3.2 Florfield Road Cluster

Overview
Located within the District Town Centre in the Development Plan, this area is recognised as the civic and cultural hub of the Borough, credited by Hackney Empire Theatre, Hackney Picturehouse, Hackney Town Hall, Hackney Central Library Hackney Museum, and several Council offices, including the Hackney Service Centre on Hillman Street. The area hosts a formal public square in front of Hackney Town Hall. Hackney Housing depot facilities are located on Reading Lane / Florfield Road and there is scope to relocate the depot elsewhere, including to 51-61 Mare Street. This would allow the site to be redeveloped to provide a high quality, mixed use development comprising commercial (workspace) and residential floorspace, including a taller building element, which builds on the success of adjacent Hackney Service Centre and surrounds, to generate new workspace and much needed housing, and optimises the sites capacity.

Opportunity 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.

Florfield Road Cluster Strategic Objectives:
To achieve the Masterplan vision, the following Florfield Road Strategic Objectives have been developed:
1. Relocate the Hackney Housing depot and Council services to an alternative location including to 51-61 Mare Street, freeing up this key Town Centre site for redevelopment.
2. Comprehensively redevelop Hackney Housing Florfield Depot (Reading Lane) Maurice Bishop House (17 Reading Lane), Roberts House (6-15 Florfield Road) and vacant plot on Florfield Road / Florfield Passage, for the provision of commercial (workspace) and residential use, in a development with a taller building element.
3. Close Florfield Road to make more efficient use of the site and to optimise development potential.

Florfield Road Cluster Urban Design Principles:
To achieve the Florfield Road Masterplan Cluster Strategic Objectives, all new development should:
1. Provide a continuous, active street frontage: Create a new commercial frontage on Reading Lane to complement the existing civic and employment character, as set out in Figure 53.
2. Support a positive transition between the Town Centre and surrounding neighbourhoods: Locate new mixed use, commercial and residential development on Florfield Road Opportunity Site to form a transition between Mare Street and the residential neighbourhood to the west, as set out in Figure 52.
3. Position taller buildings to aid wayfinding and orientation, and identify opportunities for landmark buildings to improve place-making: Position taller building elements on Florfield Road Opportunity Site to act as a marker and to signal the newly created pedestrian route along the railway arches from Reading Lane to Richmond Road, as set out in Figure 52. 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 (refer to section 2.4.1).
4. Open up routes to improve pedestrian permeability: Create a new pedestrian route along the improved frontage of the railway arches from Reading Lane to Richmond Road, as set out in Figure 52 and utilise the site to improve connectivity to Richmond Road and London Fields.
5. Create places to dwell and attractive public realm, with positive street edges and open spaces that are generous and well used: Create new courtyard with pedestrian route along the refurbished railway arches, which comprise active, commercial frontages, as set out in Figure 52.

Figure 52. Overview of Florfield Road Cluster Masterplan Opportunities

Other Delivery Considerations:
• Mixed use commercial and residential development on the Great Eastern Buildings site on Reading Lane is currently under construction.
• Consider opportunities for wider site assembly to optimise development potential.
• While the Florfield Road site has the potential for a taller building on this site, the challenges in achieving this should be addressed through a high quality design approach.
Opportunity Site Development Brief Florfield Road

Ownership: London Borough of Hackney
Address: Hackney Housing Florfield Depot, Reading Lane
Maurice Bishop House, 17 Reading Lane, London, E8 1HH
Roberts House, 6-15 Florfield Road, London, E8 1DT
Vacant plot on Florfield Road / Florfield Passage

Existing Use: B1 - 2,000 sq.m - occupied by Hackney Housing Depot
Sui generis - 2,400 sq.m - occupied by Hackney Housing Depot
300 sq.m - vacant site, used as informal car park

Key Development Plan Designations:
- District Town Centre of Hackney Central
- Opportunity Site E1 in the Hackney Central AAP
- Mare Street Conservation Area (vacant plot only)
- Mare Street Priority Employment Area (Robert House only)
- Commercial Core of the City Fringe (Tech City)

PTAL: 5-6a
Site Area: 4,700sqm / 0.47ha

Opportunities:
- Relocate the Hackney Housing depot and Council services elsewhere, including to 51-61 Mare Street, freeing up a key Town Centre site for redevelopment.
- Comprehensively redevelop the sites for the provision of a high quality mixed use development including commercial (workspace) and residential use, which includes a taller building element.
- Close Florfield Road to make more efficient use of the site and to optimise development potential.

