

ASH GROVE SUPPLEMENTARY PLANNING DOCUMENT - DRAFT

Planning Brief: HC10 40-43 Andrews Road and Ash Grove Bus Garage

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1.0 INTRODUCTION

Ash Grove bus garage and the neighbouring 40-43 Andrews Road are located in the south of Hackney, near to the Regents Canal. An existing diesel bus garage and transport depot are currently on the site, with railway arches immediately to the east and a mixture of homes and businesses to the north, south and west.



Fig X: aerial view of the Ash Grove bus garage, 40-43 Andrews Road (transport depot) and the surrounding area

In 2019 Hackney Council (the council) declared a climate emergency and set a clear target to decarbonise the whole borough, not just council services. The council as a Local Planning Authority¹ (LPA) is preparing this supplementary planning document²

¹ It is the Local Planning Authority's role to write local planning policies and decide whether planning applications are in keeping with these, as well as national and regional policy. If a planning application is submitted on the bus garage site then the planning team will recommend whether it should or shouldn't be granted planning permission.

² A supplementary planning document (SPD):

- provides more detail or guidance on policies in an adopted local plan
- cannot introduce new planning policies
- is considered when a decision is being made on a planning application
- should not add unnecessary financial burden on a development

This draft SPD does not add unnecessary financial costs beyond what is required to meet planning policy requirements.

(SPD) to provide further guidance for Ash Grove bus garage and 40-43 Andrews Road. This SPD will respond to the unique challenges of the site and wider area. The planning guidance seeks to strike the right balance between building a more sustainable borough, delivering new homes, tackling pollution, transitioning to renewable energy, encouraging walking, cycling and public transport and responding to the character and design quality of the area.

Bus infrastructure is changing across London. The Mayor of London has committed to delivering a zero-emission bus fleet across London by 2034. Transport for London (TfL) has been looking at the future of bus garage sites across Hackney and how they support electric vehicles in the future. This SPD will provide guidance for the future of Ash Grove bus garage, as TfL progress with plans to upgrade from the current diesel bus garage to an electric bus garage.



Fig X: aerial view looking south east over the site

This site is a Site Allocation in Hackney's Local Plan (LP33), entitled the HC10 40-43 Andrews Road and Ash Grove Bus Garage (referred to as the bus garage). This

Once a final version of the SPD is approved by Cabinet and the SPD is formally adopted, it will be something that must be legally considered by Hackney's planning team when they decide if a planning application on the site should be granted planning permission.

means that it is a key site and we would like to see it redeveloped³. This SPD will help make sure we use the planning processes effectively to make the most of this important site and opportunity.

Local residents and businesses have also shaped the draft, plus the key land owners TfL (Ash Grove bus garage) and the council (as land owner of 40-43 Andrews Road and 51-61 Mare Street).

The draft SPD sets out the type of buildings, spaces and uses that the council expects to see on the bus garage site and surrounding area. Alongside LP33, the draft SPD will be used to guide proposals for the bus garage site, before, during and after a planning application is submitted and to assess if any application should be granted planning permission.

This draft SPD has been prepared for consultation. There is an 8 week period for local residents, businesses, and landowners to formally comment on the draft. We look forward to hearing your views, which we will then incorporate into the final version, if possible.

³ Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission <https://www.planningportal.co.uk/services/help/glossary/d#development>

2.0 WHY ARE WE PREPARING A SUPPLEMENTARY PLANNING DOCUMENT?

The Ash Grove bus garage and neighbouring 40-43 Andrews Road have the potential to bring new homes, jobs and transport benefits to Hackney Central. The site is closer to central London than Hackney's other bus garages and so it is strategically important for the borough. As well as its good location, the bus garage site is largely level (although there is a level change between the bus garage and 40-43 Andrews Road). Together they make one of the larger sites in the wider Hackney Central area. This makes it suitable for transport infrastructure and housing and we would like to see the site deliver more homes, electric buses and workplaces.

