve (north-eastern end).
   e) Kingsland High Street / Sandringham Road / John Campbell Road
   f) Kingsland Road / Dalston Square South of Dalston Lane on Kingsland Road.
   g) Kingsland Road/Dalston Kingsland Rail Station/Kingsland Shopping Centre/Ridley Road.
   h) Dalston Lane/Ramsgate Street.

2) In addition, the AAP recommends that surface re-design be applied to the following junctions:

   a) Kingsland High Street/Dalston Lane/Balls Pond Road, the ‘southern gateway’;
   b) Kingsland High Street and Ridley Road, emphasising where the entrances to Dalston Kingsland station, Ridley Road Market and Kingsland Shopping Centre join together;
   c) Dalston Lane / Graham Road / Queensbridge Road.

**8.3 Supporting Improvements to Junctions and Crossings within the Town Centre**

Justification for each of the proposed junction and crossing improvements can be summarised as:

1. The junction of Kingsland High Street, Dalston Lane and Balls Pond Road at the western end and the Junction of Dalston Lane, Graham Road and Queensbridge Road at the eastern end of Dalston Lane represent two main gateways into Dalston. Both these junctions are dominated by road traffic and are both unsafe and difficult to cross. Whilst both exhibit a
traditional approach to traffic engineering and management, new approaches to reducing street clutter and creating a more attractive pedestrian environment calls for a more mixed interaction between pedestrian and vehicular spaces.

2. A new crossing adjacent to Dalston Kingsland Station and Ridley Road Market/Shopping Centre emphasising where the entrances to Dalston Kingsland station, Ridley Road Market and Kingsland Shopping Centre join together;

3. The existing pedestrian crossing on Dalston Lane is a pelican crossing near Tyssen Street. With the increase in activities following the opening of Dalston Junction Station, TfL propose to improve the crossing of Dalston Lane by locating an additional crossing at the corner of Dalston Lane and Dalston Square (alongside the new library) for use by pedestrians. This will facilitate ease of movement between Dalston Junction and the new Eastern Curve area and Shopping Centre and help support the aim of improving pedestrian and cyclist safety.

4. The AAP proposes improving pedestrian crossing conditions by applying surface treatment and junction realignment at the junction of Dalston Lane / Eastern Curve / Martel Place, announcing this as the eastern entry point to the newly remodelled area and Kingsland Shopping Centre.

5. Improved crossing facilities on the junction of Kingsland High Street, Sandringham Road and John Campbell Road will facilitate the movement of cyclists along the London Cycle Network (LCN), which runs east-west, beyond the northern boundary of the AAP Area.

6. A new crossing between Kingsland Road/Dalston Square is to be installed due to the expected number of pedestrians and cyclists accessing the Dalston Junction railway station. It would also minimise the pressure on the footway on the south side of Dalston Lane. The existing crossing at the junction of Stamford Road will be improved and relocated.

7. A new crossing of Dalston Lane to Ramsgate Street will facilitate movement north/south through the town centre improving connections to the Rhodes Estate and Dalston Lane Terrace.
Figura 13: Estrategia para Peatones y Ciclistas
09 Making the Most of Public Transport

Objective 6: To make the most of public transport to facilitate ease of access to bus and train facilities and interchange between different modes of transport.

9.1 Overview of Public Transport

Figure 14 illustrates the area’s existing and proposed public transport infrastructure. Dalston benefits from a good bus service and recent new and improved rail connections. Should long term plans for the Crossrail 2/Chelsea-Hackney line come to fruition, the town centre could have three rail stations. The AAP focus is therefore on optimising ground level pedestrian movement between these facilities and with nearby bus stops and other community facilities.

POLICY DTC 19 - PUBLIC TRANSPORT IMPROVEMENTS

1) Development should promote the use of public transport by optimising access for all users therefore all proposals are to adhere to the following principles:

   a) Improve and enhance ground-level connections between public transport hubs and modes, particularly between Dalston Kingsland Station, Dalston Junction Station and bus interchange, a potential future Chelsea-Hackney Line station and all the bus stops in the area, along principal pedestrian routes throughout the town centre.

   b) Better integrate public transport hubs into the town centre by providing new/improved pedestrian crossings (refer to Chapter 8).

   d) Maintain support for the TfL initiated improvements for bus routes along Dalston Lane.

   e) Establish a car-free car parking policy to development in the town centre.

   f) Consider 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.
9.2 Supporting Public Transport Improvements

Existing measures to further improve public transport facilities are listed below:

**London Overground (East London Line)/ Dalston Junction Station**
Dalston Junction station on London Overground railway line (the extended East London Line) opened in 2010. New pedestrian crossings to better integrate this facility into its surroundings are proposed.

The London Overground extends through the disused ‘Dalston Western Curve’ railway cutting and merges with the London Overground railway line (former North London Line) at Highbury and Islington station where there is an interchange with the Victoria Line, and the mainline Great Northern route. The ‘western curve extension’ presents development opportunities above and around the railway. Through partnership working with the Council, TfL has committed to constructing a more extensive ‘deck’ to support development above sections of the Western Curve. The Council committed additional engineering costs to enable a better above-ground development. The AAP outlines development guidance for the sites above the Western Curve in Chapter 11 and further detailing planning and design guidance should be considered in the ‘Planning and Design Guidance for the Dalston Western Curve’.

**Chelsea-Hackney Line (Crossrail 2)**
The proposed Chelsea-Hackney Line and potential station would have a significant impact in Dalston. All developments proposed within the safeguarding zone will require consultation with Crossrail as there may be loading restrictions for proposed development. There is no current commitment to this project, and it is unlikely to happen during this AAP period, however the Council has been working closely with Cross London Rail Links to produce a feasible potential Chelsea-Hackney Line station integrated with Dalston Junction Station.

**Channel Tunnel Rail Link**
The Channel Tunnel Rail Link (CTRL) Safeguarding Directions apply to particular areas within the town centre, including the Kingsland Shopping Centre where the High Speed 1 (HS1) route is in tunnels under the area. Any proposed development over the safeguarded area requires the design to be sufficiently developed to meet with the consultation requirements of CTRL for approval.

**London Overground (Former North London Line)/Dalston Kingsland Station**
The current Dalston Kingsland Station comprises a fairly poorly designed building with little presence onto Kingsland High Street. The station has been enhanced as part of the London Overground station enhancement programme and the platforms extended to accommodate a four car service. Further opportunities for station improvements exist which could be delivered through Network Rail, TfL and LBH working in partnership with the owners of adjoining Opportunity Site C.
New Dalston Bus Station
A new bus station is located between Kingsland Road and Roseberry Place as part of the Dalston Square development. Access is from Forest Rd at the southern end and the exit is onto Kingsland Road.

Route 38 Bus Improvement
As part of an initiative by TfL to improve bus route 38, a number of potential transport improvements have been proposed (some being implemented) in Dalston.
Figure 14: Public Transport Strategy

[Map of Dalston area with various transport routes and stations marked]
9.3 Parking and Servicing Strategy

POLICY DTC 20 – PARKING AND SERVICING

1) The London Borough of Hackney will work with partners, including businesses, car park operators, private sector landowners and developers to implement improvements to car parking provision and servicing arrangements as follows:

   a) The provision of a new underground car park beneath the redeveloped Kingsland Shopping Centre for general public use;
   b) Dedicated disabled parking spaces in accordance with adopted standards;
   c) The implementation of a car club parking scheme;
   d) A pedestrianised Eastern Curve, allowing only for service and emergency vehicles; and
   e) The implementation of a shop mobility scheme.

9.4 Supporting Parking and Servicing

Further guidance relating to car parking requirements will be set out in the Sustainable Development Standards Supplementary Planning Document and should be referred to once adopted.

It is proposed that there be investigation of the potential to create deck or platform over the existing car park as part of the redevelopment of Kingsland Shopping Centre. Existing access at Martel Place would be improved, leading to a basement car park ramp. The northern area of the shopping centre falls within the Channel Tunnel Rail Link consultation area, which will require detailed studies on the feasibility of the underground parking in this area.

A shop mobility scheme is proposed as part of the redeveloped Kingsland Shopping Centre to provide scooters to those with mobility impairment to allow them to access the shops on Kingsland High Street. This would address the current lack of provision of on-street parking bays suited for people with mobility impairment. Availability of alternative parking locations for those with mobility impairment should be considered during any development phase when existing spaces become unavailable.

Providing parking spaces for car club cars can be achieved by converting from the existing stock of parking spaces or creating specific spaces for this purpose. Alternatively, community parking spaces such as those in supermarkets and public car parks can be used for car clubs.

Employment-orientated development south of the Eastern Curve needs to take into consideration the space requirements for service vehicles such as refuse vehicles and articulated lorries. Servicing is recommended to take place off Dalston Lane, enabling the Eastern Curve area to be largely free of vehicles.
The existing Kingsland Shopping Centre is currently serviced from Martel Place in a loading area in the western end of the site, using the same access route as that for the car park. Plans to redevelop the shopping centre should consider locating the servicing below ground, along with the car park (subject to engineering and commercial feasibility).

Servicing arrangements throughout the town centre should not have an undue impact on surrounding properties, and should be arranged outside of the highway network peak times.
10 Maximising Energy Efficiency

**Objective 7:** To maximise energy efficiency and encourage the use of low carbon and renewable energy technologies in order to reduce CO₂ emissions and fuel poverty.

10.1 Overview of Energy

In recent years a number of national, regional and local level policies have been developed towards mitigating the impacts of climate change and reducing carbon dioxide 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. Furthermore, it is an aspiration for Dalston Town Centre to be a low carbon zone within the Borough.

Sustainability considerations are a key component of the AAP and development of innovative measures to achieve the aspiration for Dalston Town Centre to be developed as a low carbon zone is encouraged. This section outlines the general requirements for how development in Dalston Town Centre can contribute towards lowering carbon emissions.

The Hackney Carbon Baseline (Nov 2008) identified that energy efficiency and Decentralised Energy (DE) and Combined (Cooling) Heat and Power (C(CH)P) 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 (Policies 29 and 30).

Urban areas such as Dalston Town Centre, with mixed use medium-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.
1) Development proposals should follow the Energy Hierarchy of the London Plan with the aim to decrease the overall CO₂ emissions in the following order:

- Using less energy
- Supplying energy efficiently; and
- Using renewable energy.

2) The following requirements will apply to the AAP area:

a) All new developments, major refurbishments and major conversions will be required to provide a Sustainability Assessment including an assessment of all opportunities to connecting to an existing or planned DE network;

b) All new developments above 5 units or 500 square metres are required to achieve a minimum of BREEAM or 'Excellent' ratings and Code for Sustainable Homes 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 or 'Excellent' rating;

c) All new major developments are required to install a communal heating system using C(C)HP, and connect to a DE system, should the infrastructure be in place, or provided the infrastructure for future connectivity;

d) The Council will work with developers to ensure any development on opportunity site F incorporates a DE plant room.

3) Development proposals which utilise energy efficient technologies shall provide the Council with further detailed information on fuel supply and impacts of the technology on the surrounding environment (e.g. air quality, noise emissions etc) before considering it as a feasible technology.

10.2 Supporting Energy Efficiency

10.2.1 Energy Efficiency
The majority of the buildings in Dalston Town Centre were built between the mid to late Victorian period to the 1980s. The aging building stock is a high energy consumer for space heating, and is below compliance with the current Part L of the Building regulations on air-tightness and insulation standards. The majority of CO₂ emissions in Hackney are emitted from existing residential and commercial buildings. Improving energy efficiency is an important way by which carbon emissions savings can be made most sustainably, cost effectively and with least amount of visual intrusion. There will be an expectation of updating and improving the built fabric towards
higher energy efficiency levels and new developments are expected to maximise this potential where possible. Sustainable construction practices, such as Passive House standard will be particularly encouraged.

10.2.2 Decentralised Energy (DE)
Decentralised energy, or district heating systems, refers to one or more small power generators that produce and use energy locally and hence 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 rerouted 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.

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 is likely to be 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 the town centre. 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;
  ▪ Connection facilities to planned/existing sites or systems should be integrated if buildings are not immediately connected to a district network, to ensure that phasing plans allow room for 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.

10.2.3 Decentralised Energy Plant Room for Opportunity Site F
Although DE plant rooms will be considered and encouraged in any development, redevelopment or refurbishment within the AAP area, the Council’s suggested location for a Decentralised Energy plant room location is on opportunity site F. Site F comprises largely the Kingsland Shopping Centre site. This location has been highlighted due to its central location within the town centre, potential to link with surrounding existing and proposed developments and potential to provide adequate space for the plant room.

10.2.4 Renewable Energy
The most sustainable source of power is from renewable energy; however, an urban environment such as Dalston has limited capacity to accommodate the range of technologies that are available. Developers will be advised to carry out energy assessments to determine appropriate renewable energy technologies which could include small scale wind, solar PV, solar hot water, ground source heat pumps etc.