Options:
- Option 1 – Mixed Use Development
  A mixed use, commercial (workspace/retail) and residential development which maintains existing vehicular access to adjacent sites, including a taller building element.

- Option 2 – Closure of Florfield Road for Mixed Use Development
  A mixed use, commercial (workspace/retail) and residential development which involves the closure of Florfield Road, including a taller building element.
Opportunity Site Development Brief Florfield Road

Option 1 - Mixed Use Development
A mixed use, commercial (workspace / retail) and residential development which maintains existing vehicular access to adjacent sites, including a taller building element.

Florfield Road Site Specific Urban Design Principles – Option 1 – Mixed Use Development
To achieve the Florfield Road Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 55 and 56):

1. High quality mixed use development providing commercial (workspace) and residential floorspace.
2. Creation of a consistent building alignment and parapet height along Reading lane, with a development comprising 4-6 storeys (except for taller building of up 15 storeys set back from Reading Lane to minimise overshadowing of existing buildings and act as a landmark to and from the civic and cultural hub). 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 (refer to section 2.4.1).
3. Create an active, commercial frontage on to Reading Lane and Florfield Road.
4. Create an active frontage and pedestrian route along eastern side of the railway with new uses (workspace) in the railway arches.

Figure 55. Proposed Site Diagram

Figure 56. Proposed Site Massing

Quantum & Type of Development
GFA:
- Residential:  8,500sq.m - 119 units
- Commercial:  6,700 sq.m
Height:   2-15 storeys
Open Space:  Courtyard garden, balconies, terraces, roof terrace
Typology:  Open courtyard block
Density:  255 dwellings/ha

Retail/Workspace Entrance
Residential Entrance
Key Route
Vehicular Access

Commercial (Workspace)
Residential
Vehicular Access
Pedestrian Access
Option 2 – Closure of Florfield Road for Mixed Use Development

A mixed use, commercial (workspace / retail) and residential development which involves the closure of Florfield Road, including a taller building element.

Florfield Road Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 57 and 58):

1. High quality mixed use development providing commercial (workspace) and residential floorspace.
2. Close Florfield Road to allow comprehensive development of the site and to create a courtyard with pedestrian route. Direct vehicular access along the west side of the refurbished railway arches to maintain servicing to Arthaus development located to the south on Richmond Road.
3. Creation of a consistent building alignment and parapet height along Reading lane, with a development comprising 4-6 storeys (except for taller building of up 15 storeys set back from Reading Lane to minimise overshadowing of existing buildings and act as a landmark to and from the civic and cultural hub). 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 (refer to section 2.4.1).
4. Create an active, commercial frontage on to Reading Lane and Florfield Road.
5. Create an active frontage and pedestrian route along eastern side of the railway with new uses (workspace) in the railway arches.

Florfield Road closed to allow comprehensive redevelopment of the site and creation of a communal courtyard.

New vehicle access along east side of railway arches to serve Arthaus development to the south and pedestrian route through to Richmond Road.

New commercial (workspace) floorspace with increased set-back from adjacent residential development to allow dual aspect; with residential above.

New commercial building with address on Reading Lane to tie in with civic and employment uses along the street.

New residential development with taller building element marking the transition to the residential neighbourhood further west along Reading Lane.

Potential for new commercial uses (including workspace) in railway arches facing east.
3.3 Mare Street Cluster

Overview

Largely designated as a Priority Employment Area and within the Mare Street Conservation Area in the Development Plan, this cluster hosts an agglomeration of creative, maker, tech and light industrial businesses. Mare Street high street runs north-south through the cluster and hosts a range of shops, cafés, restaurants and bars, and key transport infrastructure includes London Fields Overground Station. The popular London Fields open space which sports a grassed area, heated lido and café, children's play space, tennis courts and designated barbeque area, is located to the west.