The London Plan highlights that in order to build strong and inclusive communities, we must make the best and efficient use of land. Making the bus garage site higher density, encouraging a mix of land uses, and co-locating different uses to provide communities with a wider range of services and amenities will get more out of limited land. The LP33 sets out wider growth objectives for Hackney that are relevant to this site. Such as delivering high quality urban neighbourhoods, supporting a diverse and resilient economy, delivering genuinely affordable housing and promoting sustainable transport networks.

Full policy context is summarised in 'Supporting Document three' (see [S.3 SUPPORTING DOCUMENT THREE - POLICY CONTEXT](#))

This SPD provides further guidance on Option 3⁴ of the HC10 40-43 Andrews Road and Ash Grove Bus Garage Site Allocation in LP33 which identifies an opportunity for:

⁴ The Site Allocation sets out 2 other options that are not covered by this draft SPD:
Option 1 - Mixed- Use Development (40- 43 Andrews Road): A mix use development on 40-43 Andrews Road to provide employment-led development with residential, whilst converting the adjacent railway arches for employment (workspace use).
Option 2 - Bus Depot Site: Utilise 40-43 Andrews Road to create a larger bus garage at Ash Grove to accommodate spaces from Clapton Bus Garage. The adjacent railway arches should be converted for employment (workspace use).

■ appendix-1-LP33-adoption-july-2020.pdf pgs 213-214

Mixed use development incorporating larger bus garage

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



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Fig X: extract from the LP33 Site Allocation⁵

