Part C Masterplan Clusters and Opportunity Site Development Briefs

3.1 Masterplan Clusters Overview

The Hackney Central AAP and the Site Allocation Local Plan (SALP) identify a number of key opportunity sites which will drive the regeneration of the wider area. These sites are of strategic importance for place-making and have been grouped into four distinct Masterplan Clusters. The sites in each Cluster have been identified within specific locations, possessing inter-related objectives and principles and are shown in Figure 13 opposite and set out below (the clusters have not been identified based on potential building height / scale or massing):

Hackney Central Cluster – which includes the following key sites:
- Clapton Bus Garage, Bohemia Place
- 55 Morning Lane (Tesco Site)
- Hackney Central Overground Station and Car Park, Amhurst Road
- 339-357 Mare Street, 6-18 Amhurst Road (M&S Spencer Site)
- 333-337 Mare Street (Iceland Site) and 231-237 Graham Road (site to the rear)

Florfield Road Cluster – which includes the following key site:
- Florfield Road Site which comprises Hackney Housing Florfield Depot on Reading Lane, Maurice Bishop House at 17 Reading Lane, Roberts House at 6-15 Florfield Road, and a vacant plot on Florfield Road / Florfield Passage

Mare Street Cluster – which includes the following key sites:
- 182 Mare Street (London College of Fashion)
- 27-37 Well Street (Lidl Site)

Andrews Road Cluster – which includes the following key sites:
- 51-61 Mare Street (HSS / Brewery site)
- 40-43 Andrews Road (Car pound)

Each Masterplan Cluster presents a series of opportunities and challenges which makes it appropriate to deliver a series of Masterplan Cluster Strategic Objectives, which are either cluster-specific, or can be applied to other Clusters. These objectives have informed the production of Masterplan Cluster Urban Design Principles.

The following section introduces each of the Masterplan Clusters, their Masterplan Cluster Strategic Objectives and their Masterplan Cluster Urban Design Principles. These objectives and principles have then been applied to each Masterplan Opportunity Site to inform the production of Opportunity Site Development Briefs.

The Opportunity Site Development Briefs assess each site in terms of its location, relation to context, role within the wider Masterplan area and its physical potential for development. This analysis is summarised on the first page of each Opportunity Site Development Brief. Outline capacity studies have then been undertaken and are illustrated through one or more indicative massing options for each site, which represent ways that the sites could come forward for refurbishment or redevelopment, in line with the Masterplan Urban Design Principles.
### 3.2 Hackney Central Cluster

**Overview**

Designated as a District Town Centre in the Development Plan, Hackney Central hosts key transport infrastructure such as Hackney Central London Overground Station and Hackney Downs Overground Station, with the potential for improved transport infrastructure to support growing demand. The peaceful green space at St John at Hackney Church and Churchyard Gardens is unique and significant to the character of the area. The cluster comprises heritage assets such as St John-at-Hackney Church, Churchyard and Gardens, St Augustine’s Tower and The Old Town Hall, amongst others. The potential relocation of the Clapton Bus Garage could free up a key strategic site in the Town Centre for potential mixed use development and public realm improvements, including the opening up of the railway arches, which will shape and stitch the emerging development proposals for the adjacent Tesco Site and Hackney Walk (‘Fashion Hub’) development, to the Town Centre. As Hackney Central increasingly becomes a visitor destination, the proposed improvements to the Narrow Way, and the increased footfall as a result of the surrounding new development, will allow the Narrow Way to thrive, creating an improved commercial offer, supported by new workspace and homes to be delivered in Hackney Central and surrounds, expanding town centre economy.

**Opportunity Sites:**

- Clapton Bus Garage, Bohemia Place
- 55 Morning Lane (Tesco Site)
- Hackney Central Overground Station and Car Park, Amhurst Road
- 339-357 Mare Street, 6-18 Amhurst Road (Marks & Spencer Site)
- 333-337 Mare Street (Iceland Site) and 231-237 Graham Road (Site to the rear)

While St John-at-Hackney Church is not identified specifically as an Opportunity Site within the Masterplan, the role of this important historic and community facility must be recognised, with this facility having the potential to contribute even further to the regeneration of the town centre. St John-at-Hackney Churchyard and Garden are an important green space and heritage asset forming part of the setting of the listed St John-at-Hackney Church, St Augustine’s Tower and Old Town Hall. Any proposals for surrounding sites must preserve this setting.

**Hackney Central Cluster Strategic Objectives**

To achieve the Masterplan vision, the following Hackney Central Strategic Objectives have been developed:

1. Strengthen the role of the Town Centre and the expanding economy through introducing new commercial floorspace on Amhurst road, Graham Road, Bohemia Place and Morning Lane, and increase development capacity for housing and commercial (retail / workspace / leisure / community) and housing.
2. Implement a variety of public realm improvements, including the proposed improvements on the Narrow Way (so that businesses benefit from increased footfall), which will improve the legibility, permeability and character of the area, and create places which are linked, well connected, and provide a safe and pleasant environment to work, shop, live and spend time.
3. Potentially enlarge the town square public realm at the junction of the Narrow Way / Mare Street / Amhurst Road, utilising the historic Old Town Hall building with the potential for an anchor use to maximise its position in this key location and to enliven this town square public realm.
4. Potentially relocate /reconfigure the Clapton Bus Garage (without compromising TL’s ongoing bus operations, including existing bus stand provision), freeing up this key Town Centre site to be developed for the provision of new commercial floorspace and housing and to improve permeability through the Town Centre, making a much improved contribution to this key Town Centre location.
5. Encourage the redevelopment of 55 Morning Lane (Tesco Site) for the provision of new commercial floorspace and housing and improve permeability through the Town Centre, and include taller building elements to facilitate legibility and wayfinding.
6. Utilise Bohemia Place as a pedestrian route and open up railway arches to improve movement through the Town Centre, and to stitch the emerging development proposals for the Tesco Site and Hackney Walk (‘Fashion Hub’) to the Town Centre and Hackney Central Overground and beyond.
7. Promote measures to reduce traffic congestion and explore the potential of making Amhurst Road bus and cycle use, in the long term, and improve transport infrastructure at Hackney Central Overground Station, Hackney Downs Overground Station and London Fields Overground Station (including with consideration to a potential Crossrail 2 station) to ensure stations adequately accommodate increased passenger capacity and through public realm improvements, facilitating connectivity and wayfinding.
8. Encourage mixed use development of 333-337 Mare Street (Iceland site) and 231-237 Graham Road (site to the rear) to create active, commercial frontages on to Graham Road and Mare Street.
9. Encourage refurbishment of the M&S site which may include the introduction of new uses and an active frontage on to Amhurst Road, and explore the potential for infill development for residential uses on upper floors.
10. Seek to support the expansion of the Mayor’s Cycle Hire Scheme and Legible London wayfinding to improve movement and connectivity.
Hackney Central Cluster Urban Design Principles