The area has experienced a transition from existing light industrial use towards commercial led, mixed use development, which can be credited to the expansion of the “Tech City” initiative. “Tech City” is a diverse cluster of digital / creative businesses that is recognised by both the Mayor of London and the Prime Minister as strategically important to the economy of London and the UK. The City Fringe Opportunity Area Planning Framework (OAPF) now recognises the importance of Hackney Central and surrounds through its designation as the ‘Commercial Core of the City Fringe’. The importance of this area as a key employment location is also evident from the number of major planning applications that the area has been the subject of. Several, planning applications for mixed use, commercial (workspace) and residential development have been granted, some of which are currently under construction; at 22-44 London Lane and 143 Mare Street, whilst others have recently been complete; The Laundry at 2-18 Warburton Road, and the Warehaus development at 13-18 Sidworth Street.

Whilst the area has been the subject of several large scale planning applications, there is still significant development potential to build on the emerging success of the area as an exciting and vibrant workspace and business hub, supporting the town centre functions of Hackney Central and Local Shopping Area of Broadway Market. The area presents opportunities for mixed use development, for the provision of a variety of employment generating uses including workspace, studios, maker space, and office floorspace. Improvements to the intimate network of movement routes connecting London Fields with the Mare Street Spine, as well as delivery of emerging and new mixed use development with active frontages will enhance the pedestrians experience of the vibrant workspace and businesses in this area, strengthening its character and attracting further businesses and investment to the cluster. Businesses flourishing in the arches will complement this workspace hub. Promoting these uses as a priority for the area will cement its growing importance to the local, regional and national economy, and allow a variety of businesses, institutions and enterprises to thrive, building upon its current success.

One of the key opportunities in this cluster, surrounds the site at 182 Mare Street, which is currently occupied by the London College of Fashion / University Arts London. While at this stage the London College of Fashion / University Arts London are planning to consolidate some of their operations to the new cultural hub at the Queen Elizabeth Olympic Park in the short term, this creates an opportunity to introduce new uses on the site to support wider functions of the London College of Fashion / University Arts London and maintain a mix of uses which retain a connection to this important facility. As such, there is scope to retain the Locally Listed building at 182 Mare Street and redevelop the land to the east and south for a variety of uses including to support the London College of Fashion / University Arts London. Looking even more ambitiously, there is also potential for a comprehensive mixed use development at the site at 27-37 Well Street (Lidl site) which is located the south-west of 182 Mare Street.

Opportunity Sites:

- 182 Mare Street (London College of Fashion Site)
- 27-37 Well Street (Lidl Site)
Mare Street Cluster Strategic Objectives:

To achieve the Masterplan vision, the following Mare Street Strategic Objectives have been developed:

1. Strengthen the role and expanding economy of the Cluster and the Town Centre through introducing new commercial floorspace (workspace) with active frontages that will enhance the pedestrian's experience of the vibrant workspace and businesses in this area, strengthening its character and attracting further businesses and investment to the cluster.

2. Improve permeability and connectivity of the area (including to London Fields Overground Rail Station) by improving key pedestrian routes.

3. Encourage part refurbishment, part development of 182 Mare Street (the London College of Fashion site) for mixed use development including education, workspace, retail and residential with active frontages on Mare Street.

4. Encourage redevelopment of 27-37 Well Street (the Lidl site) for the provision of mixed use development including retail (potentially for a new Lidl store) and residential with new active frontages onto Well Street.

5. Encourage comprehensive part refurbishment, part development of 182 Mare Street (London College of Fashion site) and 27-37 Well Street (the Lidl site) to optimise the potential for site improvements including the provision of education, workspace, retail and residential with active frontages on Mare Street and Well Street.

Mare Street Cluster Urban Design Principles:

To achieve the Mare Street Cluster Objectives, all new development should:

Provide a continuous, active street frontage: Create a continuous and improved street frontage, including on to Mare Street, Well Street and Pemberton Place, as set out in Figure 59.

Support a positive transition between the Town Centre and surrounding neighbourhoods: Create a buffer to commercial area on Mare Street and Well Street with a new mixed use development including a range of uses, as set out in Figure 59.

Identify opportunities for landmark buildings to improve place-making: Provide a new high quality development fronting on to Mare Street, which improves the setting of surrounding heritage assets and cements the locally listed building at 182 Mare Street as a local landmark, as set out in Figure 59.

Improve pedestrian movement and crossing points on main roads: Improve crossing point on the junction of Mare Street and Well Street, and improve pedestrian and cycle links to London Fields, as set out in Figure 59.

Form clear routes to green spaces and frame parks and squares with positive building frontage: Create a new active frontage on to St John the Theologian Park to increase overlooking and natural surveillance, and increase accessibility to London Fields Park through improving pedestrian and cycle routes, as set out in Figure 59.