⁵ https://drive.google.com/file/d/1HRu0A_fdoWUi3OBfzUT03TT4S9gYwHDq/view pg 212

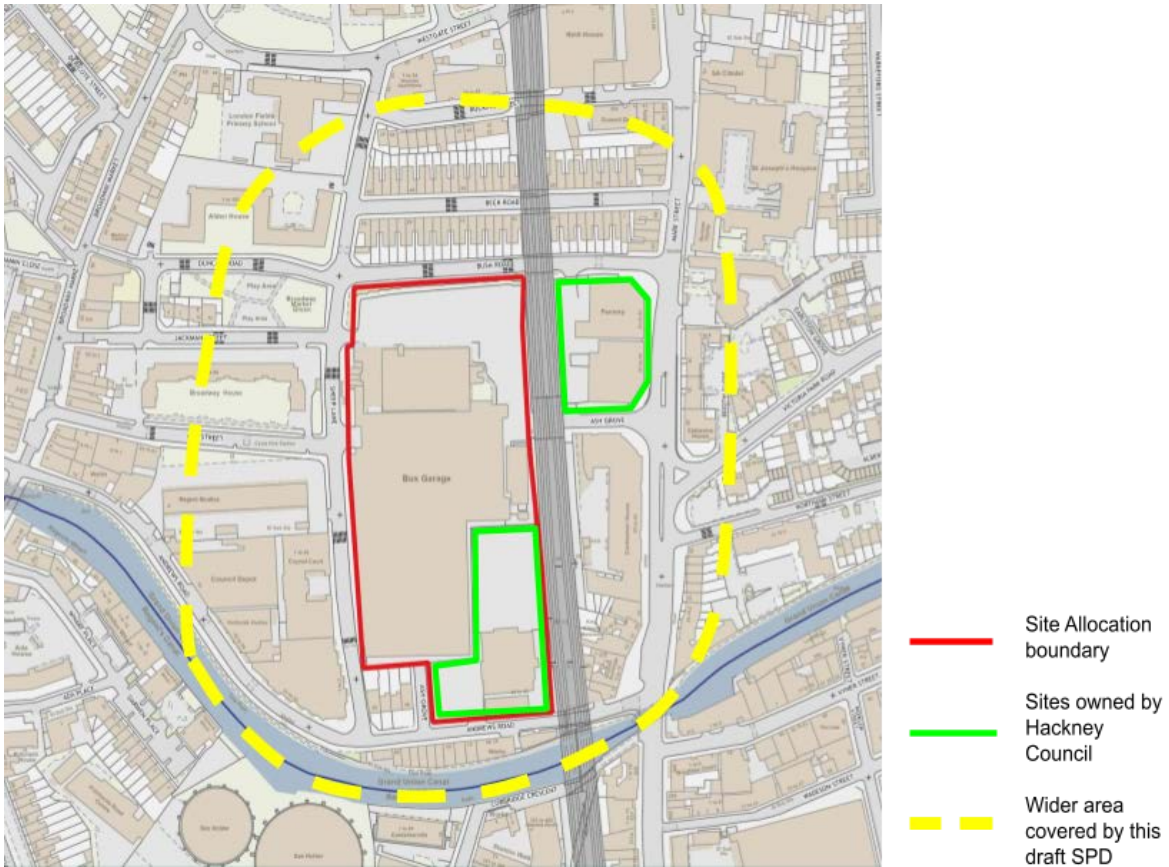


Fig X: annotated map showing the site boundary and wider area covered by this draft SPD

2.1 The area covered by this document

The dashed yellow line represents the wider context that is covered by this draft SPD. The green lines show the land owned by Hackney Council. 40-43 Andrews Road is within the Site Allocation red line boundary and is currently used by the council as a community transport depot. 51-61 Mare Street is owned by the council and is currently leased to Five Points Brewery and other occupiers. 51-61 Mare Street is not within the HC10 40-43 Andrews Road and Ash Grove Bus Garage Site Allocation red line boundary, but it has been identified as a Site Allocation in LP33 (HC9 - 51-61 Mare Street, London, E8 4RG). This draft SPD does not provide guidance for 51-61 Mare Street⁶, but any future proposals on the site should consider the neighbours.

⁶ detailed guidance on 51-61 Mare Street can be found in the *Hackney Central and Surrounds Masterplan Supplementary Planning Document 2017*



Fig X: aerial view looking north west over the site

3.0 OBJECTIVES

Regeneration brings many opportunities. The purpose of this guidance is to ensure new homes, work places, and facilities on the site maximise opportunities to meet the needs of residents and businesses in Hackney now and in the future.

This draft SPD is intended to provide guidance to developers to inform proposals that will later be submitted as planning applications. The guidance will be considered when deciding whether any future planning applications are approved. Specifically the guidance will aim for:

- a mix of uses including residential to be located alongside electric bus infrastructure
- enabling a sustainable place with zero bus emissions
- the continued operation of important bus services within the borough
- setting out the specialist requirements of an electric bus garage
- a place celebrates local heritage
- ensuring that a minimum of 420 homes and 5000m² work space is deliverable on the site
- increased greenery and high quality buildings, streets and spaces
- making the most of the neighbouring railway arches



Fig X: photograph from inside the bus garage looking east along the northern boundary into a railway arch

4.0 PREPARING THE SUPPLEMENTARY PLANNING DOCUMENT

The following paragraphs set out the background of the process for preparing the SPD:



Fig X: an image of the feedback session at one of the local resident workshops

4.1 Public engagement and consultation

The local community has influenced this draft of the SPD. Through early engagement, local businesses and residents will have had the following opportunities to shape the contents of the SPD:

- 1. April-July 2023:** Initial 1:1 conversations & flyer drop (to 3,451 homes and businesses surrounding the site) - to raise awareness and gather initial ideas.

2. **July 2023:** Two workshop sessions & Citizen Space survey (open for 2 months) - to shape site design principles and uncover local insights.
3. **September 2023:** A presentation and discussion with the existing tenants at the Ash Grove bus garage site
4. **Spring 2024:** Formal consultation - an 8 week consultation as part of the SPD adoption process. For local people and stakeholders to comment on the proposed guidance in this draft SPD.