In accordance with the London Plan, the AAP seeks to maximise the reduction in carbon dioxide emissions in every development.

10.2.5 Code for Sustainable Homes (CSH) /BREEAM
New developments in the town centre will be required to achieve a Code for Sustainable Homes rating or BREEAM or equivalent rating in line with policy DTC 21. The CSH rating system was introduced in a drive towards achieving zero carbon developments from 2016. The Core Strategy supports this aspiration and highlights the town centres as the most appropriate places to implement this. 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 CSH or BREEAM ratings. This falls well in line with the aspiration of Dalston eventually becoming a low carbon community and eradicating fuel poverty.
PART C SHAPING LOCAL CHARACTER

This section outlines guidance to strengthen the character and unique identity within each of the character areas, and sets out detailed site planning policy, which are the expression of the strategies and urban design rationale set out in Part B.

11 Character Area 01: Kingsland High Street

11.1 Overview

The core of Kingsland High Street stretches between the junction with Balls Pond Road to the south and John Campbell Road / Sandringham Road to the north. This character area includes development opportunity sites A, B, C, D (1 and 2) and E with potential for redevelopment and enhancement. A portion of opportunity site D2 is identified within Character Area 06: Ashwin Street as it relates more to the Ashwin Street character than the Kingsland High Street character, however the site should still be considered comprehensively.

POLICY DTC 22 - KINGSLAND HIGH STREET CHARACTER AREA

1) Predominantly mixed-use development will be encouraged within the Kingsland High Street Character Area. Development proposals should include:

   a) The retention and inclusion of a wide variety of small-scale independent shops and services in traditional Victorian plot widths at the ground floor, containing a range of multi-cultural offerings, with residential or commercial premises above in vertically mixed-use buildings (excessive amalgamation of existing shop units into larger units will be resisted);

   b) New and improved, high quality designed buildings with active frontages that respect and relate to the strong Victorian high street character, particularly in terms of building height, scale, massing, building line and style and incorporate a regular vertical rhythm;

   c) An improved public realm with market stalls at the junction of Ridley Road and Kingsland High Street (opposite Dalston Kingsland Station), which would serve to increase the presence of Ridley Road Market on Kingsland High Street;
d) Buildings of 3-6 storeys along the Kingsland High Street frontage in keeping with the established streetscape and townscape with taller building elements which have been identified in the Building Height’s Strategy (refer to Figure 8) set back from this frontage;

e) Distinctive, high quality and appropriately designed ‘landmark’ features, which may include taller elements (up to 6 storeys) at key corner buildings and gateways into the town centre (refer to Figure 15).

f) New / improved pedestrian crossings across Kingsland High Street incorporating high quality surface re-design at the junctions with Ridley Road, Sandringham Road/John Campbell Road and Dalston Lane;

g) Improved high quality north-south signed cycle route lined by active frontages;

h) Opportunities for public art within the new or improved public open space/areas of public realm along the High Street; and

i) A ‘clutter-free’ pedestrian experience with a rationalised and consistent palette of street furniture.
1) Each opportunity site within the Kingsland High Street Character Area is to be developed in a co-ordinated way and to a high design standard, ensuring a mix of suitable and complementary uses. The following site-specific planning policies are to be adhered to:

a) SITE A: 130 KINGSLAND HIGH STREET AND SITE TO THE REAR 130A KINGSLAND ROAD (SITE AREA 1920 SQ.M / 0.192 HECTARE)
Site redevelopment for a 4 storey building to include retail, employment and residential with the potential for a key, high quality architectural feature at the corner of Sandringham Road and Kingsland High Street (up to 5 storeys) to complement the Rio Cinema diagonally opposite.

b) SITE B: DALSTON KINGSLAND STATION AND ASSOCIATED WORKS (SITE AREA 600 SQ.M / 0.06 HECTARE)
Refurbishment or redevelopment of this site through partnership working between the Council, TfL and Network Rail to provide a new/improved high quality entrance, station hall, platforms and DDA compliant access to the east and west bound platforms with retail provision at the ground level and opportunities for employment space on upper storeys (up to 5 storeys). There is an opportunity for these improvements to be delivered comprehensively with any development of site C below.

c) SITE C: 51-57 KINGSLAND HIGH STREET (SITE AREA 1600 SQ.M / 0.16 HECTARE)
Comprehensive redevelopment of this site to develop a 4-6 storeys building with retail at the ground floor and employment and residential on the upper floors. Due to its close proximity to Dalston Kingsland Station and its location at the heart of the town centre, the rear of the site is seen as suitable for a high quality, appropriately designed taller building, set-back from the Kingsland High Street frontage subject to compliance with Section 4.5 relating to tall buildings. Redevelopment of this site will be encouraged to deliver comprehensive development and improvements to Site B as above.
d) SITE D: D1: 25-33A KINGSLAND HIGH STREET (‘WESTERN CURVE’ NORTHERN SITE) (1710 SQ.M / 0.171 HECTARE) AND D2: 2-34 KINGSLAND HIGH STREET, 1-7 ASHWIN STREET, 1-9 DALSTON LANE (‘WESTERN CURVE’ SOUTHERN SITE) (2218 SQ.M / 0.2218 HECTARE)

Comprehensive and co-ordinated development of Sites D1 and D2 to provide a high quality mixed-use development on both sides of Kingsland High Street.

On Site D1 a 4-6 storey building is appropriate, with retail use at the ground floor and with residential and/or employment accommodation (Use Class B1) above.

Site D2 would be appropriate for retail, community, cultural (Sui Generis – Theatre) and / or employment (B1) use at the ground floor with residential above.

- A maximum building height of 3 - 4 storeys is proposed for the southern portion of this site, with loading restrictions on the decking above the railway limiting the amount of development.

- On the northern portion of this site at the junction of Abbot Street and Ashwin Street, development, should not exceed 6-storeys (refer to Figure 8 Building Heights Strategy).

e) SITE E: 36-42 KINGSLAND HIGH STREET (SITE AREA 789 SQ.M / 0.0789 HECTARE)

Comprehensive redevelopment to provide new high quality residential or commercial use on the upper floors with retail at the ground floor. The building should be (3-4 storeys) and should respect the building line and architectural context of adjacent buildings on Kingsland High Street. Redevelopment should provide active frontages onto Kingsland High Street and Abbot Street.

11.2 Supporting Kingsland High Street Character

Further to the above a detailed ‘Planning and Design Guidance for the Dalston Western Curve’ applies to sites D1 and D2 and should be considered in the formulation of any development on these sites.
Figure 15: Design Principles for Character Area 01 – Kingsland High Street

Indicative building footprints, land use and structuring principles

- AIP boundary
- Character Area boundary
- Opportunity Zone
- Opportunity site reference
- Predominantly retail: ground floor retail with residential and/or employment above
- Predominantly residential
- Mixed Use: ground floor retail/employment/cultural/creative/community/third sector with residential and/or employment above
- Landmark building
- Key corner feature/building
- Unit entrance
- Service entrance
- Pedestrian-orientated routes
- Primary frontage
- Secondary frontage
- Overground station
12 Character Area 02: Kingsland Shopping Centre

12.1 Overview

The Kingsland Shopping Centre Character Area comprises one opportunity site. The existing Kingsland Shopping Centre has a highly controlled internalised character. The overall feel is typical of the 1980’s suburban mall format – with many chain stores in a linear arrangement along a central covered aisle. The existing Shopping Centre is a major barrier within the town centre as it is largely impermeable with only three points of entry onto the internal spine of shops. The shopping centre occupies a large area in the centre of Dalston close to public transport links with significant development opportunity which must be un-locked to become a major contributor to the regeneration of the town centre.

**POLICY DTC 23 – KINGSLAND SHOPPING CENTRE CHARACTER AREA**

1) Comprehensive redevelopment of Kingsland Shopping Centre should incorporate the following:

a) A new externalised shopping centre that creates a new urban grain to reflect the existing characteristics of the area whilst being of high quality, contemporary design.

b) A street-based layout with a network of open air pedestrianised routes connected to the surrounding area (rather than an enclosed mall) which would link Kingsland High Street with ‘Dalston Eastern Curve’ public realm.

c) A new network of pedestrian links, including; a new pedestrian/cycle bridge over the railway from Ramsgate Street, alongside the redeveloped shopping centre to Ridley Road Market (Market Square) and a new pedestrian link from Dalston Lane/Square to the Kingsland Shopping Centre which will significantly improve north-south connections in the area.

d) A mixed-use scheme that incorporates a variety of different types of retail, including shops, restaurants and cafes at the ground and first floors, with residential above.

e) A new principal entrance to the shopping centre on Kingsland High Street, facing onto the improved public realm (with market stalls) at the entrance to Ridley Road Market.
f) A range of retail offer, including high street multiple retailers alongside smaller independent stores.

g) Restaurants and cafes to give natural surveillance during the day and evening with the potential for some outdoor seating areas to exploit the sunny, south-facing aspect in the day-time, opening out onto new Eastern Curve public realm.

h) A scheme that is appropriate for the existing scale and context, represented by Springfield House on Tyssen Street, with a six-storey building height scale to ensure a ‘human scale’ and street proportions. Beyond this, a limited number of taller residential building elements could be considered (in accordance with section 4.5), subject to detailed design and environmental impacts on surrounding properties, most notably avoiding overshadowing of Ridley Road Market.

i) Active frontage onto all public spaces through the design of frequent doors, windows and balconies (on residential units).

j) An underground/undercroft parking and servicing area, accessed via Dalston Lane (achieved by constructing a deck over the existing parking area to achieve a new ground level at grade with Kingsland High Street) 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).

k) The opportunity to implement roof gardens for biodiversity and amenity benefits.

l) Consider a shop mobility scheme to improve access to people with mobility impairment.

m) A detailed development brief with a complementary phasing strategy should be prepared for the site to guide and facilitate development.
Development proposals for the Shopping Centre are to adhere to the above, and the following:

1) Comprehensive redevelopment of the whole of Site F (sub-Sites 1-12) will be encouraged to develop a predominantly retail development with residential above where appropriate. Retail and retail-related uses will generally occupy the ground and first floors with residential accommodation provided up to the six-storey building height scale, punctuated by taller building elements in certain appropriate locations (subject to section 4.5 Building Heights Strategy). The exact design and location of taller buildings will be determined at the detailed design stage or in a detailed design brief to be prepared as part of implementation to minimise environmental impacts, most notably overshadowing of Ridley Road Market and the Eastern Curve public realm.

2) The Council will work with developers to ensure any development of site F incorporates a Decentralised Energy plant room for the town centre and that any redevelopment or part redevelopment of the shopping centre connects with any decentralised energy plant room when delivered.

12.2 Supporting Kingsland Shopping Centre Character

The size and central position of this development opportunity are such that the site offers significant potential to form a new high quality urban quarter that is fully integrated into its surroundings (as illustrated in Figure 16).

Opportunity site F9 is located within the Ashwin Street Character Area as it relates to the character of Ashwin Street and could be considered comprehensively with site H. Development of this site could facilitate the north/south pedestrian route from the Kingsland Shopping Centre to Dalston Junction and Dalston Square.
Figure 16: Design Principles for Character Area 02 – Kingsland Shopping Centre
13 Character Area 03: Ridley Road

13.1 Overview

The Ridley Road character area extends from the eastern side of Kingsland High Street, directly opposite Dalston Kingsland Station to the junction with Dalston Lane. The area has a distinctive character in its own right and many locals would say it is this area that forms the heart beat of the community.

The Council invested significantly into the Ridley Road Market Improvement Scheme which was implemented in 2010/2011 and delivered overall improvements to the market such as to the pedestrian crossing of Kingsland High Street from Dalston Kingsland Station, new street furniture, lighting, power facilities, kerbs, drains, surfacing and pitch layout etc. While these improvements have significantly improved the market (while retaining it’s character), there is still scope for improvements to the market over the AAP period and therefore these improvements are still setout in this chapter.

Furthermore, the market is bounded by two-storey buildings on the northern side of the street which provides an unremarkable backdrop to the market, with facades dominated by signage. The southern side of the road is mostly lined by tiny shop units built into the structure of the railway wall, each with market displays spilling-out into the street, under the cover of an assortment of canopies.