To achieve the Hackney Central Cluster Objectives, all new development should:

1. **Provide a continuous, active street frontage**: Complete the street frontage with infill development on the M&S site and Graham Road, and new building frontage with commercial uses along Morning Lane on the Tesco site, as set out in Figure 14.

2. **Support a positive transition between the Town Centre and surrounding neighbourhoods**: Locate new mixed use development on Clapton Bus Garage and the Tesco site, where residential neighbourhoods and the Town Centre meet, as set out in Figure 14.

3. **Prioritise legible routes to railway stations and integrate transport nodes into pedestrian and cycle network**: Create a new entrance to Hackney Central Overground Station and new routes to Morning Lane bus stops, as set out in Figure 14.

4. **Position taller buildings to aid wayfinding and orientation, and identify opportunities for landmark buildings to improve place-making**: Position taller building elements on the Tesco site, to draw people along Bohemia Place and through the railway arches, locate a landmark building on the corner of Amhurst road and the Narrow Way. Taller building elements must adequately address the eleven codes of the Hackney Tall Buildings Strategy and design-related criteria contained in the London Plan and Hackney’s Local Plan.

5. **Open up routes through railway arches to improve pedestrian permeability and improve crossing points on main roads**: Create new routes through the railway arches on Bohemia Place and improve crossing from the railway station entrance to the Narrow Way, as set out in Figure 14.

6. **Enhance pedestrian and cycle routes and leverage opportunities for pedestrian priority streets**: Pedestrianise the street at Bohemia Place, as set out in Figure 14 and enhance pedestrian route by widening the pavement and tree planting along Morning Lane.

7. **Form clear routes to green spaces and frame parks and squares with positive building frontage**: Create a new frontage onto St John-at-Hackney Churchyard Gardens, as set out in Figure 14 to improve passive overlooking, whilst respecting the character of the existing public space.

8. **Create places to dwell and attractive public realm, with positive street edges and open spaces that are generous and well used**: Create a new square at the bottom of the Narrow Way, a new space linking Bohemia Place to St John-at-Hackney Churchyard Gardens, a new station forecourt at Hackney Central Overground Station.

Other Delivery Considerations:

- Planning permission for mixed use community and residential development, fronting on to St John-at-Hackney Churchyard Gardens approved in March 2015.
- Planning permission at 7-19 Amhurst Road for mixed use retail and serviced apartments (hotel) has been implemented.
- Hackney Council is seeking to regenerate Marian Court, located to north of Morning Lane, as part of the Estate Regeneration programme.
- Hackney Central Overground Station and car park, and Clapton Bus Garage are safeguarded by Crossrail 2 as Areas of Surface Interest (AOSI). Whilst the ‘Core’ Crossrail 2 option runs north-south through the Borough, via Dalston, there may be potential for an ‘Eastern Route’ branching from the Core and travelling eastwards via Hackney Central and beyond. While the eastern route does not currently form part of the core Crossrail 2 scheme, should funding be secured, it is envisaged that construction could commence on the ‘core’ in 2010, opening in 2030. Until the Eastern Route and associated AOSI is ‘firmed up’, the scope for commercial / meanwhile uses will be encouraged.
Opportunity Site Development Brief Clapton Bus Garage

Ownership: Ariva Transport & Private
Address: Bohemia Place / Mare Street, London, E8 1DU
Existing Use: Operational bus garage (Sui Generis) occupied by Ariva
Key Development Plan Designations: District Town Centre of Hackney Central
Opportunity Site A4 in the Hackney Central AAP
Clapton Square Conservation Area (adjacent and partially located within)
Primary and Secondary Shopping Frontage
Strategic Transport Infrastructure Designation (including Crossrail2 safeguarding)
Commercial Core of the City Fringe (Tech City)
PTAL: 6b / 6a
Site Area: 8,250sqm / 0.8ha

Site Objectives:
• Potentially relocate Clapton Bus Garage site (without compromising TfL’s ongoing bus operations, including existing bus stand provision) to an alternative location, or reconfigure the site to facilitate the continued use of existing operations whilst achieving redevelopment aspirations. In conformity with Policy 6.2 Providing Public Transport Capacity and Safeguarding Land for Transport of The London Plan (March 2016), any redevelopment proposals that do not provide adequate safeguarding for the existing bus operation will require a suitable alternative location for such operations or they will be refused.
• Free up this key Town Centre site to be developed for the provision of new commercial floorspace (including within the arches) and housing and to improve permeability through the Town Centre, making a much improved contribution to this key Town Centre location.
• Any proposed mixed use development must preserve the historic setting and key views of St John-at-Hackney Church, Churchyard, St Augustine’s Tower and the Old Town Hall, and maintain the churchyard’s unique sense of enclosure
• Utilise Bohemia Place as a pedestrian route and open up railway arches to improve movement through the site for a new, east-west route and the creation of a new north-south route from St John-at-Hackney Churchyard Gardens through the railway arches on to the Tesco site and beyond. As part of this, enable movement and connectivity to and from the Fashion Hub to the rest of the Town Centre.
• Create an enlarged public square at the bottom of the Narrow Way (with the potential for a pavilion building to activate the space).