Fig X: an image of the breakout session focussing on identity and use at one of the local resident workshops

At the workshops and through the online Citizen Space survey, we have gathered local insights about the site and use these to inform the contents of the SPD. At the workshops we explained:

- what an SPD is
- why we are doing one for Ash Grove and

- outlined the proposed contents of the SPD.



Fig X: images of the breakout session focussing on building design, public realm & street types (left), movement and green spaces (right) at one of the local resident workshops.

We said that we would follow GLA's *Optimising Site Capacity London Plan Guidance (LPG)* to set the conditions for future planning applications and use a design-led approach to calculating the number of homes, buses and the amount of commercial space that is acceptable. The focus of the workshops was to get local people's ideas about the site and immediate area according to the following themes: movement, green spaces, public realm & street types, building design, character and use. We did not present proposals for residents to comment on.



Fig X: an image of the feedback session at one of the local resident workshops

The engagement report summaries the key feedback and can be viewed here:

[S.2 SUPPORTING DOCUMENT TWO - CONSULTATION REPORT.](#)

4.2 Key Dates

What	When
Early engagement	April - July 2023
Drafting Ash Grove SPD	July - December 2023
Draft SPD presented to Cabinet	March 2024
8-week period for the public to be consulted on the draft SPD	Spring / Summer 2024
SPD formally adopted	Autumn 2024

4.3 Next steps

This document is a draft SPD which will be available for local residents, businesses, landowners and stakeholders to review and comment on for an 8 week period.

Feedback will then be reviewed and will inform a final version of the SPD.. A final version of the SPD will then be presented to Cabinet again and, if approved, it will be formally adopted as a Supplementary Planning Document in Autumn 2024.



Fig X: photo of 40-43 Andrews Road with the bus garage roof structure in the background.

5.0 POLICY CONTEXT

Any future proposals on the bus garage site should be in line with national, regional and local planning policies. This draft supplementary planning document has been prepared considering the relevant national, regional and local planning policy and guidance.