POLICY DTC 24 – RIDLEY ROAD CHARACTER AREA

1) Redevelopment or refurbishment of sites within the Ridley Road Market area will be encouraged for predominantly retail/market use to include:

   a) An improved public realm on Kingsland High Street at the entrance to the market and retaining the market stalls, which would serve to enhance the market’s visibility and presence;

   b) A new market square at the junction of Ridley Road and St Marks Rise, defining the market’s eastern end;

   c) Redevelopment of the storage and refuse facilities located on Birkbeck Mews and Birkbeck Road;

   d) An enhanced streetscape and public realm with new/improved street furniture and lighting;
e) Opportunities for public art to add further distinction to the market character;

f) The retention and support of active frontages by designing in frequent windows and retail entrances/access points in any new development;

g) Improved pedestrian links/circulation through the market and with the surrounding area, notably Kingsland High Street, Dalston Kingsland Station, Kingsland Shopping Centre and other side streets;

h) Adequate and appropriate infrastructure, maintenance and management that will facilitate day-to-day running of the market and will incorporate further measures to improve safety and security, waste management, service access, operational parking and electrical infrastructure; and

i) Restaurants and cafes that contribute to the night time economy and give natural surveillance during the day and evening.

POLICY DTC - CA 03 – RIDLEY ROAD CHARACTER AREA SITE-SPECIFIC POLICIES

1) Each opportunity site within the Ridley Road Character Area should be developed in a co-ordinated way and to a high design standard. Development proposals for the sites should adhere to the following:

a) SITE G1 (SITE AREA 2065 SQUARE METRES / 0.2065 HECTARE): Comprehensive redevelopment of this site up to 4 storeys that could potentially accommodate market storage and associated activities, employment and/or residential use.

b) SITE G2 (SITE AREA 5081 SQUARE METRES / 0.5081 HECTARE): Co-ordinated refurbishment or redevelopment of this site to accommodate retail uses with residential above in buildings consistent with the existing buildings (up to 6 storeys). Shop front improvements to existing buildings will also be encouraged.

c) SITE G3 (SITE AREA 1085 SQ.M / 0.1085 HECTARE): Comprehensive redevelopment of this site to include retail uses at the ground floor and residential above (up to 4 storeys) fronting onto a potential new Market Square.
d) SITE G4 (SITE AREA 1360 SQ.M / 0.1360 HECTARE):
Co-ordinated refurbishment or redevelopment of this site to accommodate retail uses in low-rise buildings (1 – 2 storeys) consistent with the existing railway wall structure.

e) SITE G5 (SITE AREA 570 SQ.M / 0.057 HECTARE):
Comprehensive and co-ordinated redevelopment of this site will be encouraged together with the owners of Kingsland Shopping Centre to accommodate retail at the ground and/or first floors with residential above, to a maximum of 4 storeys subject to appropriate design to avoid the overshadowing of Ridley Road Market.

13.2 Supporting Ridley Road Character

The overall quality of environment and the way the market operates has improved significantly through the implementation of the Ridley Road Market Improvement Scheme; however there is still scope for further improvements to the area as indicated above.

Figure 17: Design Principles for Character Area 03: Ridley Road Market
14 Character Area 04: Gillett Square

14.1 Overview

Although discretely located with very little presence onto Kingsland High Street, Gillett Square and adjacent Dalston Culture House development have injected new life into Dalston. The development provides a fascinating hub of cultural / creative, retail, community and third sector service related activities that are rooted in the ethnically and culturally eclectic spirit of the area, with provision for ancillary managed restaurant/café/bar uses to support the night-time economy.

The character of the area is also influenced by the blend of contemporary architecture and landscape design with more traditional building forms. The activities facing onto the square itself are complemented by the diverse small-scale shops and services of Bradbury Street, which combine to give the area a distinctive vibrancy.

POLICY DTC 25 – GILLETT SQUARE CHARACTER AREA

1) A co-ordinated programme of works will be encouraged to ‘round off’ Gillett Square, to provide a core community and creative quarter in the Gillett Square Character Area including the existing cultural landmark Rio Cinema. Development proposals should have regard to the following:

a) A new mixed-use building on the north side with active frontage onto Gillett Square that will include some employment, retail, cultural/creative, residential, and/or community/third sector uses. Studio workspace that appeals to cultural and creative industries is particularly encouraged.

b) The opportunity for the mixed-use building to spill-out into the space, with possible further specialist retail, restaurants, bars or other arts/cultural facility to help enliven the night-time economy (subject to Section 5.6) and exploit the day-time south-facing sunny aspect with an external seating area.

c) An enlarged public open space including a potential informal play area.

d) Distinct architecture that complements the existing Cultural House, whilst avoiding negative environmental impacts on the neighbouring buildings (e.g. excessive overshadowing).
e) Proposals for improved way finding to Gillett square will be supported.

POLICY DTC - CA 04 – GILLET SQUARE CHARACTER AREA SITE-SPECIFIC POLICIES (SITE AREA 1166 SQ.M / 0.1166 HECTARE)

1) Comprehensive redevelopment of Site L (Stamford Works) should provide a 4-6 storeys mixed-use building accommodating employment (including studio workspace), retail (including day and evening economy uses), cultural/creative, residential, and/or community and third sector uses with active frontage facing onto an enlarged Gillett Square.

14.2 Supporting Gillett Square Character

Development of the existing north side of the square and car park is encouraged to provide a new active and attractive building frontage that further defines and enhances the public open space. Detailed design of the proposed building could take many forms and the existing car park could be replaced with an extension to the pedestrianised square (as illustrated in Figure 18).

The emerging community, cultural/creative and third sectors quarter around Gillett Square is closely linked with the iconic cultural Rio Cinema located on the corner of Kingsland Road and John Campbell Road. This emerging quarter will contribute to the regeneration of Dalston by providing a vibrant mix of uses that will complement the existing night-time economy uses in the area which will further attract visitors and local residents to the area.
Figure 18: Design Principles for Character Area 04: Gillett Square
15 Character Area 05: Eastern Curve

15.1 Overview

The Eastern Curve Character Area is the area set-back from the northern side of Dalston Lane, currently dominated by the sweep of the former alignment of the North London Railway (locally known as the ‘Eastern Curve’). In its current form, partially due to the land being safeguarded for construction access for the Chelsea-Hackney line and previously for a sub-surface East London Line (this ‘local’ safeguarding no longer applies), some of this area has remained derelict. The Priority Employment Area in Dalston also covers a significant portion of the Eastern Curve Character Area and this is reflected in the proposals and policies.

<table>
<thead>
<tr>
<th>POLICY DTC 26 – EASTERN CURVE CHARACTER AREA</th>
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<tbody>
<tr>
<td>1) Redevelopment of a variety of derelict and under-utilised properties in the vicinity of the Eastern Curve will be encouraged in close coordination with the plans for Kingsland Shopping Centre. Development proposals should have regard to the following:</td>
</tr>
<tr>
<td>a) A major new Eastern Curve public realm to enhance its town centre location, consisting of a series of inter-linked spaces of different character and atmosphere, including spaces for play, recreation, leisure and relaxation.</td>
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<tr>
<td>b) A new public open space geared towards youths (Ritson Place) in the vicinity of the proposed pedestrian/cycle bridge, where young people could take part in informal sporting activities.</td>
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<tr>
<td>c) A new high quality public open space and pedestrian link at the southern entry point to the Eastern Curve, alongside the Peace Mural on Dalston Lane. This space will be enhanced by existing noteworthy buildings (that could include modification of 11 Dalston Lane) and will create a sense of welcome and visual interest, linking in turn to Dalston Square via a new pedestrian crossing. This link would continue north as a direct new route to the south side of Kingsland Shopping Centre.</td>
</tr>
<tr>
<td>d) A new decking and leveling to even out the current level difference between the northern and southern parts of the Eastern Curve public realm.</td>
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e) A significant portion of the Eastern Curve area is a designated Priority Employment Area (PEA), where employment generating floorspace (B1) will be the preferred uses. Retail or any other A uses should not be displaced (refer to Section 5.2).

f) Outside of the PEA, a mixed-use area, retaining and enhancing the current mix of uses, including employment, residential and community facilities.

g) A range of building heights to build on the existing characteristics and scale of the area (refer to building height strategy section 4.5). New buildings will take their cues from existing surrounding buildings.

h) Active frontages to animate the public realm along the Eastern Curve with frequent windows/doors and a variety of uses at street level, including restaurant/café/bar uses with some outdoor seating areas out onto the new Eastern Curve space.

i) Compliance with any safeguarding for the Chelsea-Hackney line, which may pose loading constraints for future development.
POLICY DTC - CA 05 – EASTERN CURVE CHARACTER AREA SITE-SPECIFIC POLICIES

Development proposals for opportunity sites should have regard to the following:

1) SITE J: THAMES HOUSE (J1) (SITE AREA 2814 SQ.M / 0.2814 HECTARE) AND CORNER OF HARTWELL STREET AND DALSTON LANE -27 DALSTON LANE (J2), INCLUDING THE FORMER TYSSEN ARMS PUBLIC HOUSE (1161 SQ.M / 0.1161 HECTARE)
   Comprehensive and co-ordinated development of Sites J1 and J2 will be encouraged to provide a high quality, mixed-use development (4-8 storeys). The development, whether in one building or two, will accommodate retail and/or employment at the ground floor with employment and residential above. A maximum building height of 8 storeys for site J1, commensurate with the scale of the adjacent Springfield House. A 4-6 storey building for J2 to contextualise with Dalston Lane (Opportunity site J2 is located within the Dalston Lane Character Area as it relates to the character of Dalston Lane, however is to be considered comprehensively with site J1).

2) SITE K: INDUSTRIAL BUILDING, TYSSEN STREET (545 SQ.M / 0.0545 HECTARE)
   Comprehensive and co-ordinated development of this site to provide a building of 4-6 storeys, accommodating both employment and residential uses.

3) SITE N: 67A-73 DALSTON LANE AND FRONTAGE ONTO TYSSEN STREET (4000 SQ.M / 0.4 HECTARE)
   Comprehensive and co-ordinated development of this site to provide a building of 4-6 storeys accommodating both employment and residential uses. The building should step down along the Dalston Lane frontage to enhance the existing streetscape.

15.2 Supporting Eastern Curve Character

It is imperative that a co-ordinated approach is followed to develop the opportunity sites listed and also with any emerging plans for the redevelopment of Kingsland Shopping Centre to ensure the Eastern Curve public realm is delivered with active frontages and uses to create a lively public realm.
Figure 19: Design Principles for Character Area 05: Eastern Curve
16 Character Area 06: Ashwin Street

16.1 Overview

The area to the east of Kingsland High Street, centred around Ashwin Street is unique for its concentration of the third (voluntary) sector and creative and cultural industries. The third sector and cultural and creative industries play an important role in Dalston’s distinctiveness and local economy and will make a valuable contribution to the town centre’s regeneration. Beyond this emerging community and creative quarter, Ashwin Street in particular is cherished for its historic character.

POLICY DTC 27 – ASHWIN STREET CHARACTER AREA

1) The Council recognises that Ashwin Street is a unique and vibrant character area and will work to retain, support and enhance this character by providing a community and creative quarter around Ashwin Street Character Area. Development proposals in this Character Area should have regard to the following:

a) A mixed-use area, retaining, supporting and enhancing the emerging community and creative quarter including employment (creative industry floorspace), residential, community facilities and retail to support the existing evening economy uses in the area (e.g. Arcola Theatre).

b) A new ‘shared space’ scheme along the length of Ashwin Street to be implemented through resurfacing with new, high quality materials and design to support and enhance its role as a local pedestrian and cycle-dominated street.

c) An enhanced setting for the existing historic and Victorian architecture, including the Shiloh Pentecostal Church, which adds to the unity of heritage details along Ashwin Street.

d) An enhanced setting for the Reeves & Sons building – notably the west-facing façade, which could be restored to provide a more active frontage to an improved Ashwin Street.

e) Active frontages to animate the special character of Ashwin Street with frequent windows/doors.

f) Sites with an eastern frontage onto the proposed Eastern Curve public realm should be refurbished or redeveloped with active frontages with frequent windows/doors and including ‘spill out’ opportunities for restaurants/cafes etc. facing onto the proposed Eastern Curve public realm.
g) Proposed retention of the building or building façade at Nos. 10-16 Ashwin Street, and extension, refurbishment and conversion

h) Affordable and appropriate workspace for third sector, community and cultural and creative industries.

i) Active frontages onto a new pedestrian link that would connect Dalston Lane with the Kingsland Shopping Centre.

**POLICY DTC - CA 06 – ASHWIN STREET CHARACTER AREA SITE-SPECIFIC POLICY (SITE AREA 1826 SQ.M / 0.1826 HECTARE)**

Development proposals for the following sites must have regard to the following:

1) Part development and refurbishment of Site H (Nos. 2-16 Ashwin Street and Nos. 11-15 Dalston Lane) will be supported to potentially allow for a building of very high quality and innovative design to reflect the scale of this character area, with mixed-use to accommodate a range of uses including retail, employment, cultural, community, third sector and residential uses.

Refer to Policy DTC – CA 01 for site specific policy pertaining to site D2 (west side of Ashwin Street). Refer to Policy DTC – CA 02 for opportunity site F9.