Options:
Option 1 – Courtyard Block
A comprehensive, mixed use development providing commercial (retail / workspace) and residential floorspace, with new route to St John-at-Hackney Churchyard Gardens.

Option 2 – Courtyard Block with Enlarged Square
A comprehensive, mixed use development, providing commercial (retail / workspace) and residential floorspace, with a new route to St John-at-Hackney Churchyard Gardens and an enlarged square at the bottom of the Narrow Way.

Option 3 – Perimeter Block with Enlarged Square
A comprehensive, mixed use development, providing commercial (retail / workspace) and residential floorspace, with new route to St John-at-Hackney Churchyard Gardens, and an enlarged square at the bottom of the Narrow Way.
Opportunity Site Development Brief Clapton Bus Garage

Option 1 Courtyard Block
A comprehensive, mixed use development providing commercial (retail / workspace) and residential floorspace, with new route to St John-at-Hackney Churchyard Gardens.

Clapton Bus Garage Site Specific Urban Design Principles – Option 1 – Courtyard Block
To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following:

1. Potentially relocate the bus garage (without compromising TfL’s ongoing bus operations, including existing bus stand provision) or reconfigure the site to allow for continued use of existing operations whilst achieving redevelopment aspirations.
2. Adopt a fine grain approach to building height and massing, with development of high quality design up to 4 storeys, for the provision of commercial (retail / workspace / bus operations) and residential floorspace (as set out in Figure 18).
3. Create an active, commercial frontage along Bohemia Place to form 2-sided street with railway arches, as set out in Figure 18.
4. Create permeability by linking access from Bohemia Place to St John-at-Hackney Churchyard Gardens with a new route and opening up railway arches to improve movement to 55 Morning Lane (Tesco Site), as set out in Figure 17 and 18.
5. Connect Bohemia Place to Churchwell Path, Morning Lane and beyond with improved public realm, as set out in Figure 17 and 18.
6. Preserve the historic setting of St John-at-Hackney Church and Churchyard Gardens, avoid direct access and entrances from residential blocks to St John-at-Hackney Churchyard Gardens, to maintain the character of the existing open space, and use level difference to ensure privacy of residential development and the maintenance of the peaceful Churchyard Gardens character.
7. Create private courtyard gardens for residential development with visual connection to St John-at-Hackney Churchyard Gardens, as set out in Figure 17 and Figure 18.
8. Optimise views from residential development towards St John-at-Hackney Churchyard Gardens (whilst maintaining the churchyard’s unique sense of enclosure) whilst maintaining key views both to and from St Augustine’s Tower and St Johns Church, and views to and from the Tesco site.
9. Minimise overshadowing of St John-at-Hackney Churchyard Gardens from new development (proposals will be subject to BRE Guidelines).

Figure 17. Proposed Site Diagram

Figure 18. Proposed Site Massing

Quantum & Type of Development
GFA:
- Residential: 10,000 sqm - 142 units
- Commercial: 2,350 sqm
Height: 3-4 storeys
Open Space: Public realm, courtyard garden, balconies
Typology: Courtyard block
Density: 172 dwellings/ha

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Opportunity Site Development Brief Clapton Bus Garage

Option 2 - Courtyard Block with Enlarged Square
A comprehensive, mixed use development, providing commercial (retail / workspace) and residential floorspace, with a new route to St John-at-Hackney Churchyard Gardens and an enlarged public square.

1. Potentially relocate the bus garage (without compromising TfL’s ongoing bus operations, including existing bus stand provision) or reconfigure the site to allow for continued use of existing operations whilst achieving redevelopment aspirations.
2. Adopt a fine grain approach to building height and massing, with development of high design quality up to 4 storeys, for the provision of commercial (retail / workspace / bus operations) and residential floorspace (as set out in Figure 20).
3. Create an active, commercial frontage along Bohemia Place to form 2-sided street with railway arches, as set out in Figure 20.
4. Create permeability by linking access from Bohemia Place to St John-at-Hackney Churchyard Gardens with a new route and opening up railway arches to improve movement to 55 Morning Lane (Tesco Site), as set out in Figure 20.
5. Connect Bohemia Place to Churchwell Path, Morning Lane and beyond with improved public realm, as set out in Figure 19 and 20.
6. Preserve the historic setting of St John-at-Hackney Church and Churchyard Gardens and use level difference to ensure privacy of residential development and the maintenance of the peaceful Churchyard Gardens character.
7. Create private courtyard gardens for residential development with visual connection to St John-at-Hackney Churchyard Gardens, as set out in Figure 19 and 20.
8. Optimise views from residential development towards St John-at-Hackney Churchyard Gardens (whilst maintaining the churchyard’s unique sense of enclosure) whilst maintaining key views both to and from St Augustine’s Tower and St Johns Church, and views to and from the Tesco site.
9. Minimise overshadowing of St John-at-Hackney Churchyard Gardens from new development (proposals will be subject to BRE Guidelines).
10. Create an enlarged public square at the bottom of the Narrow Way which maximises views from the Hackney Central Station to St John at Hackney Churchyard Gardens, as set out in Figure 19 and 20.

Figure 19. Proposed Site Diagram
Clapton Bus Garage Site Specific Urban Design Principles – Option 2 – Courtyard Block with Enlarged Square
To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following:

Quantum & Type of Development
GFA:
Residential: 10,200 sqm - 145 units
Commercial: 1,700 sqm
Height: 3-4 storeys
Open Space: Public realm, enlarged square, courtyard garden, balconies
Typology: Courtyard block
Density: 175 dwellings/ha

Figure 20. Proposed Site Massing
1. Demolition of existing block to create an extended town square, improved public realm and visibility of Bohemia Place railway arches (refer to public realm proposals). Potential for small kiosk on south-western corner of the square.
2. Potential redevelopment of Clapton Bus Garage for high quality designed mixed use development, providing an active frontage onto and Bohemia place and using the level difference to ensure the preservation of the historic setting of St John-at-Hackney Church and Churchyard Gardens.
4. New commercial (retail / workspace) frontage to encourage the use of Bohemia place as a pedestrian street.
5. New route to St John-at-Hackney Churchyard Gardens and enlarged public square with potential for café use close to the green amenity space.
6. Newstairs and ramps to Churchwell Path.
Opportunity Site Development Brief Clapton Bus Garage

Option 3 – Perimeter Block with Enlarged Square
A comprehensive, mixed use development, providing commercial (retail / workspace) and residential floorspace, with new route to St John-at-Hackney Churchyard Gardens, and an enlarged public square.