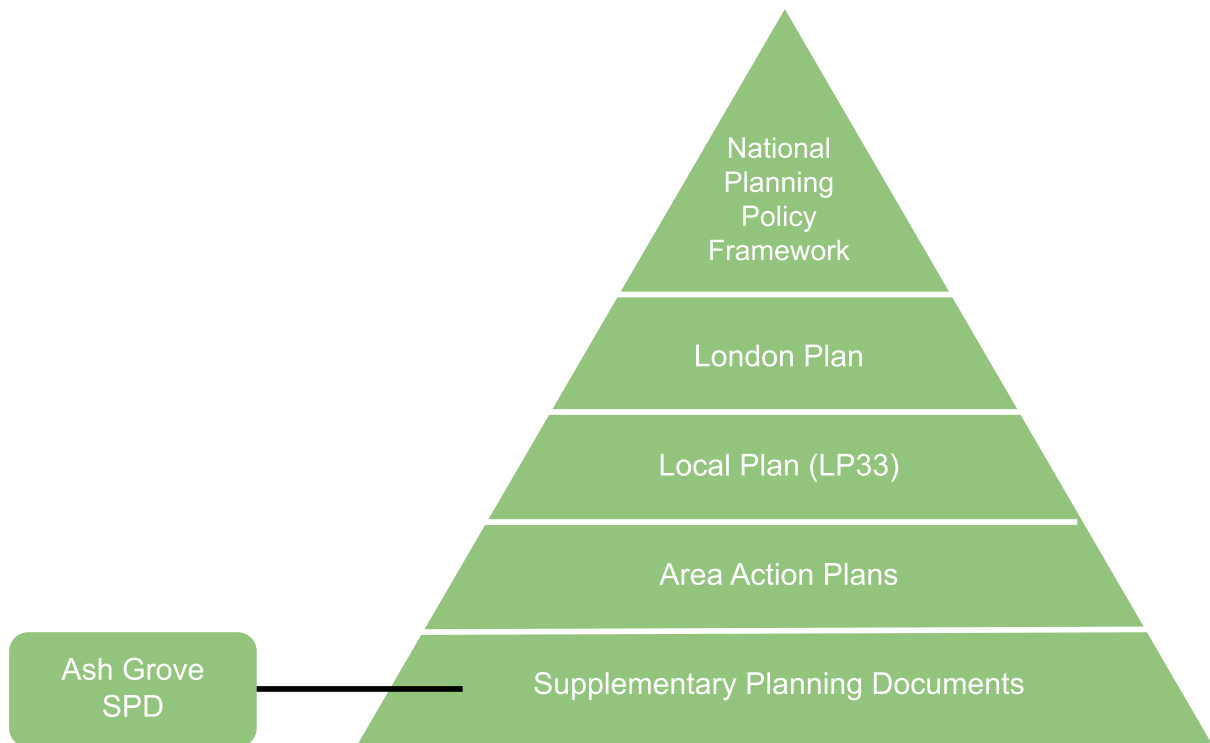


Fig X: Planning Policy Framework

5.1 Planning considerations

The HC10 40-43 Andrews Road and Ash Grove bus garage Site Allocation sets out the following planning considerations:

- PP3 Hackney Central and Surrounds
- Mare Street Priority Office Area
- Mare Street / Westgate Street Triangle Archaeological Priority Area
- Commercial Core of the City Fringe (Tech City)
- Regent's Canal Conservation Area (adjoins southern end of the site)
- Adjacent Locally Listed Buildings (35-38 Andrews Road)


- Recording condition required prior to demolition of existing building (non-designated heritage asset)
- Regents Canal Green Corridor (towards southern part of the site)
- PTAL 5

More information about relevant policies can be found in [S.3 SUPPORTING DOCUMENT THREE - POLICY CONTEXT](#).

5.1.2 Hackney Central and Surrounds

The LP33 includes strategic place policies for different areas across Hackney, which are fundamental for how the area may or may not change in the future. The strategic place policy for the bus garage is Policy PP3 Hackney Central and Surrounds. A summary of this policy can be found below, the most relevant to the bus garage site have been highlighted in **bold**:

- Strengthen the role of the town centre
- Implement a variety of **public realm improvements**
- Improve the town square public realm
- Potentially **relocate Clapton Bus Garage**
- Redevelop 55 Morning Lane (Tesco Site)
- Utilise Bohemia Place
- **Improve important transport infrastructure**
- Relocate and rationalise several Hackney Housing depots⁷

⁷  appendix-1-LP33-adoption-july-2020.pdf pg 29

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

Ward: London Fields



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Fig X: extract from the LP33 Site Allocation⁸

5.1.3 40-43 Andrews Road and Ash Grove Bus Garage (Site Allocation)

As highlighted above, the bus garage and neighbouring community transport depot together are the HC10 40-43 Andrews Road and Ash Grove Bus Garage Site Allocation. As a Site Allocation, they have been identified as an important site that could provide key infrastructure for the borough such as new homes and jobs. The HC10 policy provides some specific guidance for 3 options on the site:

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

A mixed use development on 40-43 Andrews Road to provide employment-led development with residential, whilst converting the adjacent railway arches for employment (workspace use).

2. Option 2 - Bus Depot Site

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

⁸ https://drive.google.com/file/d/1HRu0A_fdoWUi3OBfzUT03TT4S9gYwHDq/view pg 212

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

Comprehensive mixed use redevelopment to create a larger bus garage to provide increased capacity, including potential relocation of spaces and operations from the Clapton Bus Garage; provision for parking, charging and fuelling of hybrid, electric and hydrogen buses; state of the art maintenance and repair facilities; improved access and egress; housing (including the provision of genuinely affordable homes in line with Policy LP13) and commercial development.⁹

This SPD looks at optimising the potential of both sites to deliver a larger bus garage, new homes and workplaces as set out in option 3.