**16.2 Supporting Ashwin Street Character**

Dalston’s diversity is reflected in the range of community services provided by the third sector and cultural and creative industries. Some of Hackney’s most cherished organisations and cultural/community venues are currently located in the Ashwin Street area, including the Bootstrap Company, Café Oto, the Shiloh Pentecostal Church, as well as artists’ studios. Affordable workspace is vital for the sustainability of the cultural and creative industries as it is for Third Sector organisations.

It is also important to note that the character of Ashwin Street as a community, cultural/creative and third sector quarter has been further supported and enhanced by the Arcola Theatre relocation here.
Figure 20: Design Principles for Character Area 06: Ashwin Street
17  Character Area 07: Dalston Lane

17.1 Overview
The core of the Dalston Lane Character Area stretches from the southern entrance to the Eastern Curve eastward along Dalston Lane to the junction with Queensbridge Road. This character area includes opportunity sites I, J2 (to come forward as part of comprehensive development of Site J as described in Section 15 as part of the Eastern Curve character area), O and P with potential for redevelopment and enhancement.

POLICY DTC 28 – DALSTON LANE CHARACTER AREA

1) Co-ordinated redevelopment of the sites within the Dalston Lane character area will be encouraged for predominantly mixed-use development. Development proposals in this Character Area are to have regard to the following:

a) A conservation-led approach for the refurbishment of Dalston Lane Terrace to retain retail, community and commercial uses at the ground floor with residential above and to the rear. The original form and rhythm of the Victorian and Georgian façades are to be retained and re-instated where possible. The introduction of contemporary design is possible that will compliment restoration,

b) Streetscape improvements, including resurfacing and improved pedestrian crossings;

c) A mixed-use strategy for the character area implemented through a combination of new development and refurbishment to restore the quality of this key town centre street.

f) Enhancement of the existing environment at the eastern end of Dalston Lane, where mature trees and gardens create a distinctive softening of the streetscape, around which buildings are clustered in an informal grouping.

g) Enhance the setting for the designated Dalston Lane (West) Conservation Area.

h) A formal back-of-pavement building line which respects the building lines of the existing urban environment and active frontages along the length of Dalston Lane.

i) Improved pedestrian and cyclist connections to the Rhodes Estate.
Development proposals for the opportunity sites are to have regard to the following:

1) SITE I: 17-25 DALSTON LANE (SITE AREA 677 SQ.M / 0.0677 HECTARE)
Comprehensive development of this site to develop a maximum 4 storeys building, mixed-use development with retail at the ground floor and residential above.

2) SITE O: DALSTON LANE TERRACE (46-86 DALSTON LANE) (SITE AREA 3140 SQ.M / 0.3140 HECTARE)
A conservation-led approach will be taken to part refurbish and part redevelop this site to accommodate retail, restaurants, community and commercial uses at the ground floor with residential above and to the rear. The shop fronts should be restored to the original appearance of the parade of shops and extensions/additions to the upper floors and rear could be considered provided the existing terrace is respected in terms of proportions and scale, while appropriate contemporary design is possible which compliments the restored elements of the Terrace.

3) SITE P: CLR JAMES LIBRARY, 16-22 DALSTON LANE AND 62 BEECHWOOD ROAD (SITE AREA: 1900 SQ.M / 0.19 HECTARE)
A comprehensive approach to regeneration of this site is encouraged. Potential for a new mixed-use building of to reflect the scale of the street and adjacent buildings accommodating retail, cultural/creative, third sector and/or community uses at the ground (and possibly first) floor with employment and/or residential above and at the rear. The site could be particularly appropriate for third-sector employment uses. The terrace in the western half of Site P (Nos. 16-22 Dalston Lane and No. 62 Beechwood Road) should be retained and refurbished.

17.2 Supporting Dalston Lane Character

The eastern end of the street is within a designated conservation area, with the Terrace traditionally a parade of shops with residential above. In order to achieve comprehensive regeneration of the Terrace to enhance this streetscape and town asset, a Conservation Led Regeneration Project is
underway which is further detailed in the Planning and Design Guidance for Dalston Lane Terrace (November 2009).

The western end of Dalston Lane comprises of a fragmented collection of three-storey Victorian Terraces, with flats above. The CLR James Library will soon be vacated and will be relocated in the Dalston Square Development on the adjacent site.

**Figure 21: Design Principles for Character Area 07: Dalston Lane**
18  Character Area 08: Dalston Square

18.1  Overview

The Dalston Square development centred on the new Dalston Junction Station is set to establish a new urban character that makes the best use of new public transport infrastructure. On the west side of the new landscaped public space, the new buildings rise from 10 and 19-storeys, with modern apartments above ground floor commercial space. On the eastern side, the buildings comprise a mixture of commercial / workshop / community uses, including a new library, with apartments above.

As Dalston Square is nearing completion, the focus of the AAP is to determine how Dalston Junction station (and potential future Chelsea-Hackney Line), the Square, new library and new homes can be better connected with the rest of the town centre.

POLICY DTC 29 – DALSTON JUNCTION CHARACTER AREA

1) Co-ordinated streetscape improvements and site developments will be encouraged as follows:

   a) A new pedestrian crossing across Dalston Lane, providing a direct link between Dalston Square and the new Eastern Curve public realm, and potential Kingsland Shopping Centre redevelopment, and Dalston Kingsland Rail Station beyond. This should be incorporated into creative resurfacing of this portion of Dalston Lane to enable Dalston Square to flow into the new Eastern Curve public realm.

   b) Wider pavements at the western end of Dalston Lane, near to Kingsland High Street and Dalston Square, to relieve congestion.

   c) A new pedestrian crossing across Kingsland Road (between the Bentley Road and Stamford Road junctions), providing direct east-west pedestrian connections with the new bus interchange and with Dalston Junction station.
POLICY DTC - CA 08 – DALSTON JUNCTION CHARACTER AREA SITE-SPECIFIC POLICIES

Development proposals for the opportunity sites must have regard to the following:

1) SITE Q: FORMER ROSEBERRY COTTAGES, ROSEBERRY PLACE (SITE AREA 685 SQ.M / 0.0685 HECTARE)
Comprehensive development of this site to provide a high quality, appropriately designed building (maximum 10-storeys) for residential use.

2) SITE M: HOLY TRINITY PRIMARY SCHOOL (SITE AREA 4458 SQ.M / 0.4458 HECTARE)
Redevelopment of the existing Holy Trinity Primary School building to facilitate expansion of educational space. A new 6-10 storey high quality and appropriately designed mixed-use building/s could enable the potential for residential accommodation above or next to a new school building.

18.2 Supporting Dalston Square Character

Sites Q and M are considered appropriate locations for high quality and appropriately designed medium rise buildings of maximum 10 storeys for the following reasons:

- Townscape and environment – potential high quality buildings of up to 10 storeys would be in keeping with the adjacent taller buildings of Dalston Square Development and provide a stepped down building height interface with the surrounding area.

- Public transport availability and capacity – this area has a high ‘PTAL’ level given that it is located adjacent to the new soon to be complete Dalston Junction Station Railway Station and bus interchange.

The future development of the above two sites will need to be considered carefully in relation to each other.

The Holy Trinity Primary School is a one form entry Church of England Primary School with a nursery. Provisional discussions with the school
authorities have indicated a target to double the size of the school to two form entry over the next 3 – 4 years as detailed in chapter 7. Additional development may be required to ensure that the expansion of the school is financially viable. Any development above the school would have to be appropriately designed to respect the sensitive privacy requirements of the school.

**Figure 22: Design Principles for Character Area 08: Dalston Junction**
PART D - PHASING AND IMPLEMENTATION

19 Phasing Strategy and Implementation Plan

19.1 Introduction to Phasing Strategy and Implementation Plan

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 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).

Also, an Implementation Plan is crucial in order to help deliver the AAP, co-ordinating 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 terms.

19.2 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 Dalston. 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;
- capitalise on major new rail projects, such as the East London Line (London Overground) “Western Curve” extension and opening of Dalston Junction rail station;
- the potential to position Dalston as one of London’s major cultural, community and creative quarters;
- the potential to envisage Ridley Road Market becoming one of London’s premier feature markets;
- the potential to promote redevelopment of Kingsland Shopping Centre and through this to achieve other regeneration / infrastructure outcomes, such as the creation of public realm along the ‘eastern curve’; and
- the potential to enhance the town centre’s range of facilities and retail provision, meeting part of the capacity for additional retail floor space identified in the 2005 Hackney Retail and Leisure Study.
Constraints:

- funding for public realm and other capital works will not be deliverable through development values from the Council-owned sites alone;
- LBH have limited capital funds to deploy for site assembly;
- a large number of opportunity sites are in private ownership/control, therefore timescales are uncertain and generating value limited to agreements, planning obligations and potential Section 106 terms;
- improvements to the pedestrian environment along Dalston Lane and Kingsland High Street are dependent upon wider area traffic modelling and agreement with TfL and bus operators; and
- the collective impact on deliverability of the costs associated with affordable housing, S106 contributions and environmental specifications in the current and foreseeable short term economic climate.

The AAP and its Phasing Strategy and Implementation Plan address these issues as follows:

- uses the AAP as a mechanism to avoid inappropriate development in the town centre;
- extracting value to pay for public realm enhancements;
- focusing on well defined opportunity sites and town centre-wide strategies;
- looking to the ‘bigger picture’ where each opportunity area contributes to overall comprehensive change, shaping the character and image of the quality of 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 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.

19.3 Phasing Strategy

The Phasing Strategy sets out indicative periods (short, medium and long terms) 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 (e.g. LBH, TfL, GLA) where the greatest control over outcomes can be applied, or those at pre-application stage;
• be able to be delivered through private sector development or using existing or accessible budgets; and
• generally be sole land ownership of sites.

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
• generally be sites in multi land ownership.

Phase 3 development will:
• require change in market conditions (e.g. 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 the private and other public sector landowners and funding sources.

Economic viability has been considered to inform the AAP proposals. This has been at a strategic/preliminary level in order to identify key opportunity sites for potential redevelopment. Particular further detailed viability 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.
Some of the ‘implementation’ needs identified below for various ‘opportunity sites’ appear in the Implementation Plan, such as actions associated with sites G2, G4 and G5 (Ridley Road) and site B (Dalston Kingsland station).

**Table 2: Phasing Strategy for AAP**

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Site address/name</th>
<th>Ownership</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sites D1 &amp; D2</td>
<td>25-33A, 2-8 &amp; 10-34 Kingsland High Street, 1, 3, 5, 7 Dalston Lane, (Dalston Western Curve), &amp; 1-7 Ashwin St</td>
<td>TfL, LBH</td>
<td>Development of sites above London Overground extension recently been constructed as part of a joint venture between TfL and LBH. AAP and Planning and Design Guidance document for Dalston Western Curve outlines parameters for development. TfL seeking to procure development partners. LBH to work with TfL and future development partners to achieve appropriate development and maximising improvements to the other sites in the ‘Community and creative quarter’. Construction on rail tunnels requires mitigation measures.</td>
</tr>
<tr>
<td>H</td>
<td>2-16 Ashwin St, 11 - 15 Dalston Lane, southern end of ‘eastern curve’.</td>
<td>LBH</td>
<td>Potential public realm on eastern curve or other appropriate development. Construction on rail tunnels requires mitigation measures. Maximising improvements to the other sites in this ‘Community and creative quarter’. An element of cross subsidy may be required between other Council owned sites in the ‘Community and creative quarter’ to ensure an appropriate balance of uses are delivered within the quarter.</td>
</tr>
<tr>
<td>N</td>
<td>67A-73 Dalston Lane and frontage onto Tyssen Street</td>
<td>Private, LBH</td>
<td>Development proposals coming forward for this site. Part of the site is Council-owned, appropriate comprehensive development of both land parcels required.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>P</td>
<td>CLR James Library, 16-22 Dalston Lane, 62 Beechwood Road</td>
<td>LBH</td>
<td>Redevelopment of the Council-owned CLR James Library following the relocation of this facility into the new Dalston Square accommodation. The redevelopment potential of this site will be considered in conjunction with an estate management strategy for retention and refurbishment of the adjacent terrace at 16-22 Dalston Lane and 62 Beechwood Road properties, which are also Council-owned, and maximising improvements to the other sites in this ‘Community and Creative Quarter’. An element of cross subsidy may be required between other Council owned sites in the ‘Community and creative quarter’ to ensure the appropriate balance of uses are delivered within the quarter.</td>
</tr>
<tr>
<td>Q</td>
<td>Former Roseberry Cottages, Roseberry Place</td>
<td>TfL</td>
<td>LBH to work with TfL to bring forward appropriate development of this site.</td>
</tr>
<tr>
<td>G3</td>
<td>Ridley Rd/St. Mark’s Rise</td>
<td>Private</td>
<td>LBH to work with site owners to bring forward mixed-use and public realm development.</td>
</tr>
<tr>
<td>G1</td>
<td>Birkbeck Mews/Road</td>
<td>LBH</td>
<td>Rationalise market storage area, potential for some mixed use development.</td>
</tr>
</tbody>
</table>
### Medium term – 2017-21

| B | Dalston Kingsland Station and associated works | Network Rail | Refurbishment or redevelopment of this site through partnership working between the Council, TfL and Network Rail to provide a new/improved high quality entrance, station hall and platforms with retail provision and opportunities for employment space. Also opportunity for partnership working with owners of site C (Nos. 51 – 57 Kingsland High Street) to implement improvements to the station.

| L | Stamford Works | Private | Development proposals coming forward for this site. LBH to work with landowners/developer to bring forward appropriate development. Mixed-use development possible with active frontage to Gillett Square to allow for further public realm work to the Square.

| J | Thames House and corner of Hartwell Street and Dalston Lane to 27 Dalston Lane, including the former Tyssen Arms public house. | Private | Development proposals coming forward for this site. LBH to work with landowners/developer to bring forward appropriate comprehensive redevelopment. Creation of public realm on Eastern Curve will assist.

| O | Dalston Lane Terrace | Mostly LBH | LBH pursuing a conservation-led regeneration project.

| E | 36-42 Kingsland High Street (currently McDonalds) | Private | LBH to work with landowners/developer to bring forward appropriate development.