Other Delivery Consideration

- Scope to facilitate dialogue between London College of Fashion / University Arts London and Lidl to explore delivery of comprehensive refurbishment / development of their sites to optimise sites improvements.
Opportunity Site Development Brief 182 Mare Street (London College of Fashion)

Ownership: University of Arts London
Address: 182 Mare Street, E8 3RE
Existing Use: Education, occupied by London College of Fashion

Opportunities:
• Part retention and part development of 182 Mare Street (the London College of Fashion site) for mixed use development including education, workspace, retail and residential with active frontages on Mare Street.
• Potential comprehensive part refurbishment, part development of 182 Mare Street (London College of Fashion site) and 27-37 Well Street (the Lidl site) to optimise the potential for site improvements including the provision of education, workspace, retail and residential with active frontages on Mare Street and Well Street.

Options:
Option 1 – Part Retention with Mixed Use Development
Part retention and part development for mixed use development including education, workspace, retail and residential with active frontages on Mare Street.

Option 2 - Comprehensive Development with 27 – 37 Well Street (Lidl site) – refer to Opportunity Site Development Brief – 27-37 Well Street (Lidl) for this option.

The site is appropriate for residential accommodation associated with University Arts London and education uses associated with London College of Fashion including industry focused incubator space and community.
Option 1 – Part Retention with Mixed Use Development

Part retention and part development for mixed use development including education, workspace, retail and residential with active frontages on Mare Street.

To achieve the Mare Street Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 62 and 63):

1. Part refurbishment of the Locally Listed Building and part development of 182 Mare Street (the London College of Fashion site) for mixed use development including education, workspace, retail and residential in buildings ranging from 2 – 5 storeys.
2. Create an active, commercial frontage on to Mare Street and residential frontage on to Pemberton Place.
3. Create an active frontage to increase overlooking on to St John the Theologian Churchyard for natural surveillance, increasing safety and security.
4. Emphasise the character of locally listed building through maintaining long views along Mare Street.
5. Respect the surrounding heritage assets which comprise the Locally Listed former school building at 182 Mare Street, the residential dwellings at Pemberton Place at the Statutory Listed Building at 143 Mare Street, and seek to improve the setting of these assets.

Quantum & Type of Development

- GFA:
  - Residential: 4,900 sqm - 44 units
  - Commercial: 2,200 sqm
  - Height: 2-5 storeys
  - Open Space: courtyard garden, balconies and roof terrace
  - Typologies: Courtyard block, courtyard houses

1. Refurbished existing Locally Listed school building for a range of uses including to maintain facilities of the London College of Fashion / University Arts London, and to act as a landmark along Mare Street.
2. New building to create coherent street frontage and direct views towards the locally listed building as Mare Street bends westwards; active mixed use frontage on ground floor, serviced from the rear.
3. New access lane fronted by mixed use block.
4. Residential units accessed from Pemberton Place to consolidate the residential feel of Pemberton Place, which currently faces the backs of the London College of Fashion buildings.
5. Shared courtyard garden.
6. Courtyard houses overlooking St. John the Theologian Churchyard whilst remaining sensitive to the adjacent residential block to the west, and retaining the scale around the existing buildings.
Opportunity Site Development Brief 27-38 Well Street (Lidl)

**Ownership:** Lidl Plc

**Address:** 27-37 Well Street, London, E9 7QX

**Existing Use:** Retail and associated car park.

**Development Plan Document**
- Mare Street Conservation Area
- Mare Street/Westgate Triangle Archaeological Priority Area
- Site 223 in the Site Allocations Local Plan
- Commercial Core of the City Fringe (Tech City)

**PTAL:** 4 / 6a

**Site Area:** 4,200 sq.m / 0.42 ha

**Opportunities:**
- Redevelop 27-37 Well Street (the Lidl site) for the provision of mixed use development including retail (potentially for a new Lidl store) and residential with new active frontages onto Well Street.
- Comprehensive part refurbishment, part development of 182 Mare Street (London College of Fashion site) and 27-37 Well Street (the Lidl site) to optimise the potential for site improvements including the provision of education, workspace, retail and residential with active frontages on Mare Street and Well Street.

**Options:**

**Option 1 – Mixed Use Development**
Redevelopment for the provision of mixed use development including retail (potentially for a new Lidl store) and residential.