To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following:

1. Potentially relocate the bus garage (without compromising TfL’s ongoing bus operations, including existing bus stand provision) or reconfigure the site to allow for continued use of existing operations whilst achieving redevelopment aspirations.
2. Adopt a fine grain approach to building height and massing, with high design quality development up to 4 storeys, for the provision of commercial (retail / workspace / bus operations) and residential floorspace (as set out in Figure 22).
3. Create an active, commercial frontage along Bohemia Place to form 2-sided street with railway arches, as set out in Figure 22.
4. Preserve the historic setting of St John-at-Hackney Church and Churchyard Gardens and use level difference to ensure privacy of residential development.
5. Create private courtyard gardens for residential development, as set out in Figure 21 and 22.
6. Create permeability by linking access from Bohemia Place to St John-at-Hackney Churchyard Gardens with new public realm as set out in Figure 21 and 22, and avoid direct access and entrances from residential blocks to St John-at-Hackney Churchyard Gardens.
7. Create an enlarged public square at the bottom of the Narrow Way which maximises views from the Hackney Central Station to St John at Hackney Churchyard Gardens, as set out in Figure 21 and 22.
8. Connect Bohemia Place to Churchwell Path and Morning Lane and beyond with improved public realm, as set out in Figure 21 and 22.
9. Maintain key views both to and from St Augustine’s Tower and St Johns Church, and views to and from the Tesco site.
10. Minimise overshadowing of St John-at-Hackney Churchyard Gardens from new development (proposals will be subject to BRE Guidelines).

Quantum & Type of Development
GFA:
- Residential: 8,220 sqm - 117 units
- Commercial: 1,650 sqm
- Height: 2-4 storeys
- Open Space: Public realm, enlarged square, courtyard garden, balconies
- Typology: Perimeter block, terraced houses
- Density: 143 dwellings/ha

Figure 21. Proposed Site Diagram

Figure 22. Proposed Site Massing

Figure 23. Indicative Site Section

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Opportunity Site Development Brief Clapton Bus Garage

A View east from Narrow Way, towards St John-At-Hackney Churchyard

B View south from St John-At-Hackney Churchyard

C View north towards St John-At-Hackney Churchyard from new route through railway arches
Opportunity Site Development Brief 55 Morning Lane (Tesco Site)

Ownership: Tesco PLC
Address: 55 Morning Lane, London, E9 6ND
Existing Use: A1 - 3,200sqm - occupied by Tesco
252 car parking spaces

Key Development
Plan Designations: District Town Centre of Hackney Central
Mare Street / Westgate Triangle Archaeological Priority Area
Partly in the Primary Shopping Frontage
Strategic Transport Infrastructure
Commercial Core of the City Fringe (Tech City)

Figure 27. Existing Site

Figure 28. Constraints & Opportunities

PTAL: 6b-a
Site Area: 13,900sqm / 1.39ha

Opportunities:
• Potential for redevelopment of the existing Tesco superstore and car park for the provision of new commercial (retail / workspace) floorspace, including the potential for a new Tesco store and residential, within a development with taller building elements to facilitate legibility and wayfinding.
• Improved permeability through the Town Centre through the creation of pedestrian routes through the site and the through the railway arches at Bohemia Place, including new uses in the arches on the Tesco site, creating active frontages.
• Consideration of transport infrastructure improvements, including to Hackney Central London Overground Rail Station and improvement to bus stop facilities.
• Consideration of CCTV to increase surveillance and safety.

Options:
Option 1 – Phased Approach for Mixed Use Development
A phased development which considers the redevelopment of the car park portion of the site for a mixed use development, commercial (retail, including a potential new Tesco store / workspace) and residential, to allow the existing Tesco store to remain operational during construction, and then redevelopment of the existing store for mixed use development commercial (retail / workspace) floorspace and residential.

Option 2 – Comprehensive Approach for Mixed Use Development
A comprehensive development of the entire site, with the Tesco store closed during the construction period, for the provision of a potential new Tesco store, commercial (retail / workspace) floorspace and residential.

Existing underground infrastructure includes:
• The Channel Tunnel Railway Link which run east-west across the site, whose tunnel crown level is estimated at approx. 32m below ground
• The North London Flood Relief Sewer which runs diagonally across the site at a depth of approx. 18m
• A Thames Water combined sewer which runs across the site whose crown level is estimated at approx. 3.3m below ground level.
Opportunity Site Development Brief - 55 Morning Lane (Tesco Site)

Option 1 – Phased Approach for Mixed Use Development

A phased development which considers the redevelopment of the car park portion of the site for a mixed use development, commercial (retail, including a potential new Tesco store / workspace) and residential, to allow the existing Tesco store to remain operational during construction, and then redevelopment of the existing store for mixed use development commercial (retail / workspace) floorspace and residential.

1. Redevelop the car park portion of the site for the provision of high design quality, new commercial (retail / workspace) floorspace (which may include the provision of a new Tesco store) and residential, followed by the redevelopment of the existing store, within a development of between 2 – 15 storeys, where building heights should step down towards Mare Street, the Conservation Areas and be modified to 4 storeys along the northern edge adjacent to the railway viaduct.

2. Taller building elements (10 – 15 storeys) should be located in locations which minimise overshadowing, create visual connection with existing taller buildings that act as landmarks along the new north-south routes and address the eleven codes of the Hackney Tall Buildings Strategy and design-related criteria contained in the London Plan and Local Plan (refer to Section 2.4.1). Proposals will be subject to BRE Guidelines.