<p>| C | 51-57 Kingsland High | Private | Development proposals coming forward for this site. |</p>
<table>
<thead>
<tr>
<th></th>
<th>StLBH to work with landowner to achieve appropriate mixed-use development. Opportunity for partnership working with LBH, Network Rail and TfL to deliver improvements to Dalston Kingsland Station.</th>
<th>Kingsland Shopping Centre</th>
<th>Private</th>
<th>Development proposals coming forward for this site. LBH will continue to work closely with the landowner/developer to bring forward redevelopment of this key site in Dalston for mixed-use. A phasing strategy will be required to bring forward certain elements before others (e.g. public realm on the eastern curve), other elements will be long-term.</th>
</tr>
</thead>
<tbody>
<tr>
<td>F</td>
<td>Ridley Road Market</td>
<td>Private</td>
<td>LBH will work with the land owner to bring forward appropriate mixed use development.</td>
<td></td>
</tr>
<tr>
<td>G2</td>
<td>Ridley Road Market – south side abutting northern edge of railway</td>
<td>Private</td>
<td>LBH will work with the land owner to bring forward retail development.</td>
<td></td>
</tr>
<tr>
<td>G4</td>
<td>Grampul House, Tyssen Street</td>
<td>Private</td>
<td>Development proposals are being considered by the land owners, LBH will work with the owner to bring forward appropriate mixed-use development.</td>
<td></td>
</tr>
<tr>
<td>I</td>
<td>17 – 25 Dalston Lane</td>
<td>Private</td>
<td>LBH will work with the land owner to bring forward mixed use development.</td>
<td></td>
</tr>
<tr>
<td>M</td>
<td>Holy Trinity Primary School</td>
<td>Private/Council</td>
<td>School has plans for expansion, LBH to continue to work with the school to facilitate this.</td>
<td></td>
</tr>
</tbody>
</table>
**Long-term 2022-2026**

<table>
<thead>
<tr>
<th></th>
<th>Kingsland Shopping Centre</th>
<th>Private</th>
<th>See above.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>130 Kingsland Road and site to the rear 130A Kingsland Road</td>
<td>Private</td>
<td>Development proposals are being considered for part of site, LBH will work with the owners to bring forward appropriate mixed-use development.</td>
</tr>
</tbody>
</table>

**19.4 Summary of Indicative AAP Potential New Accommodation**

Table 3 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.

However, 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 3: Indicative AAP Potential New Accommodation**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Short Term 20011 - 2016</th>
<th>Medium Term 2017 - 2021</th>
<th>Long Term 2022 - 2026</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>529 units</td>
<td>971 units</td>
<td>268 units</td>
<td>1768 units</td>
</tr>
<tr>
<td>Employment</td>
<td>7234 sqm</td>
<td>7379 sqm</td>
<td>1267 sqm</td>
<td>15880 sqm</td>
</tr>
<tr>
<td>Retail</td>
<td>4910 sqm (764 sqm* Secondary Retail)</td>
<td>26620 sqm (7466 sqm** Secondary Retail)</td>
<td>1267 sqm (2606 sqm Secondary Retail)</td>
<td>32797 sqm (10836 sqm Secondary Retail)</td>
</tr>
<tr>
<td>Community</td>
<td>2303 sqm</td>
<td>0 sqm</td>
<td>25000 sqm***</td>
<td>27303 sqm</td>
</tr>
</tbody>
</table>
This figure increases to 3,370 sqm should the first phase of the shopping centre (Site F) development be delivered in the short term (which is broadly in line with the demand figure outlined in Section 5.6).

**This figure decreases to 4,860 sqm should the first phase of the shopping centre (Site F) development be delivered in the short term.

***Community space for expansion of Holy Trinity Primary School.

Note: Since the Phase 1 AAP was adopted in November 2009, two ‘opportunity sites’ have been constructed/built out. The 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.

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. The implementation of the AAP policies will occur not only through the delivery of the main opportunity sites, but also through a variety of smaller public realm, town centre management and transport projects coming to fruition that cannot be defined in detailed but which can be expected to be implemented within the AAP period.

19.5 Implementation Plan

As the AAP is a strategy for guiding development and investment to regenerate Dalston over the next 15 years, an Implementation Plan is crucial in order to help deliver the AAP, co-ordinating 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 timeframes which relate to the Phasing.

The key task for this document 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 4 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.

A key role of the Implementation Plan is to identify the funds needed to deliver projects, and to seek 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 as 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 will be 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 (2006) and emerging Infrastructure Delivery Plan and updated Planning Contributions SPD. Priorities for S106 can be summarised, but not limited too:

- Affordable Housing;
- Sustainable Design and Development;
- Open Space (and management of the public realm), Children’s Play Areas and Recreation Facilities; and
- Transport Infrastructure.

Developments will also be expected to contribute to the delivery of regional transport infrastructure through the Greater London Authorities 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; and

AAP as and Investment Tool - Using the AAP as a basis to secure resources from funding bodies in support of the projects identified.
## Table 4: AAP Implementation Plan

<table>
<thead>
<tr>
<th>Project No and Reference (Section) in AAP</th>
<th>Action</th>
<th>Phasing</th>
<th>Lead, Partners</th>
<th>Funding source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Realm, Open Space, Transport</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S6 &amp; S8, CA 2.5, 6</td>
<td>Provision of public realm on land adjacent to Peace Mural and entrance to Eastern Curve, public realm improvements to Ashwin St</td>
<td>Short, Implementation 2010 (Partially Completed in 2010)</td>
<td>LBH, GLA</td>
<td>GLA</td>
<td>N/A</td>
</tr>
<tr>
<td>S6 &amp; S8, CA2.5, 6</td>
<td>Design/engineering of decking, landscaping, phasing and costs of Eastern Curve pedestrian/cyclist route and public realm</td>
<td>Short</td>
<td>LBH lead, partners KSC, other partners KSC, other site owners</td>
<td>LBH, S106/CIL, GLA, other</td>
<td>£100k</td>
</tr>
<tr>
<td>S6 &amp; S8, CA2.5, 6</td>
<td>Implementation of Dalston Link pedestrian route along (including potential play space) southern section of E.Curve between Dalston Lane and Kingsland Shopping Centre</td>
<td>Short</td>
<td>LBH lead, partners KSC, other</td>
<td>LBH, S106/CIL, KSC, KSC</td>
<td>Med</td>
</tr>
<tr>
<td>S6 &amp; S8, CA2.5, 6</td>
<td>Implementation of pedestrian &amp; cyclist route and public realm along length of E.Curve</td>
<td>Short/Med</td>
<td>LBH lead, partners KSC, other</td>
<td>LBH, S106/CIL, KSC, KSC</td>
<td>Med</td>
</tr>
<tr>
<td>S6 &amp; S7, CA4</td>
<td>Play and events equipment for Gillett Square</td>
<td>Short, Implementation 2010 (Delivered in 2010)</td>
<td>LBH, LDA, DfL</td>
<td>LDA</td>
<td>tbc</td>
</tr>
<tr>
<td>S6 &amp; S8, CA3</td>
<td>Improved access and sitting area on Winchester Place adjacent to Ridley</td>
<td>Short, Implementation 2010</td>
<td>LBH, LDA, DfL</td>
<td>LDA</td>
<td>tbc</td>
</tr>
<tr>
<td>Project No and Reference (Section) in AAP</td>
<td>Action</td>
<td>Phasing</td>
<td>Lead, Partners</td>
<td>Funding source</td>
<td>Cost</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td>------------------</td>
<td>-----------------</td>
<td>----------------</td>
<td>------</td>
</tr>
<tr>
<td>S6 &amp; S8, CA7</td>
<td>Environmental and public realm improvements on Rhodes Estate</td>
<td>Short, Implementation 2010</td>
<td>LBH, LDA, DfL</td>
<td>LDA</td>
<td>tbc</td>
</tr>
<tr>
<td>S6, S7 &amp; S8</td>
<td>Town Centre lighting and way-finding (including 'Legible London')</td>
<td>Short, Implementation</td>
<td>LBH, LDA, DfL, TfL</td>
<td>LDA</td>
<td>tbc</td>
</tr>
<tr>
<td>S6 &amp; S8</td>
<td>De-cluttering of Kingsland High St</td>
<td>Short</td>
<td>TfL, LBH</td>
<td>TfL</td>
<td>Low/Med</td>
</tr>
<tr>
<td></td>
<td>(Part of A10 Improvement Scheme)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S7</td>
<td>Provision of public toilets within town centre</td>
<td>Short/Med</td>
<td>LBH, TfL</td>
<td>LBH, TfL, S106 / CIL</td>
<td>Med</td>
</tr>
<tr>
<td>S6 &amp; S8, CA1</td>
<td>Public realm improvements to Abbot St</td>
<td>Short</td>
<td>LBH lead</td>
<td>LBH, S106 / CIL, TfL,</td>
<td>Low/Med</td>
</tr>
<tr>
<td>S8</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>S4 &amp; S8</td>
<td>Public realm, crossing and junction improvements to:</td>
<td>Short</td>
<td>LBH/TfL</td>
<td>TfL, LBH, S106 / CIL</td>
<td>Med</td>
</tr>
<tr>
<td></td>
<td>-junction of Dalston Lane, Kingsland High St, Balls Pond Rd;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-junction of Dalston Lane and Queensbridge Rd adjacent to Dalston Lane Terrace;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>-between Dalston Square and Ashwin St &amp; E.Curve;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- junction of Martel Place and Dalston Lane (car park</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project No and Reference (Section) in AAP</td>
<td>Action</td>
<td>Phasing</td>
<td>Lead, Partners</td>
<td>Funding source</td>
<td>Cost</td>
</tr>
<tr>
<td>-----------------------------------------</td>
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</tr>
<tr>
<td></td>
<td>entrance to Shopping Centre); - between entrance of Dalston Kingsland Station and Ridley Road; - junction of Kingsland High St, Sandringham Rd and John Campbell Rd; - between western access to Dalston Square and Kingsland Rd, and Dalston Lane and Ramsgate St; and - between Kingsland High Street and Ridley Road Market</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S8</td>
<td>Improved and new bus shelters</td>
<td>Short</td>
<td>LBH/TfL</td>
<td>TfL</td>
<td>Low/Med</td>
</tr>
<tr>
<td>S6, S7 &amp; S9, CA2</td>
<td>Improved street furniture and facilities for older persons (benches etc)</td>
<td></td>
<td>LBH/TfL</td>
<td>LBH/TfL, S106 / CIL</td>
<td>Low</td>
</tr>
<tr>
<td>S7</td>
<td>Public art strategy and implementation</td>
<td>Short</td>
<td>LBH</td>
<td>LBH, TfL, S106 / CIL</td>
<td>Low/Med</td>
</tr>
<tr>
<td>S6 &amp; S4</td>
<td>Graffiti removal programme</td>
<td>Short</td>
<td>LBH</td>
<td>LBH</td>
<td>Low</td>
</tr>
<tr>
<td>S9</td>
<td>Improved/new bus lanes</td>
<td>Short/Med</td>
<td>LBH/TfL</td>
<td>TfL</td>
<td>Low/Med</td>
</tr>
<tr>
<td>S6 &amp; S8, CA3</td>
<td>Public realm improvements to Ridley Road (Ridley Road Market Improvement Scheme) and ongoing maintenance</td>
<td></td>
<td>LBH/TfL, Network Rail, S106 / CIL</td>
<td>LBH, Network Rail, S106 / CIL</td>
<td>£1m</td>
</tr>
<tr>
<td>S5, S6 &amp; S8, S7, S7,</td>
<td>Implementation of Phase 2 Gillett</td>
<td>Short/med</td>
<td>LBH lead, partners</td>
<td>GLA, S106 /</td>
<td>Med</td>
</tr>
<tr>
<td>Project No and Reference (Section) in AAP</td>
<td>Action</td>
<td>Phasing</td>
<td>Lead, Partners</td>
<td>Funding source</td>
<td>Cost</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>--------</td>
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<td>----------------</td>
<td>------</td>
</tr>
<tr>
<td>CA4</td>
<td>Square</td>
<td></td>
<td>Gillett Square P’ship, GLA, adjacent site owners</td>
<td>CIL, LBH</td>
<td></td>
</tr>
<tr>
<td>S6 &amp; S8</td>
<td>Environmental/public realm improvements to primary routes – Dalston Lane, Kingsland High St, Kingsland Rd, Balls Pond Rd, Queensbridge Rd</td>
<td>Short/med</td>
<td>LBH/TfL</td>
<td>LBH, TfL, S106 / CIL</td>
<td>Med</td>
</tr>
<tr>
<td>S6 &amp; S8</td>
<td>Environmental/public realm improvements to secondary routes – Birkbeck Rd, Birkbeck Mews, Tyssen St, Ramsgate St, Hartwell St</td>
<td>Short/med</td>
<td>LBH lead, partners KSC, other site owners</td>
<td>LBH, KSC, S106 / CIL, other</td>
<td>Med</td>
</tr>
<tr>
<td>S6 &amp; S8</td>
<td>Pedestrian improvements to Laurel St, Woodland Walk, Beechwood Rd, Crosby Walk, Winchester Place</td>
<td>Short/med</td>
<td>LBH lead</td>
<td>LBH, TfL, LDA</td>
<td>Med</td>
</tr>
<tr>
<td>S6 &amp; S8, CA3</td>
<td>Creation of public realm at the junction of Ridley Rd &amp; St.Mark’s Rise</td>
<td>Short/med</td>
<td>LBH lead, partner site owner</td>
<td>Site owners, S106 / CIL</td>
<td>Med</td>
</tr>
<tr>
<td>S4 &amp; S9 CA1</td>
<td>Environmental and accessibility improvements to Dalston Kingsland Station</td>
<td>Short/med</td>
<td>LBH, Network Rail, TfL, adjacent site owners</td>
<td>Network Rail, TfL, adjacent site owners</td>
<td>Med</td>
</tr>
<tr>
<td>S6, CA2 &amp; CA5</td>
<td>Creation of public realm at ‘Ritson Place’</td>
<td>Medium</td>
<td>LBH lead, partners KSC, other site owners</td>
<td>LBH, KSC, S106 / CIL</td>
<td>Med</td>
</tr>
<tr>
<td>S5, S6 &amp; S8, CA</td>
<td>Foot/cycle bridge over London</td>
<td>Medium</td>
<td>LBH lead, partners</td>
<td>Network Rail, TfL</td>
<td>Med/High</td>
</tr>
<tr>
<td>Project No and Reference (Section) in AAP</td>
<td>Action</td>
<td>Phasing</td>
<td>Lead, Partners</td>
<td>Funding Source</td>
<td>Cost</td>
</tr>
<tr>
<td>------------------------------------------</td>
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<td>-------</td>
</tr>
<tr>
<td>2,3,5</td>
<td>Overground railway line between Ridley Rd and KSC</td>
<td></td>
<td>Network Rail, TfL, KSC</td>
<td>LBH, S106 / CIL, KSC</td>
<td></td>
</tr>
<tr>
<td>S6 &amp; S8</td>
<td>Widening of footpath along Dalston Lane junction with Kingsland High St</td>
<td>Med/Long</td>
<td>TfL/LBH</td>
<td>TfL, LBH, S106 / CIL</td>
<td>Med/High</td>
</tr>
<tr>
<td>S6 &amp; S8</td>
<td>Signage for proposed cycle routes</td>
<td>Short, Med, Long</td>
<td>LBH, TfL</td>
<td>TfL, LBH, S106 / CIL</td>
<td>Low</td>
</tr>
<tr>
<td>S9</td>
<td>Ongoing work with Crossrail on location of potential Chelsea-Hackney line</td>
<td>Short, Med, Long</td>
<td>LBH, Crossrail, TfL</td>
<td>N/a</td>
<td>N/a</td>
</tr>
<tr>
<td>S9 CA01</td>
<td>Shop mobility scheme</td>
<td>Short, Med, Long</td>
<td>LBH, KSC</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>S9</td>
<td>Car club parking scheme</td>
<td>Short, Med</td>
<td>LBH</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>S5</td>
<td>Facilitate ‘Pubwatch’ (or similar community based approach to mitigating and managing the impacts of the leisure and evening economy)</td>
<td>Short</td>
<td>LBH, MPA etc.</td>
<td>S106, CIL</td>
<td>Low</td>
</tr>
</tbody>
</table>