**Option 2 – Comprehensive Development with 182 Mare Street (London College of Fashion)**
Comprehensive part refurbishment, part development of 182 Mare Street (London College of Fashion site) and 27-37 Well Street (the Lidl site) to optimise the potential for site improvements including the provision of education, workspace, retail and residential with active frontages on Mare Street and Well Street.
Opportunity Site Development Brief 27-38 Well Street (Lidl)

Option 1 – Mixed Use Development
Redevelopment for the provision of mixed use development including retail (potentially for a new Lidl store) and residential.

27-37 Well Street (Lidl) Site Specific Urban Design Principles - Option 1 - Mixed Use Development:
To achieve the Mare Street Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 66 and 67):

1. Encourage redevelopment for the provision a mix of uses including retail (potentially for a new Lidl store) and residential within a building of up to 4 storeys.
2. Create a consistent building alignment and a new active frontage along Well Street.
3. Orient residential units to maximise east-west aspect and to minimise overshadowing of potential new roof garden.
4. The provision of car parking will need to be robustly justified through the submission of a robust Transport Assessment and should it be justified, should be located in a basement or undercroft car park to cause minimal interruption of a new active frontage along Well Street.

Quantum & Type of Development
GFA:
- Residential: 2,750 sqm - 39 units
- Commercial: 2,700 sqm

Height:
- 2-4 storeys

Car parking spaces: Subject to a detailed Transport Assessment

Open Space:
- Roof terrace

Typologies:
- Podium Block

Density:
- 92 dwellings/ha

Figure 66. Proposed Site Diagram
Figure 67. Proposed Site Massing
Figure 68. Ground Floor

New retail at first floor (potentially for new Lidl store), above potential undercroft, open car parking, with entrance at ground floor, alongside smaller commercial (retail / workspace) units, to create an active, commercial frontage along Well Street.

Potential car parking and access to undercroft car parking located at the rear of store.

Residential units above store accessed from eastern side of site minimising over shadowing of shared roof garden.

Shared garden for residential units on new retail floorspace roof.
Opportunity Site Development Brief 27-38 Well Street (Lidl)

Option 2 – Comprehensive Development with 182 Mare Street (London College of Fashion)

Comprehensive part refurbishment, part development of 182 Mare Street (London College of Fashion site) and 27-37 Well Street (the Lidl site) to optimise the potential for site improvements including the provision of education, workspace, retail and residential with active frontages on Mare Street and Well Street.

To achieve the Mare Street Cluster Objectives, development proposals should have regard to the following (as illustrated in Figures 69 and 70):

1. Comprehensive part refurbishment, part development of 182 Mare Street (London College of Fashion site) and 27-37 Well Street (the Lidl site) to optimise the potential for site improvements including the provision of education, workspace, retail and residential with active frontages on Mare Street and Well Street, within a development ranging from 2-5 storeys in height.

2. Create active, commercial frontages on to Mare Street, Pembury Place and Well Street, and create a consistent building alignment and height along Well Street.

3. Ensure that development located to the rear of the locally listed school building creates an active frontage on to St John's the Theologian Churchyard, to increase overlooking and natural surveillance.

4. Emphasise the character of the locally listed school building by setting back the development fronting on Mare Street to ensure that long views from Mare Street are created.

5. The provision of car parking will need to be robustly justified through the submission of a robust Transport Assessment and should it be justified, should be located in a basement or undercroft car park to cause minimal interruption of a new active frontage along Well Street.

Quantum & Type of Development

- **GFA:**
  - Residential: 9,750 sq.m - 139 units
  - Mixed Use: 4,700 sq.m
  - Height: 2-5 storeys
  - Parking Spaces: Subject to a detailed Transport Assessment
  - Open Space: Courtyard garden, balconies and roof terrace
  - Typologies: Courtyard block, podium block
  - Density: 155 dwellings/ha

Figure 69. Proposed Site Diagram

- Refurbished existing locally listed school building, for mixed use, and to act as a landmark along Mare street.
- New buildings to create, active street frontages at ground floor, on Mare Street and Well Street, with new retail (potential Lidl store) located at first floor with the entrance at ground floor on Well Street.
- New access lane fronted by mixed use block.