3. Create an active, commercial frontage along Morning Lane and along the northern edge of the development, fronting on to the railway arches as well as active commercial uses and frontages in the railway arches.

4. Increase permeability by creating new routes linking the site to Bohemia Place and beyond to St John at Hackney Churchyard Gardens with active, commercial frontages, and aligning blocks to existing pedestrian routes at St John and Hackney Churchyard Gardens to aid wayfinding.

5. Align blocks which incorporate residential use in locations which minimise the amount of north facing residential units.

6. The quantum of car parking will need to be robustly justified through the submission of a Transport Assessment and if justified should be located in a basement car park beneath the redeveloped Tesco site. Means of access and servicing arrangements will need to be robustly justified, and should cause minimal interruption of the active, commercial frontage along Morning Lane. Any proposal should also take into consideration that vehicular access to servicing areas is expected to be on-site.

7. Set back development to create generous footpaths and opportunities for improvement to bus transport facilities and tree planting along Morning Lane.

Figure 29: Proposed Site Diagram

Tesco Site Specific Urban Design Principles – Option 1 – Phased Approach for Mixed Use Development

To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 29 and 30):

1. Redevelop the car park portion of the site for the provision of high design quality, new commercial (retail / workspace) floorspace and residential, to allow the existing Tesco store to remain operational during construction, and then redevelopment of the existing store for mixed use development commercial (retail / workspace) floorspace and residential.

2. Taller building elements (10 – 15 storeys) should be located in locations which minimise overshadowing, create visual connection with existing taller buildings that act as landmarks along the new north-south routes and address the eleven codes of the Hackney Tall Buildings Strategy and design-related criteria contained in the London Plan and Local Plan (refer to Section 2.4.1). Proposals will be subject to BRE Guidelines.

3. Create an active, commercial frontage along Morning Lane and along the northern edge of the development, fronting on to the railway arches as well as active commercial uses and frontages in the railway arches.

4. Increase permeability by creating new routes linking the site to Bohemia Place and beyond to St John at Hackney Churchyard Gardens with active, commercial frontages, and aligning blocks to existing pedestrian routes at St John and Hackney Churchyard Gardens to aid wayfinding.

5. Align blocks which incorporate residential use in locations which minimise the amount of north facing residential units.

6. The quantum of car parking will need to be robustly justified through the submission of a Transport Assessment and if justified should be located in a basement car park beneath the redeveloped Tesco site. Means of access and servicing arrangements will need to be robustly justified, and should cause minimal interruption of the active, commercial frontage along Morning Lane. Any proposal should also take into consideration that vehicular access to servicing areas is expected to be on-site.

7. Set back development to create generous footpaths and opportunities for improvement to bus transport facilities and tree planting along Morning Lane.

Figure 30: Proposed Site Massing

New retail, including potential new Tesco store on ground floor, built as a first phase on the existing car parking.

New pedestrian connection to Bohemia Place and St John at Hackney Churchyard Gardens to improve accessibility and permeability of town centre; framed by commercial (retail / workspace) uses.

New residential blocks with street level access.

Shared podium gardens for residential development above Tesco.

Second phase of construction with retail on ground floor and residential above.

Taller buildings to mark new pedestrian routes to Bohemia Place and respond to existing taller buildings.

Active, commercial frontage along Morning Lane, Nursery Road, the northern edge of the development (fronting on to the railway arches), and along new access routes to Bohemia Place.

Set back development to create generous footpaths, potential bus facility improvements and opportunities for tree planting along Morning Lane.

New uses and active frontages in railway arches.

Quantum & Type of Development

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<th>GFA:</th>
<th>25,700 sqm - 367 units</th>
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<tr>
<td>Parking:</td>
<td>Subject to a detailed Transport Assessment and robust justification</td>
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<tr>
<td>Density:</td>
<td>264 dwellings/ha</td>
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<tr>
<td>Typology:</td>
<td>Podium block</td>
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<tr>
<td>Retail:</td>
<td>16,480 sqm</td>
</tr>
<tr>
<td>Height:</td>
<td>2-15 storeys</td>
</tr>
<tr>
<td>Open Space:</td>
<td>Podium gardens, balconies, roof terraces</td>
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<td>Residential:</td>
<td>25,700 sqm - 367 units</td>
</tr>
</tbody>
</table>

Open Space: Podium gardens, balconies, roof terraces

Height: 2-15 storeys

Residential: 25,700 sqm - 367 units

Retail: 16,480 sqm

GFA: 25,700 sqm - 367 units

Density: 264 dwellings/ha

Typology: Podium block

Parking: Subject to a detailed Transport Assessment and robust justification
Opportunity Site Development Brief - 55 Morning Lane (Tesco Site)

Option 2 – Comprehensive Approach for Mixed Use Development
A comprehensive development of the entire site, with the Tesco store closed during the construction period, for the provision of a potential new Tesco store, commercial (retail / workspace) floorspace and residential.

1. Redevelop the site for the provision of new high design quality commercial (retail / workspace) floorspace (which may include the provision of a new Tesco store) and residential within a development of between 2 – 15 storeys, where building heights should step down towards Mare Street, the Conservation Areas and be modified to 4 storeys along the northern edge adjacent to the railway viaduct.

2. Taller building elements (10 – 15 storeys) should be located so as to minimise overshadowing, create visual connection with existing taller buildings that act as landmarks along the new north-south routes and address the eleven codes of the Hackney Tall Buildings Strategy and design-related criteria contained in the London Plan and Local Plan (refer to Section 2.4.1). Proposals will be subject to BRE Guidelines.

3. Create an active, commercial frontage along Morning Lane and along the northern edge of the development, fronting on to the railway arches as well as active commercial uses and frontages in the railway arches.

4. Increase permeability by creating new routes linking the site to Bohemia Place and beyond to St John at Hackney Churchyard Gardens with active, commercial frontages, and aligning blocks to existing pedestrian routes at St John at Hackney Churchyard Gardens to aid wayfinding.