**Energy and Sustainability**

<p>| S10 | Energy use survey | Short | LBH lead. GLA partners. | GLA, LBH, | Low |
| S10 | Feasibility/technical study on creation of energy centre on site adjacent to east of Reeves building or Kingsland Shopping Centre. | Short | LBH lead. GLA partners, KSC | GLA, LBH, KSC | Low |
| S10 | Implementation of energy centre on site adjacent to east of | Short/Med | LBH lead, GLA and KSC | GLA, S106 / CIL, LBH, | High |</p>
<table>
<thead>
<tr>
<th>Project No and Reference (Section) in AAP</th>
<th>Action</th>
<th>Phasing</th>
<th>Lead, Partners</th>
<th>Funding source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Reeves building or Kingsland Shopping Centre.</td>
<td></td>
<td></td>
<td>KSC</td>
<td></td>
</tr>
<tr>
<td>S10</td>
<td>Promotion and delivery of zero-carbon buildings</td>
<td>Short, Med, Long</td>
<td>LBH lead, GLA partners</td>
<td>N/a</td>
<td>N/a</td>
</tr>
<tr>
<td>S10</td>
<td>Promotion of AAP area as 'Low Carbon Zone'.</td>
<td>On-going</td>
<td>LBH, GLA</td>
<td>N/a</td>
<td>N/a</td>
</tr>
</tbody>
</table>

### Improving retail and commercial services

<table>
<thead>
<tr>
<th>Project No</th>
<th>Action</th>
<th>Phasing</th>
<th>Lead, Partners</th>
<th>Funding source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>S4</td>
<td>Grant funding for shop front improvements</td>
<td>Short/Med</td>
<td>LBH lead, GLA, EH partners</td>
<td>LBH, S106 / CIL, GLA, English Heritage (EH), other</td>
<td>Med</td>
</tr>
<tr>
<td>S5</td>
<td>Partnership working with developers to ensure provision of small footprint retail and commercial units for independent businesses</td>
<td>Short/Med</td>
<td>LBH lead,</td>
<td>N/a</td>
<td>N/a</td>
</tr>
<tr>
<td>S7</td>
<td>Roll out of the Hackney empty shops scheme, ensuring empty properties remain animated by sponsoring art, health &amp; well being and community projects to occupy on a temporary basis</td>
<td>On-going</td>
<td>LBH</td>
<td>DCLG</td>
<td>Low</td>
</tr>
<tr>
<td>S5</td>
<td>Facilitate community based crime prevention scheme promoting a</td>
<td>Short</td>
<td>MPA, LBH</td>
<td>MPA, LBH, S106 / CIL</td>
<td>Low</td>
</tr>
<tr>
<td>Project No and Reference (Section) in AAP</td>
<td>Action</td>
<td>Phasing</td>
<td>Lead, Partners</td>
<td>Funding source</td>
<td>Cost</td>
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<td>----------------------------------------</td>
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<td>--------------------------</td>
<td>----------------</td>
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</tr>
<tr>
<td></td>
<td>collaborative, neighborhood approach to mitigating and managing the impacts of leisure and night time economy uses on the town centre.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Heritage and Townscape</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S4</td>
<td>Grant funding for external and internal improvements to buildings in Conservation Areas and listed buildings, and other buildings of architectural and historic merit (priorities - Dalston Lane Terrace, 16-22 Dalston Lane, Reeves building and Colour Works, 10-16 Dalston Lane, 2 Kingsland High St, former Crown and Castle pub)</td>
<td>Short/Med</td>
<td>LBH lead, EH, GLA partners</td>
<td>LBH, S106 / CIL, GLA, EH, other</td>
<td>Med</td>
</tr>
<tr>
<td>S4, CA6, 5, 6</td>
<td>Design competition for potential ‘landmark community and cultural buildings’</td>
<td>Short</td>
<td>LBH lead, partners Design for London (DfL), GLA, local community groups</td>
<td>LBH, DfL, GLA</td>
<td>Low</td>
</tr>
<tr>
<td>S4</td>
<td>Character Appraisal of Heritage Assets</td>
<td>Short</td>
<td>LBH lead, partners EH, CAACs</td>
<td>N/a</td>
<td></td>
</tr>
<tr>
<td>Project No and Reference (Section) in AAP</td>
<td>Action</td>
<td>Phasing</td>
<td>Lead, Partners</td>
<td>Funding source</td>
<td>Cost</td>
</tr>
<tr>
<td>------------------------------------------</td>
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</tr>
<tr>
<td>S4, CA2, CA5, CA6</td>
<td>Potential planning and design brief for Eastern Curve and adjacent sites including shopping centre</td>
<td>Short</td>
<td>LBH</td>
<td>N/a</td>
<td>N/a</td>
</tr>
</tbody>
</table>

**Community**

<p>| S7                                      | Support/development of creative and cultural industry in Dalston          | On-going | LBH lead, partners CCIs, GLA, community groups | LBH, GLA | Low |
| S7                                      | Support and promote Rio Cinema                                           | On-going | LBH/Rio                                               | N/a      | N/a |
| S7                                      | Support/development of community and voluntary sector in Dalston, fostering and developing relations with RSLs/HAs, correlation to 3rd Sector Accommodation Strategy | On-going | LBH lead, partners LDA, community groups, HCVS       | LBH      | Low |
| S5                                      | Support and promote the Dalston Town Centre Partnership Forum            | On-going | LBH &amp; Key stakeholders                                 | LBH      | Low |
| S7                                      | Map 3rd sector uses/activities in town centre                            | Short    | LBH lead, community groups, LDA, HCVS                | LBH      | Low |
| S7                                      | Redevelopment of Holy Trinity School                                     | Short    | Dioecese of London, The                               |          |     |</p>
<table>
<thead>
<tr>
<th>Project No and Reference (Section) in AAP</th>
<th>Action</th>
<th>Phasing</th>
<th>Lead, Partners</th>
<th>Funding source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>S7</td>
<td>Improved town centre crime prevention and safety measures including provision of Met Police Shop</td>
<td>Short, Med, Long</td>
<td>LBH, Met Police, Community Groups</td>
<td>LBH, Met Police, S106 / CIL, other</td>
<td>Low/Med</td>
</tr>
<tr>
<td>S7</td>
<td>Provision of multi-ethnic community hall for older people</td>
<td>Short/Med</td>
<td>LBH</td>
<td>LBH, GLA, S106 / CIL, other</td>
<td>Low/Med</td>
</tr>
<tr>
<td>S7</td>
<td>Provision of youth play facilities in areas of public realm</td>
<td>Short/Med</td>
<td>LBH</td>
<td>LBH, S106 / CIL</td>
<td>Low/Med</td>
</tr>
<tr>
<td>S7</td>
<td>Provision of youth social facilities (community hall, social club)</td>
<td>Short/Med</td>
<td>LBH</td>
<td>LBH, S106 CIL, RSLs</td>
<td>Low/Med</td>
</tr>
</tbody>
</table>

**Opportunity Sites (in addition to those with actions identified above).**

<p>| Site D - Dalston Western Curve                                | Develop appropriate development proposals above railway on either side of Kingsland High St with TfL using the Planning and Design Guidance for Dalston Western Curve and AAP. | Short      | LBH, TfL      | n/a     | n/a     |
| Site G – Ridley Road                                         | In addition to Ridley Road Market Improvement scheme, work with adjacent landowners to improve sites and introduce new uses. | Short      | LBH, Network Rail, others | n/a     | n/a     |
| Site Q                                                      | Roseberry Cottage                                                         | Short      | LBH, TfL      | n/a     | n/a     |</p>
<table>
<thead>
<tr>
<th>Project No and Reference (Section) in AAP</th>
<th>Action</th>
<th>Phasing</th>
<th>Lead, Partners</th>
<th>Funding source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roseberry Place</td>
<td>site, Roseberry Place.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Site F – Kingsland Shopping Centre</td>
<td>Develop an appropriate design brief for site and design brief/feasibility for CHP plant room location and pedestrian link to Dalston Lane.</td>
<td>Short</td>
<td>LBH, KSC</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Site H – Ashwin Street</td>
<td>Potential design competition for high quality development (around Community Creative Quarter).</td>
<td>Short</td>
<td>LBH</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Site O</td>
<td>Implement conservation led proposal using the Planning and Design Guidance for Dalston Lane Terraces and AAP.</td>
<td>Short</td>
<td>LBH</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