Figure 70. Proposed Site Massing

- Residential units accessed from Pemberton Place to consolidate the residential feel of Pemberton Place, which currently suffers from facing the backs of the College of Fashion buildings.
- Development creates overlooking to St. John the Theologian Churchyard.
- Shared courtyard garden.
- Potential undercroft car parking accessed via east side of site.
- Shared garden for residential units on store roof.
- Retail serviced from Well Street.
3.4 Andrews Road Cluster

Overview
The Andrews Road cluster is located on the southern portion of Mare Street and Andrews Road. The cluster accommodates key transport infrastructure which includes Ash Grove, which is a large, operational bus garage which has current capacity for approximately 170 buses. Located close to Regents Canal and the Regents Canal conservation area, the cluster hosts underutilised sites such as 40-43 Andrews Road, which is currently in operation as a car pound, and 51-61 Mare Street which is occupied by HSS Tool Hire and Five Point Brewery. The Mare Street portion offers an active, commercial frontage from the Locally Listed Victorian Terraces and a mixed use commercial and residential development. There is scope to locate the rationalised Hackney Home depots to 51-61 Mare Street, where a renovation of the existing building would create an active frontage. There is also scope to utilise 40-43 Andrews Road to create a larger bus garage to accommodate the relocation of Clapton Bus Garage.

Opportunity Sites:
- 51-61 Mare Street (HSS Tool Hire / Five Point Brewery)
- 40-43 Andrews Road (Car pound)

Andrews Road Cluster Strategic Objectives:
To achieve the Masterplan Vision, the following Andrews Road Strategic Objectives have been developed:

1. Relocate the rationalised Hackney Housing depots to 51-61 Mare Street.
2. Close Bush Road to facilitate the creation of a larger bus garage at Ash Grove, to accommodate the relocation of Clapton Bus Garage, and to meet the operational requirements of the rationalised Hackney Housing depot.
3. Potentially utilise 40-43 Andrews Road to create a larger bus garage at Ash Grove to accommodate the relocation of Clapton Bus Garage.
4. Should the relocation of the Clapton Bus Garage be accommodated solely on the Ash Grove site, provide mixed use development on 51-61 Mare Street and 40-43 Andrews Road.
5. Improved public realm along Andrews Road towards Broadway Market (including along the towpath and The Regent’s Canal).

Andrews Road Cluster Urban Design Principles:
To achieve the Andrews Road Cluster Objectives, all new development should:

1. Provide a continuous, active street frontage: Replace blank facades on Mare Street with ground floor, commercial frontage, provide building heights in line with adjacent blocks, complete residential frontage on Andrews Road (should the site not be needed to relocate the Clapton Bus Garage), as set out in Figure 71.
2. Support a positive transition between activity nodes and surrounding neighbourhoods: Improve public realm and street frontage on Andrews Road, which leads from Mare street to Broadway Market (should the strategic objectives set out above not be possible), as set out in Figure 71.
3. Create places to dwell: Create new courtyard space at Andrews Road (should the strategic objectives set out above not be possible), as set out in Figure 71.

Other Delivery Considerations:
- Planning permission was granted in July 2015 for the creation of a new car pound in the Hackney Wick area to accommodate the relocation of the existing car pound at 40-43 Andrews Road.
Opportunity Site Development Brief 51-61 Mare Street

Ownership: London Borough of Hackney
Address: 51-61 Mare Street, London, E8 4RG
Existing Use: B1c - 1,150sqm - occupied by Craft Brewery
B8 - 1,150sqm - occupied by HSS Tool Hire

Key Development Plan
Document Designations: Mare Street Priority Employment Area
Address: Site 143 – Ash Grove Allocation in Site Allocation Local Plan

PTAL: 6a
Site Area: 3,492sqm / 0.35ha

Opportunities:
• Relocate the rationalised Hackney Housing depots to 51-61 Mare Street.
• Should the relocation of the Hackney Housing depot to this site not be possible, there is potential for mixed use, commercial (workspace) and residential development.

Options:
Option 1 – Refurbishment for Hackney Housing Depot
Refurbishment and reconfiguration of the existing building for a rationalised Hackney Housing depot.

Option 2 – Mixed Use Development for Hackney Housing Depot
A mixed use development which provides a purpose-built Hackney Housing depot, providing a material store with mezzanine level, associated office space, yard for loading of vans and workshops. Mixed use, commercial (workspace) and residential development at the southern part of the site.