5. Create a consistent building alignment and parapet height along Morning Lane, except for taller building elements.

6. Locate taller building to create visual connection with existing taller buildings and to act as landmark along the new north-south route.

7. Complete perimeter block to the rear of Mare Street row of terraces.

8. The quantum of car parking will need to be robustly justified through the submission of a Transport Assessment and if justified should be located in a basement car park beneath the redeveloped Tesco site. Means of access and servicing arrangements will need to be robustly justified, and should cause minimal interruption of the active, commercial frontage along Morning Lane. Any proposal should also take into consideration that vehicular access to servicing areas is expected to be on-site.

9. Set back development to create generous footpaths and opportunities for improvement to bus transport facilities and tree planting along Morning Lane.

10. Ensure that key views are maintained to and from the Clapton Bus Garage site.

Tesco Site Specific Urban Design Principles – Option 2 – Comprehensive Approach for Mixed Use Development
To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 31 and 32):

1. Ensure that key views are maintained to and from the Clapton Bus Garage site.

2. Taller building elements (10 – 15 storeys) should be located so as to minimise overshadowing, create visual connection with existing taller buildings and act as landmarks along the new north-south routes and address the eleven codes of the Hackney Tall Buildings Strategy and design-related criteria contained in the London Plan and Local Plan (refer to Section 2.4.1). Proposals will be subject to BRE Guidelines.

3. Create an active, commercial frontage along Morning Lane and along the northern edge of the development, fronting on to the railway arches as well as active commercial uses and frontages in the railway arches.

4. Increase permeability by creating new routes linking the site to Bohemia Place and beyond to St John at Hackney Churchyard Gardens with active, commercial frontages, and aligning blocks to existing pedestrian routes at St John at Hackney Churchyard Gardens to aid wayfinding.

5. Create a consistent building alignment and parapet height along Morning Lane, except for taller building elements.

6. Locate taller building to create visual connection with existing taller buildings and to act as landmark along the new north-south route.

7. Complete perimeter block to the rear of Mare Street row of terraces.

8. The quantum of car parking will need to be robustly justified through the submission of a Transport Assessment and if justified should be located in a basement car park beneath the redeveloped Tesco site. Means of access and servicing arrangements will need to be robustly justified, and should cause minimal interruption of the active, commercial frontage along Morning Lane. Any proposal should also take into consideration that vehicular access to servicing areas is expected to be on-site.

9. Set back development to create generous footpaths and opportunities for improvement to bus transport facilities and tree planting along Morning Lane.

10. Ensure that key views are maintained to and from the Clapton Bus Garage site.

Quantum & Type of Development

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>29,500 sqm - 421 units</td>
</tr>
<tr>
<td>Commercial</td>
<td>15,550 sqm</td>
</tr>
<tr>
<td>Height</td>
<td>5-15 storeys</td>
</tr>
<tr>
<td>Open Space</td>
<td>Podium gardens, balconies, roof terraces</td>
</tr>
<tr>
<td>Typology</td>
<td>Podium block</td>
</tr>
<tr>
<td>Density</td>
<td>303 dwellings/ha</td>
</tr>
<tr>
<td>Parking</td>
<td>Subject to a detailed Transport Assessment and robust justification</td>
</tr>
</tbody>
</table>

Uses with active frontages in railway arches.
Opportunity Site Development Brief Hackney Central Overground Station and Car Park

Ownership: Car Park: London Borough of Hackney
Station: Public

Address: Amhurst Road, London, E8 1LL

Existing Use: Station - 90sqm - occupied by Transport for London
25 car parking spaces

Key Development Plan
Designations: District Town Centre of Hackney Central
Opportunity Site B1/B2 in the Hackney Central AAP
Partly in Secondary Shopping Frontage
Commercial Core of the City Fringe (Tech City)
Strategic Transport Infrastructure Designation (including Crossrail 2 safeguarding)

PTAL: 6a-b

Site Area: 1,300sqm / 0.13ha

Opportunities:

• While the Council has an aspiration to reuse the former Hackney Central ticket office building as a station entrance, there is an opportunity to work with TfL and Network Rail to deliver station improvements for the short, medium and long term, including consideration of optimum transport infrastructure delivery to secure long term need (including as part of the potential delivery of a Crossrail 2 station).
• Potential for redevelopment of the car park for the provision some commercial (retail / leisure / workspace) floorspace, improved public realm facilitating connectivity and wayfinding and the retention of some car parking (for further details see Public Realm Case Studies).
• Consider the site at Nos. 231 – 237 Graham Road for potential to improve public transport infrastructure, including movement and connectivity from the Overground Station to Graham Road and the town centre beyond.
• Consider improvements to Hackney Downs Overground, alongside adjacent site potential.

Options:
Option 1 – Improved Station with Mixed Use Development
Improved station with mixed use, commercial development on the car park, and a new station entrance from Amhurst road, with the retention of some car parking spaces and an improved public realm.
Opportunity Site Development Brief Hackney Central Overground Station and Car Park

Option 1 – Improved Station with Mixed Use Development

Improved station with mixed use, commercial development on the car park, and a new station entrance from Amhurst road, with the retention of some car parking spaces and an improved public realm.

Hackney Central Overground Station Site Specific Urban Design Principles – Option 1 – Improved Station with Mixed Use Development

To achieve the Hackney Central Cluster Objectives, development proposals should have regard to the following:

1. Create an active frontage at ground floor and ticket hall level, including through the introduction of commercial (retail / workspace) uses, to animate the new route towards the station and increasing surveillance and safety, within a development of between 2 – 3 storeys, as set out in Figure 35 and 36.
2. Create a new access to Hackney Central Overground Station from Amhurst Road with DDA compliant lift and stairs, as set out in Figure 36.
3. Create new public space as a forecourt to the station and bus interchange on Amhurst Road to draw people out of the station via new route, as set out in Figure 35 and 36.
4. Create clear sight lines to station entrance from Amhurst Road, to aid legibility and wayfinding to the station, encouraging use of the new route, as set out in Figure 35 and 36.
5. Retain existing service access to adjoining development.
6. Set back development to align with the existing building line on Amhurst road.
7. Provide continuous, active frontages along Amhurst Road, as set out in Figure 35 and 36.