*S refers to AAP document section
*CA refers to AAP Character Area

### 19.6 Monitoring

The policies contained within the AAP will be monitored against the indicators for relevant policies contained within the Core Strategy, including policies on Growth Locations, Town Centres, Housing Growth, Economic Development, Housing Growth, Affordable Housing and Open Space Network. The AAP policies will be reported as part of the Council’s LDF Annual Monitoring Report.
### Hackney’s Sustainable Community Strategy 2008 – 2018

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Dalston AAP Objectives</th>
<th>Hackney’s Sustainable Community Strategy 2008 – 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 To strengthen local character and identity by enhancing the existing qualities that the local community cherish, in terms of heritage, vibrant street life, diversity of uses and a fine-grained townscape.</td>
<td>01 To promote a mix of well-integrated uses that drive a dynamic local economy, flourishing community and strong cultural offer through balanced expansion of retail, housing, employment, cultural/creative community and third sector space aimed at a variety of users and accommodating housing with a range of tenures and unit sizes.</td>
<td>1. Reduce poverty by supporting residents into sustainable employment, and promoting employment opportunities.</td>
</tr>
<tr>
<td>02 To promote a mix of well-integrated uses that drive a dynamic local economy, flourishing community and strong cultural offer through balanced expansion of retail, housing, employment, cultural/creative community and third sector space aimed at a variety of users and accommodating housing with a range of tenures and unit sizes.</td>
<td>02 To revive the public realm by developing a network of new and improved public open spaces that are attractive, safe and accessible for people to enjoy.</td>
<td>2. Help residents to become better qualified and raise educational aspirations.</td>
</tr>
<tr>
<td>03 To revive the public realm by developing a network of new and improved public open spaces that are attractive, safe and accessible for people to enjoy.</td>
<td>03 To make the most of public transport to facilitate ease of movement by bus and train access and interchange between different modes of transport.</td>
<td>3. Promote health and wellbeing for all, and support independent living and reducing health inequalities.</td>
</tr>
<tr>
<td>04 To support creativity, culture, community and third sector that further promotes Dalston as one of the city’s premier cultural and creative hubs whilst expanding the quality and range of community facilities to meet the needs of a growing population.</td>
<td>04 To make the most of public transport to facilitate ease of movement by improving the network of streets and footpaths to make walking and cycling as safe and pleasant as possible.</td>
<td>4. Make the borough safer, and help people to feel safe in Hackney.</td>
</tr>
<tr>
<td>05 To facilitate ease of movement by improving the network of streets and footpaths to make walking and cycling as safe and pleasant as possible.</td>
<td>05 To maximise energy efficiency and encourage the use of renewables and fuel poverty.</td>
<td>5. Promote mixed communities in well-designed neighbourhoods, where people can access high quality, affordable housing.</td>
</tr>
<tr>
<td>06 To make the most of public transport to facilitate ease of movement by bus and train access and interchange between different modes of transport.</td>
<td></td>
<td>6. Be a sustainable community, where all citizens take pride in and take care of Hackney and its environment, for future generations.</td>
</tr>
</tbody>
</table>
Appendix B –
Indicative perspective sketch of improved entrance to Ridley Road Market from Kingsland High Street.
Appendix C –
Indicative perspective Sketch of the redeveloped Eastern Curve (facing north from Dalston Square).
Appendix D –
Indicative perspective sketch of the proposed Dalston Park along the Eastern Curve (looking south west).

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Appendix E –
Reference to evidence base and supporting documents

The following is a list of documents/studies that have informed this AAP:

**Direct Evidence Base:**
- Dalston Phase 1 AAP - Options Study.
- Dalston Energy Study.
- Dalston Phase 1 AAP – Consultation Report.

**Major Studies/Policies/Strategies:**
- LBH – Hackney Retail and Leisure Study – May 2005.
- LBH – Hackney Retail Centres Study 2011.
- LBH – Town Centre Health Check 2010.
- LBH – Urban (Housing) capacity Study (Entec) – August 2005.
- LBH Community Strategy.
- LBH – Map and resume of potential new conservation areas and related heritage issues (Draft St Marks Conservation Area Appraisal and Draft De Beauvoir Conservation Area Appraisal).
- LBH – Growth Area Funding Bid document.
- TfL – Strategic Urban Realm Plan (SURP).
- 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.
- Mayor of London - London Plan (July 2011).
### Appendix F – Accommodation Schedule

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Site Name</th>
<th>Ownership</th>
<th>Proposed Use</th>
<th>Site Area (sqm)</th>
<th>Gross Footprint (sqm)</th>
<th>Indicative Building Height range (no. of storeys)</th>
<th>Residential sqm</th>
<th>No. of Units</th>
<th>Employment (sqm)</th>
<th>New anchor retail</th>
<th>New non-anchor retail</th>
<th>Total new retail</th>
<th>Net add retail on existing retail to be re-developed / demolished</th>
<th>Community Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>160 Kingsland High Street and site to the rear</td>
<td>Private</td>
<td>Retail, employment, residential</td>
<td>960</td>
<td>1,267</td>
<td>4-6</td>
<td>3801</td>
<td>26</td>
<td>1,267</td>
<td>1,267</td>
<td>1,267</td>
<td>-130</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Dalston Station and associated works</td>
<td>Private</td>
<td>Redeveloped station entrance hall with retail provision and employment facilities</td>
<td>850</td>
<td>585</td>
<td>4-6</td>
<td>850</td>
<td>850</td>
<td>585</td>
<td>585</td>
<td>585</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>9 – 17 Kingsland High Street</td>
<td>Private</td>
<td>Retail ground floor with employment above, and residential</td>
<td>920</td>
<td>1,268</td>
<td>4 – 6</td>
<td>Kingsland High Street; Tall building set back</td>
<td>7630</td>
<td>96</td>
<td>2,512</td>
<td>1,261</td>
<td>776</td>
<td>526</td>
<td>88</td>
</tr>
<tr>
<td>D</td>
<td>D1 – 25 – 27A Kingsland High Street</td>
<td>TIL</td>
<td>Redeveloped retail on Kingsland High Street</td>
<td>1710</td>
<td>568</td>
<td>4 – 6</td>
<td>4233</td>
<td>169</td>
<td>1,276</td>
<td>2,404</td>
<td>2,404</td>
<td>1,126</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D2 – 9, 9, 7, 1 – 7 Ashwin Street, 9 and 10 – 24 Kingsland High Street</td>
<td>TIL, and Council</td>
<td>Redeveloped retail on Kingsland High Street</td>
<td>2119</td>
<td>2119</td>
<td>3 – 6</td>
<td>6159</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>36 – 42 Kingsland High Street</td>
<td>Private</td>
<td>Residential over retail</td>
<td>939</td>
<td>595</td>
<td>3-4</td>
<td>595</td>
<td>595</td>
<td>595</td>
<td>595</td>
<td>595</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>F</td>
<td>Kingsland Shopping Centre</td>
<td>Private (Council owned site F9)</td>
<td>Redeveloped retail on Kingsland High Street</td>
<td>26,000</td>
<td>22,359</td>
<td>4-6 (potential for taller building elements)</td>
<td>36,006</td>
<td>511</td>
<td>11,043</td>
<td>10,877</td>
<td>9,675</td>
<td>13,052 (3,648 sqm Secondary Retail)</td>
<td>8,059</td>
<td></td>
</tr>
<tr>
<td>G</td>
<td>G1 – G2, Ridley Road Market Area</td>
<td>Private and Council</td>
<td>Market, retail and residential</td>
<td>45,161</td>
<td>1,606</td>
<td>1-6</td>
<td>5,062</td>
<td>59</td>
<td>1,003</td>
<td>1,152</td>
<td>245</td>
<td>1,297 (106 sqm Secondary Retail)</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>H</td>
<td>2 – 12 Ridley Street; 11 – 15 Dalston Lane</td>
<td>Council</td>
<td>Mixed use</td>
<td>1,826</td>
<td>776</td>
<td>4-6</td>
<td>2,716</td>
<td>36</td>
<td>776</td>
<td>776</td>
<td>776</td>
<td>596</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I</td>
<td>17 – 23 Dalston Lane</td>
<td>Private</td>
<td>Redeveloped retail on Kingsland High Street</td>
<td>977</td>
<td>677</td>
<td>3-4</td>
<td>2,031</td>
<td>27</td>
<td>175</td>
<td>677</td>
<td>677</td>
<td>1,166 (366 sqm Secondary Retail)</td>
<td>592</td>
<td></td>
</tr>
<tr>
<td>J</td>
<td>J1 – Thomas House</td>
<td>Private</td>
<td>Mixed use for retail, employment, social, and residential</td>
<td>3814</td>
<td>2,003</td>
<td>7-8</td>
<td>9,900</td>
<td>132</td>
<td>2,200</td>
<td>2,200</td>
<td>2,200</td>
<td>2,200 (81 sqm Secondary Retail)</td>
<td>2,055</td>
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<tr>
<td>J2 – 23 – 29 Ridley Street and Dalston Lane; 27 Dalston Lane</td>
<td>Private</td>
<td>Redeveloped retail on Kingsland High Street</td>
<td>1151</td>
<td>1151</td>
<td>4-6</td>
<td>4,344</td>
<td>62</td>
<td>2,332</td>
<td>2,332</td>
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<td></td>
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</tr>
<tr>
<td>K</td>
<td>G1 – G2, Ridley Road Market Area</td>
<td>Private</td>
<td>Redeveloped retail on Kingsland High Street</td>
<td>945</td>
<td>545</td>
<td>4-6</td>
<td>2,725</td>
<td>36</td>
<td>545</td>
<td></td>
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<td></td>
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<tr>
<td>L</td>
<td>E1A – 72 Dalston Lane; and/or Tyssen Street</td>
<td>Private and Council</td>
<td>Employment and residential</td>
<td>4000</td>
<td>2059</td>
<td>4-6</td>
<td>5664</td>
<td>76</td>
<td>3,335</td>
<td></td>
<td></td>
<td>(296 sqm Secondary Retail)</td>
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<tr>
<td>M</td>
<td>Dalston Lane Terrace</td>
<td>Mostly Council</td>
<td>Mixed use</td>
<td>3340</td>
<td>2892</td>
<td>3-4</td>
<td>4,628</td>
<td>44</td>
<td>1,100</td>
<td>1,100</td>
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<tr>
<td>N</td>
<td>Dalston Lane</td>
<td>Council</td>
<td>Mixed use</td>
<td>900</td>
<td>900</td>
<td>4-6</td>
<td>900</td>
<td>900</td>
<td>900</td>
<td>900</td>
<td>900</td>
<td>294</td>
<td>2,000</td>
<td></td>
</tr>
<tr>
<td>O</td>
<td>Former Rosebery College</td>
<td>TIL</td>
<td>Redeveloped retail on Kingsland High Street</td>
<td>400</td>
<td>200</td>
<td>8-10</td>
<td>163</td>
<td>163</td>
<td>163</td>
<td>163</td>
<td>163</td>
<td>163</td>
<td>163</td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>Sparkes Works</td>
<td>Private</td>
<td>Mixed use</td>
<td>1466</td>
<td>1196</td>
<td>6-6</td>
<td>1461</td>
<td>54</td>
<td>1196</td>
<td>1196</td>
<td>1196</td>
<td>1196</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 (OHP2 – OHP29) 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.