Option 3 – Mixed Use Development
A mixed use development providing residential and commercial (workspace) floorspace, whilst utilising the

Hackney Housing Depot Requirements
Material Stores: 750 sqm including mezzanine level
Office Space: 236 staff - 8sqm/person = 1,888 sqm
Workshops: 200 sqm
Parking: 40-50 spaces
6 visitor spaces
Delivery Zone: for 7.5t vehicles

Figure 72. Existing Site
Figure 73. Constraints & Opportunities
Opportunity Site Development Brief 51-61 Mare Street

Option 1
Refurbishment of existing building for consolidated Hackney Housing depot.

To achieve the Andrews Road Cluster Objectives, development proposals should have regard to the following:
1. Renovate the existing building for depot use and to meet the requirements of the Hackney Housing Depot.
2. Create an active, commercial frontage on to Mare Street.
3. Conceal the service yard behind buildings and screen from the public realm, as set out in Figure 74.
4. Separate service access from bus depot access.
5. Locate external workshops and hazardous material stores in the railway arches, as set out in Figure 75.
6. Improve pedestrian pavements with tree planting.

Quantum & Type of Development
GFA:
Store: 750 sq. m (single level without mezzanine)
Office: 1,800 sqm (over two floors to be retrofitted)
Height: 2 storeys
Open Space: Parking space (25 spaces)
Typology: Existing light industrial building

1. Refurbishment of northern building and front of southern building to accommodate Hackney Housing Office space over two floors and activate frontage along Mare Street.
2. Refurbishment of rear part of southern building for Hackney Housing material stores.
3. Hackney Housing parking and delivery zone
4. Use of railway arches for Hackney Housing joinery, glazing and sign workshops as well as external storage area.

Figure 74. Proposed Site Diagram
Figure 75. Proposed Site Massing
Opportunity Site Development Brief 51-61 Mare Street

Option 2 – Mixed Use Development for Hackney Housing Depot

A mixed use development which provides a purpose-built Hackney Housing depot, providing a material store with mezzanine level, associated office space, yard for loading of vans and workshops. Mixed use, commercial (workspace) and residential development at the southern part of the site.

51-61 Mare Street Site Specific Urban Design Principles – Option 2 - Mixed Use Development for Hackney Housing Depot

To achieve the Andrews Road Cluster Objectives, development proposals should have regard to the following:

1. Provide a purpose-built Hackney Housing depot, as well as commercial (workspace) and residential floorspace, as part of a mixed use development, as set out in Figure 77.
2. Create an active, commercial frontage on to Mare Street.
3. Conceal service yard behind buildings and screen from public realm.
4. Separate service access from bus depot access, as set out in Figure 76 and 77.
5. Locate external workshops and hazardous material stores in railway arches.
6. Improve pedestrian pavements with tree planting.
7. Building height in the southern part of the site to relate to existing, nearby residential block, with development up to 8 storeys, whilst building height on the northern part of the site to be stepped down towards the terraced housing, with development up to 6 storeys, as set out in Figure 77.
8. A high quality design solution is needed to compatibly locate the depot, employment and residential uses on this site, and there may be operational challenges to consider in achieving this.

Hackney Housing depot office space and meeting rooms (building height and quantum of floor space reflects Hackney Housing requirements. There is potential for additional floor space if required).

Hackney Housing joinery, glazing and sign workshops as well as external stores in the railway arches.

Commercial (workspace) on ground floor fronting on to Mare Street.

Quantum & Type of Development

<table>
<thead>
<tr>
<th>GPA:</th>
<th>Residential</th>
<th>Hackney Housing Office</th>
<th>Hackney Housing Depot</th>
<th>Arches</th>
<th>Other commercial</th>
<th>Height:</th>
<th>Open Space:</th>
<th>Typology:</th>
<th>Density:</th>
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<tr>
<td>GFA:</td>
<td>3,500 sq.m</td>
<td>2,250 sq.m</td>
<td>1,100 sq.m</td>
<td>900 sq.m</td>
<td>500 sq.m</td>
<td>5-8 storeys</td>
<td>yard (depot), balconies, terraces</td>
<td>linear block and corner block</td>
<td>143 dwellings/ha</td>
</tr>
</tbody>
</table>

Figure 76. Proposed Site Diagram

Figure 77. Proposed Site Massing
Opportunity Site Development Brief 51-61 Mare Street

Option 3 – Mixed Use Development
A mixed use development providing residential and commercial (workspace) floorspace, whilst utilising the adjacent railway arches for commercial use.