Quantum & Type of Development

GFA:
Commercial: 1,360 sqm
Height: 2-3 storeys
Open Space: Public Realm
Typology: Arcade

Figure 35: Proposed Site Diagram

Figure 36: Proposed Site Massing

1. Entrance to Hackney Central Overground Station via new raised commercial floorspace arcade.
2. Access to adjacent building service entrance.
3. Access to car parking and servicing for station and commercial units underneath new arcade.
4. Temporary or lightweight construction of commercial floorspace on ground, first and second level, lining new entrance to the station, with potential of connection to car parking.
5. New stairs and lift to arcade at the same level as station ticket hall and platforms (potential for gate to close upper part of the arcade when station is closed).
6. Improved station facilities and ticket hall.

Amhurst Road

Quantum & Type of Development
GFA:
Commercial: 1,360 sqm
Height: 2-3 storeys
Open Space: Public Realm
Typology: Arcade

Figure 36: Proposed Site Massing
Entrance to Hackney Central station via new raised commercial floorspace arcade.

Access to adjacent building service entrance.

Access to car parking and servicing for station and commercial units.

Temporary or lightweight construction of commercial floorspace.

Improved station facilities and ticket hall.
Ownership: London Borough of Hackney (Iceland Site) & Private (site to the rear)

Address: 333-337 Mare Street, London, E8 1HY (1)
1231-237 Graham Road, London E8 1PE (2)

Existing Use: Retail – approx. 2,000sq.m - occupied by Iceland Foods, vacant on upper floors (1)
Vacant site (2)

Key Development Plan Designations: District Town Centre of Hackney Central
Hackney Central AAP
Town Hall Square Conservation Area
Partially in the Primary Shopping Frontage
Mare Street / Westgate Triangle Archaeological Priority Area.
Commercial Core of the City Fringe (Tech City)

PTAL: 6a / 6b

Site Area: 1,480 sqm / 0.148ha

Opportunities:
• To make more efficient use of the site for mixed use development of 333-337 Mare Street (Iceland site) and 231-237 Graham Road (site to the rear) to create active, commercial frontages on to Graham Road and Mare Street.
• Consider the balance of heritage and regeneration benefits in line with local and national policy.
• An extant planning permission for 231-237 Graham Road exists, for a part 3, part 4-storey mixed use development comprising 80 sq.m of B1 floorspace at ground floor level and 9 residential units. This permission expires 21/07/2017.

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

Option 2 – Individual Development of Iceland Site (1) and Site to the Rear (2)
Redevelopment of the sites providing commercial (retail / workspace) and residential uses.

Option 3 – Comprehensive Development (Sites (1) and (2))
Opportunity Site Development Brief 333-337 Mare Street (Iceland Foods) & 231-237 Graham Road

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

Quantum & Type of Development
GFA:
Commercial: 1,905 sqm
Height: 2 storeys
Typology: Renovation

1. Improve the existing commercial frontage on to Mare Street including through the introduction of new commercial (workspace / retail) uses on the upper floor of the existing two storey building, as set out in Figure 40.
2. Retain the trees located in front of the site on Mare Street and seek to improve the public realm at this important gateway.

Figure 40. Proposed Site Diagram
Figure 41. Proposed Site Massing
Opportunity Site Development Brief 333-337 Mare Street (Iceland Foods) & 231-237 Graham Road

Option 2 – Individual Development of Iceland Site (1) and Site to the Rear (2)
Redevelopment of the sites providing commercial (retail / workspace) and residential uses.

Figure 42. Proposed Site Diagram

333-337 Mare Street (Iceland Foods) & 231-237 Graham Road (Site to the rear) Site Specific Urban Design Principles – Option 2 - Individual Development of Iceland Site (1) and Site to the Rear (2)

To achieve the Hackney Central Cluster Strategic Objectives, development proposals should have regard to the following:

1. Mixed use development of 333-337 Mare Street (Iceland site) and 231-237 Graham Road (site to the rear) to create active, commercial frontages on to Graham Road and Mare Street with development of high design quality up to four storeys, as set out in Figure 42, for the provision of commercial (retail / workspace) and residential floorspace.
2. Building height up to four storeys on Mare Street, next to the railway bridge and consider views from pedestrian route to Tesco site, as set out in Figure 43.
3. Avoid overlooking of residential units from station platforms and existing residential block, located adjacent to the site.
4. Consider opportunity to create new frontage and to address the narrow pavement on the corner of Mare Street and Amhurst Road by realigning the commercial façade and opening up railway arches to create additional

Figure 43. Proposed Site Massing

1. Ground floor commercial (retail) unit extending to the edge of the plot; potential set-back on Mare Street (refer to public realm improvement proposals on page 72).
2. First floor commercial (retail / workspace) use with shared garden for residential units above.
3. Residential development with entrance on Mare Street and potential for deck access on northern side to buffer against railway.
4. New stand-alone mixed use block with commercial (retail / workspace) on the ground floor and residential above.
5. Access to residential units on Graham Road.

Quantum & Type of Development - Iceland Site (1):
- GFA:
  - Residential: 730 sq.m - 10 units
  - Commercial: 1,620 sq.m
- Height: 4 storeys
- Open Space: Podium, garden, balconies, terraces
- Typology: Infill block
- Density: 92 dwellings/ha

Graham Road Site (2): check extant.
- GFA:
  - Residential: 940 sq.m - 13 units
  - Commercial: 360 sq.m
- Height: 4 storeys
- Open Space: balconies, terraces
- Typology: Infill block
- Density: 274 dwellings/ha
Option 3
A comprehensive redevelopment of both sites as one development, providing commercial (retail / workspace) and residential uses.