**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 (OHP2 – OHP29) 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 G – Superseded UDP Designations

<table>
<thead>
<tr>
<th>Designation Number</th>
<th>UDP Designation</th>
<th>Replaced by AAP</th>
<th>AAP Replacement Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>284</td>
<td>Dalston-Hackney Marshes cycle route</td>
<td>No</td>
<td>N/A – This is outside AAP Area.</td>
</tr>
<tr>
<td>370</td>
<td>Birkbeck Mews (AAP Opportunity Site G1) - Parking for light commercial vehicles for local businesses</td>
<td>Yes</td>
<td>Policy DTC – CA 03 – Ridley Road Character Area Site Specific Policies</td>
</tr>
<tr>
<td>360</td>
<td>64 - 66 Boleyn Road - Junction improvement and road widening to permit two way traffic to/from proposed car park (See Proposal 366)</td>
<td>No</td>
<td>N/A - This is outside of the AAP area.</td>
</tr>
<tr>
<td>372</td>
<td>Part of Birkbeck Road - the creation of pedestrian priority streets</td>
<td>No</td>
<td>N/A - This is outside of the AAP area.</td>
</tr>
<tr>
<td>380</td>
<td>Gillett Street (between Gillett Place and Kingsland High Street) - the creation of pedestrian priority street</td>
<td>No</td>
<td>Policy DTC 25 – Gillett Square Character Area.</td>
</tr>
<tr>
<td>366</td>
<td>Land at Gillett Street - Public car park to serve Dalston Town centre</td>
<td>Yes</td>
<td>Policy DTC – CA 04 – Gillett Square Character Area Site Specific Policies.</td>
</tr>
<tr>
<td>81</td>
<td>54-62 Boleyn Road and 11a, 11b Gillett Street - Suitable for housing development.</td>
<td>Yes</td>
<td>Policy DTC 05 – Ensuring a Vibrant Town Centre Through Mixed-Use Development</td>
</tr>
<tr>
<td>358</td>
<td>1 and 2 Bradbury Street and Gillett Street rear of 71-79 Kingsland High Street - Service road to link Bradbury Street with Gillett Street</td>
<td>Yes</td>
<td>Policy DTC – CA 04 – Gillett Square Character Area Site Specific Policies.</td>
</tr>
<tr>
<td>373</td>
<td>Bradbury Street (between Kingsland High Street and Boleyn Road) - creation of pedestrian priority street.</td>
<td>Yes</td>
<td>Policy DTC 17 – Strategic Improvements to the Pedestrian and Cycle Network and Policy DTC – CA 04 – Gillett Square Character Area Site Specific Policies.</td>
</tr>
<tr>
<td>376</td>
<td>Winchester Place - the creation of pedestrian priority street.</td>
<td>Yes</td>
<td>Policy DTC 17 – Strategic Improvements to the Pedestrian and Cycle Network</td>
</tr>
<tr>
<td>371</td>
<td>Ridley Road (between Kingsland High Street and St. Mark’s Rise) - the creation of pedestrian priority streets</td>
<td>Yes</td>
<td>Policy DTC 17 – Strategic Improvements to the Pedestrian and Cycle Network</td>
</tr>
<tr>
<td>Proposal Number</td>
<td>Description</td>
<td>Change</td>
<td>Reference/Policy DTC</td>
</tr>
<tr>
<td>-----------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>356</td>
<td>Ridley Road (between Kingsland High Street and St. Mark’s Rise) - Defined street market</td>
<td>Yes</td>
<td>Replaced by Core Strategy Designation 26.</td>
</tr>
<tr>
<td>357</td>
<td>36-66 and 25-57 Kingsland High Street - Area where the Council will not normally permit changes of use involving loss of ground floor retail floor space</td>
<td>Yes</td>
<td>DTC08</td>
</tr>
<tr>
<td>276</td>
<td>Safeguarded corridor. Most development proposals subject to consultation with Union Railways Limited - Safeguarded corridor. Most development proposals subject to consultation with Union Railways Limited</td>
<td>Yes</td>
<td>This has been replaced by Core Strategy Policy Designation 2 and AAP Section 9.2 ‘Supporting Public Transport Improvements’.</td>
</tr>
<tr>
<td>368</td>
<td>Shopping Centre - Car park to serve new shopping development and Dalston Town centre</td>
<td>Yes</td>
<td>Policy DTC – CA 02 – Kingsland Shopping Centre Site Specific Policy</td>
</tr>
<tr>
<td>277</td>
<td>Former Eastern Curve and land at Martel Place - Land protected for future possible railway use.</td>
<td>Yes</td>
<td>This has been replaced by Core Strategy Designation 237 and AAP Policy DTC 11 – Public Realm Quality.</td>
</tr>
<tr>
<td>377</td>
<td>Part of Stanborough Passage (adjoining Kingsland High Street) - the creation of pedestrian priority street.</td>
<td>Yes</td>
<td>Policy DTC 17 – Strategic Improvements to the Pedestrian and Cycle Network.</td>
</tr>
<tr>
<td>374</td>
<td>Part of Boleyn Road at its junction with Kingsland High Street - the creation of pedestrian priority street.</td>
<td>Yes</td>
<td>Policy DTC 17 – Strategic Improvements to the Pedestrian and Cycle Network.</td>
</tr>
<tr>
<td>378</td>
<td>Part of Abbot Street (between Kingsland High Street and Ashwin Street) - Proposals 371-380 all involve the creation of pedestrian priority streets</td>
<td>Yes</td>
<td>Policy DTC 17 – Strategic Improvements to the Pedestrian and Cycle Network.</td>
</tr>
<tr>
<td>352</td>
<td>Land bounded by Kingsland High Street, Abbot Street and Dalston Lane - Town centre development site suitable for retail development, community and office use. This proposal is affected by railway safeguarding lines.</td>
<td>Yes</td>
<td>Policy DTC – CA 06 – Ashwin Street Character Area Site Specific Policy and Policy DTC – CA 01 – Kingsland High Street Character Area Site Specific Policy</td>
</tr>
<tr>
<td>Number</td>
<td>Location</td>
<td>Details</td>
<td>Status</td>
</tr>
<tr>
<td>--------</td>
<td>----------</td>
<td>---------</td>
<td>--------</td>
</tr>
<tr>
<td>354</td>
<td>Ramsgate Street - Defined Employment Area</td>
<td>Yes</td>
<td>This has been replaced with Core Strategy Designation 122 and AAP Policy DRC 06 – Employment Provision and Priority Employment Area.</td>
</tr>
<tr>
<td>369</td>
<td>Ramsgate Street car park - Car park to serve businesses within Ramsgate Street Defined Employment Area</td>
<td>Yes</td>
<td>This has been replaced with Core Strategy Designation 122 and AAP Policy DRC 06 – Employment Provision and Priority Employment Area.</td>
</tr>
<tr>
<td>375</td>
<td>Part of Kingsland Passage (adjoining Kingsland High Street) - the creation of pedestrian priority street</td>
<td>Yes</td>
<td>Policy DTC 17 – Strategic Improvements to the Pedestrian and Cycle Network.</td>
</tr>
<tr>
<td>269</td>
<td>Dalston Lane - Proposed station for East London Line Extension</td>
<td>Yes</td>
<td>This extension has been completed. Policy DTC – CA 06 – Ashwin Street Character Area Site Specific Policy and Policy DTC – CA 01 – Kingsland High Street Character Area Site Specific Policy</td>
</tr>
<tr>
<td>270</td>
<td>Dalston - Safeguarded route. Most development proposals subject to consultation with London Underground Limited.</td>
<td>No</td>
<td>This has been replaced by Core Strategy Policy Designation 2 and AAP Section 9.2 ‘Supporting Public Transport Improvements’.</td>
</tr>
<tr>
<td>273</td>
<td>Dalston Lane - Safeguarded for proposed station at Dalston</td>
<td>Yes</td>
<td>This has been replaced by Core Strategy Policy Designation 2 and AAP Section 9.2 ‘Supporting Public Transport Improvements’.</td>
</tr>
<tr>
<td>379</td>
<td>Part of Bentley Road (adjoining Kingsland Road - ) the creation of pedestrian priority street.</td>
<td>Yes</td>
<td>Policy DTC 17 – Strategic Improvements to the Pedestrian and Cycle Network</td>
</tr>
<tr>
<td>351</td>
<td>Land at Dalston Junction Station, former Gaumont Cinema and 14 Dalston Lane - Town centre development site suitable for major office development, leisure facilities, community uses and car parking. This proposal is affected by railway safeguarding lines.</td>
<td>Yes</td>
<td>Policy DTC – CA 08 – Dalston Junction Character Area Site Specific Policies</td>
</tr>
<tr>
<td>359</td>
<td>Rear of 46-86A Dalston Lane - Rear service road to improve service arrangements to local firms and shops</td>
<td>Yes</td>
<td>Policy DTC – CA 07 – Dalston Lane Character Area Site Specific Policy</td>
</tr>
</tbody>
</table>
### Appendix H – Saved UDP Policies Superseded Within AAP Area

<table>
<thead>
<tr>
<th>Policy Number and Name</th>
<th>Replaced by AAP</th>
<th>AAP Replacement Policy</th>
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</thead>
<tbody>
<tr>
<td><strong>Environmental Quality</strong></td>
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<tr>
<td>EQ13 Demolition in Conservation Areas</td>
<td>Yes</td>
<td>DTC03</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>No</td>
<td>N/a</td>
</tr>
<tr>
<td>EQ17 Alterations to Listed Buildings</td>
<td>Yes</td>
<td>DTC03</td>
</tr>
<tr>
<td>EQ19 Changes of Use of Listed Buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ21 Metropolitan Open Land</td>
<td>No</td>
<td>N/a</td>
</tr>
<tr>
<td>EQ28 London Squares</td>
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<tr>
<td>EQ30 Areas of Special Landscape Character</td>
<td>No</td>
<td>N/a</td>
</tr>
<tr>
<td>EQ31 Trees</td>
<td></td>
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<tr>
<td>EQ32 Shop Front and Shop Signs</td>
<td>Yes</td>
<td>DTC11</td>
</tr>
<tr>
<td>EQ33 External Advertisements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EQ34 Projecting Advertisements</td>
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<tr>
<td>EQ35 Illuminated Advertisements</td>
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</tr>
<tr>
<td>EQ36 Advertisements in Relation to Conservation Areas and Listed Buildings</td>
<td>Yes</td>
<td>DTC03</td>
</tr>
<tr>
<td>EQ37 Advertisement Hoardings</td>
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<tr>
<td>EQ40 Noise Control</td>
<td>No</td>
<td>N/a</td>
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<tr>
<td>EQ41 Development Close to Existing Sources of Noise</td>
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<tr>
<td>EQ42 Air Pollution</td>
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<tr>
<td>EQ43 Development of Contaminated Land</td>
<td>No</td>
<td>N/a</td>
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<tr>
<td>EQ44 Water Pollution</td>
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<tr>
<td><strong>Housing</strong></td>
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<tr>
<td>HO12 Conversions</td>
<td>No to all</td>
<td>N/a</td>
</tr>
<tr>
<td>HO15 Residential Hostels</td>
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<tr>
<td><strong>Employment</strong></td>
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</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>
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<td></td>
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<td>E10 Car Repairs</td>
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<td>E11 Car Breakers and Open Site Uses</td>
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<td>E14 Access and Facilities for People with Disabilities</td>
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<td>E16 Provision of Workplace Nurseries and Creches</td>
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<td>E17 Retention of Off-street Service Facilities</td>
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<td>E18 Planning Standards</td>
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<tr>
<td><strong>Retailing and Town Centres</strong></td>
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<tr>
<td>R3 Development within Shopping Frontages</td>
<td>Yes</td>
<td>DTC08, DTC09 and DTC10</td>
</tr>
<tr>
<td>R4 Local Shops</td>
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<td>R6 Core Shopping Areas</td>
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<tr>
<td>R7 Changes of Use in Shopping Centres</td>
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<tr>
<td>R9 Redundant Shops Outside Shopping Centres</td>
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<tr>
<td>R10 Cafes, Restaurants, Wine Bars and ‘Take-Away’ Hot Food Shops</td>
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<tr>
<td>R11 Mini Cab and Driving School Offices</td>
<td>No</td>
<td>N/a</td>
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<tr>
<td>R12 Amusement Arcades, Amusement Centres, Video Game Centres and Pool Halls</td>
<td>Yes</td>
<td>DTC09 and DTC11</td>
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<tr>
<td>R13 Shopfronts and Shop Sign</td>
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<td>R14 Access to Upper Floors</td>
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<td>R15 Use of Upper Floors</td>
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<tr>
<td><strong>Open Space and Nature Conservation</strong></td>
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</tr>
<tr>
<td>OS5 Development Affecting Open Spaces and Parks</td>
<td>No to all</td>
<td>N/a</td>
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<tr>
<td>OS15 Restriction of development affecting the proposed Walthamstow reservoirs Special Protection Area, Sites of Special Scientific Interest, and Local Nature Reserves</td>
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</tbody>
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<table>
<thead>
<tr>
<th><strong>Community Services</strong></th>
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<tbody>
<tr>
<td>CS8 Places of Religious Worship</td>
<td>Yes</td>
<td>DTC09 and DTC13</td>
</tr>
<tr>
<td>CS9 Provision of Childcare Facilities</td>
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<thead>
<tr>
<th><strong>Arts, Culture and Entertainment</strong></th>
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<tbody>
<tr>
<td>ACE1 New Arts, Culture and Entertainment Development</td>
<td>Yes</td>
<td>DTC09 and DTC13</td>
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<tr>
<td>ACE2 Promoting the development of Arts, Culture and Entertainment Facilities</td>
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<td>ACE3 Retention of Arts, Culture and Entertainment Buildings</td>
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<tr>
<td>ACE4 Art and Art Space</td>
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<tr>
<td>ACE5 Percent for Art</td>
<td>No</td>
<td>N/a</td>
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<tr>
<td>ACE6 Arts and Open Space</td>
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<tr>
<td>ACE8 Planning Standards</td>
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