To achieve the Andrews Road Cluster Objectives, development proposals should have regard to the following:

1. Provide a mixed use development for the provision of commercial (workspace) and residential floorspace, as set out in Figure 79.
2. Create an active, commercial frontage on to Mare Street.
3. Create an active frontage and public access along eastern side of the railway with new commercial uses in the railway arches, as set out in Figure 79.
4. Create courtyard between commercial and residential uses to avoid overlooking, as set out in Figure 79.
5. Improve pedestrian pavements with tree planting.
6. Building height in the southern part of the site to relate to existing, nearby residential block, with development up to 8 storeys, whilst building height on the northern part of the site to be stepped down towards the terraced housing, with development up to 5 storeys, stepped down towards Mare Street with development up to 4 storeys, as set out in Figure 79.

Quantum & Type of Development

GFA:
- Residential: 5,770 sq.m - 80 units
- Commercial: 7,020 sq.m
- Open Space: Courtyard garden, balconies, terraces
- Typology: Atrium building, corner block
- Density: 235 dwellings/ha

Figure 78. Proposed Site Diagram

Figure 79. Proposed Site Massing
Opportunity Site Development Brief 40-43 Andrews Road

Ownership: London Borough of Hackney
Address: 43 Andrews Road, London, E8 4RL
Existing Use: 88 - 4,900sqm - occupied by Hackney Council Car Pound and Hackney Council’s Meal on Wheels Service.

Key Development Plan Document Designations:
- Mare Street Priority Employment Area
- Mare Street / Westgate Street Triangle Archaeological Priority Area
- Site 225 in the Site Allocations Local Plan
- Commercial Core of the City Fringe (Tech City)

PTAL: 5
Site Area: 4,900sqm / 0.49ha

Opportunities:
- Potentially utilise 40-43 Andrews Road to create a larger bus garage at Ash Grove to accommodate the relocation of Clapton Bus Garage.
- Should the site not be needed to accommodate the relocation of the Clapton Bus Garage, there is potential for mixed use, commercial (workspace) and residential development.
- Consider the balance of heritage and regeneration benefits in line with local and national policy, particularly in regard to the existing building on site.
- Development will need to address any environmental pollution and land contamination caused by the Bethnal Green Gas Holder Station (located to the south of The Regent’s Canal).
- Improved public realm along Andrews Road towards Broadway Market (including along the towpath and The Regent’s Canal).

Options:
Option 1 – Mixed Use Development
A mixed use development providing commercial (workspace) and residential floorspace, whilst converting the adjacent railway arches for commercial (workspace) use.
Opportunity Site Development Brief 40-43 Andrews Road

Option 1 – Mixed Use Development
A mixed use development providing commercial (workspace) and residential floorspace, whilst converting the adjacent railway arches for commercial (workspace) use.

New residential development of high quality design with entrances along Andrews Road to complete residential frontage; with shared residential courtyard garden.

Increased height to the north and adjacent to railway where overshadowing is less critical.

Lower building heights along Andrews Road to be sensitive of existing buildings.

Quantum & Type of Development
GFA:
Residential: 7,500 sq.m - 107 units
Commercial: 8,690 sq.m
Height: 4-8 storeys
Open Space: Courtyard garden, balconies, terraces, roof terrace, yard
Typology: Open courtyard block
Density: 218 dwellings/ha

40-43 Andrews Road Site Specific Urban Design Principles
To achieve the Andrews Road Cluster Objectives, development proposals should have regard to the following:

1. Provide a mixed use development of high design quality for the provision of commercial (workspace) and residential floorspace, as set out in Figure 83 (the inclusion of residential floorspace is subject to meeting Local Plan policies pertaining to Priority Employment Areas).
2. Create an active, commercial frontage on to Andrews Road.
3. Create an active frontage and public access along western side of railway with new commercial uses in the railway arches, as set out in Figure 83.
4. Create courtyard space between commercial and residential use to avoid overlooking, as set out in Figure 83.
5. Building height to step down along Andrews Road and western part of the site towards existing terraced housing, with a development between 4-8 storeys, as set out in Figure 83.

Public realm improvements along Andrews Road create high quality connection between Broadway Market and Mare Street.