To achieve the Hackney Central Cluster Strategic Objectives, development proposals should have regard to the following:

1. Comprehensive mixed use development of 333-337 Mare Street (Iceland site) and 231-237 Graham Road (site to the rear) to create active, commercial frontages on to Graham Road and Mare Street with development of high design quality up to four storeys, as set out in Figure 45, for the provision of commercial (retail / workspace) and residential floorspace.

2. Consider opportunity to create a new frontage and to address the narrow pavement on the corner of Mare Street and Amhurst Road by realigning the commercial façade and opening up railway arches to create additional space for pedestrians, unlocking this pinch point in the Town Centre (see page 72).

3. Create additional height on Mare Street, next to the railway bridge and consider views from pedestrian route to Tesco site.

4. Avoid overlooking of residential units from station platforms and existing residential block.

5. Retain the trees located in front of the site on Mare Street and seek to improve the public realm at this important gateway.

Figure 44. Proposed Site Diagram

333-337 Mare Street (Iceland Foods) & 231-237 Graham Road (Site to the Rear) Site Specific Urban Design Principles – Option 3 - Comprehensive Development (Sites (1) and (2))

Quantum & Type of Development
GFA:
Residential: 1,990 sq.m - 28 units
Commercial: 1,850 sq.m
Height: 4 storeys
Open Space: balconies, terraces
Typology: Infill block
Density: 189 dwellings/ha
Ownership: Private, Multiple Owners
Address: 339-345 Mare St, London, E8 1HY (corner site)
347-357 Mare St / 6-18 Amhurst Road, London, E8 1HY (M&S site)
6-18 Amhurst Road, Hackney, E8 1HY
Existing Use: 339-345 Mare St: retail, betting shop, residential, office
347-357 Mare St / 6-18 Amhurst Road: retail occupied by M&S, vacant underutilised space above
Key Development Plan Designations: Hackney Central AAP
Clapton Square Conservation Area
Primary Shopping Frontage
Mare St/Westgate Triangle Archaeological Priority Area
Commercial Core of the City Fringe (Tech City)
PTAL: 6b
Site Area: 1,800sqm / 0.18 ha

Opportunities:
- To make more efficient use of the site, whilst respecting existing heritage assets and to create an active frontage on to Amhurst Road and the Narrow Way.
- Potential for retention and refurbishment of buildings, with the creation of additional floorspace from a mansard roof extension and infill development.
- Potential for redevelopment of 339-345 Mare Street (corner site).
- The deliverability of the options is subject to detailed structural surveys and heritage assessment of the existing buildings.

Options:
Option 1 – Retention with Infill
An infill development which retains all existing buildings, with infill and mansard development above the existing buildings for commercial (retail / workspace) and residential uses.

Option 2 – Retention, Infill and Redevelopment of Corner Site
An infill and mansard development which retains 347-357 Mare Street / 6-18 Amhurst Road (M&S) and redevelopment of 339-345 Mare Street (corner site), for commercial (retail / workspace) and residential uses.
Opportunity Site Development Brief 339-357 Mare Street, 6-18 Amhurst Road (Marks & Spencer)

Option 1 – Retention with Infill
An infill development which retains all existing buildings, with infill and mansard development above the existing buildings for commercial (retail / workspace) and

To achieve the Hackney Central Cluster Strategic Objectives, development proposals should have regard to the following:

1. Mixed use development to provide commercial (retail / workspace) and residential floorspace to create an active, commercial frontage on to Amhurst Road, the Narrow Way and Mare Street.
2. Building height of predominantly 4 storeys, and up to 5 storeys on the corner site to create a high design quality local landmark to aid legibility and wayfinding from Hackney Central Overground Station with distinctive views from Mare Street and Bohemia Place, as set out in Figure 49.
3. Create consistent building alignment and parapet height along the Narrow Way and Amhurst Road, as set out in Figure 49.
4. Any development on this site must respect the surrounding heritage assets which comprise St Augustine’s Tower and Hackney Old Town Hall, amongst others, and seek to improve the setting of these assets through maintaining key views and high quality design.

Quantum & Type of Development
GFA:
Residential/Commercial
(additional): 960 sq.m - 14 units
Existing commercial: as existing
Height: 4-5 storeys
Open Space: courtyard garden, balconies and roof terrace
Typology: Podium block
Density: 77 dwellings / ha

Figure 48. Proposed Site Diagram
Figure 49. Proposed Site Massing

1. New residential/commercial space above existing Marks and Spencer’s store to infill the site and create a generally consistent height datum around the perimeter of Amhurst road and the Narrow Way.
2. New residential/commercial space above existing building.
Opportunity Site Development Brief 339-357 Mare Street, 6-18 Amhurst Road (Marks & Spencer)

Option 2 – Retention, Infill and Redevelopment of Corner Site
An infill and mansard development which retains 347-357 Mare Street / 6-18 Amhurst Road (M&S) and redevelopment of 339-345 Mare Street (corner site), for commercial (retail / workspace) and residential uses.

Quantum & Type of Development
GFA:
- New commercial: 180 sq.m
- Residential/Commercial: 1,290 sq.m - 18 Units
Height:
- 4-5 storeys
Open Space:
- Balconies, terrace
Typology:
- Podium block
Density:
- 100 dwellings/ha

To achieve the Hackney Central Cluster Strategic Objectives, development proposals should have regard to the following:

1. Mixed use development to provide commercial (retail / workspace) and residential floorspace to create an active, commercial frontage on to Amhurst Road, the Narrow Way and Mare Street.
2. Building height of predominantly 4 storeys, and up to 5 storeys on the corner site to create a new high quality local landmark to aid legibility and wayfinding from Hackney Central Overground Station with distinctive views from Mare Street and Bohemia Place, as set out in Figure 51.
3. Create consistent building alignment and parapet height along the Narrow Way and Amhurst Road, as set out in Figure 49.
4. Any development on this site must respect the surrounding heritage assets which comprise St Augustine’s Tower and Hackney Old Town Hall, amongst others, and seek to improve the setting of these assets through maintaining key views and high quality design.