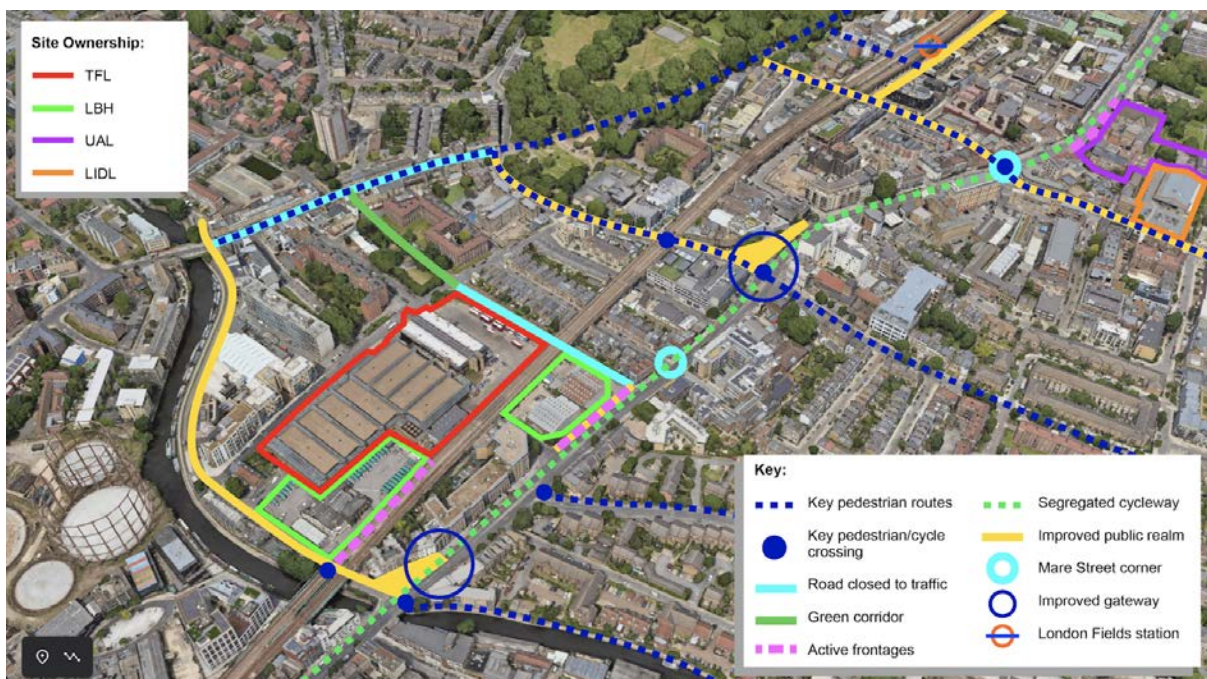


Fig X: annotated aerial image that summarises wider strategies outlined in the Hackney Central and Surrounds Masterplan 2017 and the Hackney Central Town Centre Strategy

⁹ appendix-1-LP33-adoption-july-2020.pdf pg 214

5.2 Regeneration in Hackney Central

5.2.1 Hackney Central Town Centre Strategy

The [Hackney Central Town Centre Strategy](#) sets out a new vision for a growing town centre. It was informed by the views of thousands of local people and the council will use it to work with partners and the local community to deliver on this vision.

The Hackney Central Town Centre Strategy has five priorities, known as ‘missions’, to:

- broaden cultural and heritage activities to make them more representative and celebratory of Hackney Central’s diverse local histories, activism and identities
- support the spaces, services and local networks that enable Hackney Central’s communities to feel healthy, safe and cared for
- ensure the economy works for local people – supporting ideas, businesses and people to access secure and fulfilling jobs
- implement measures to fight against the effects of climate change, move towards zero carbon, improve biodiversity and reduce waste
- ensure residents can actively engage in and influence the future of their area.

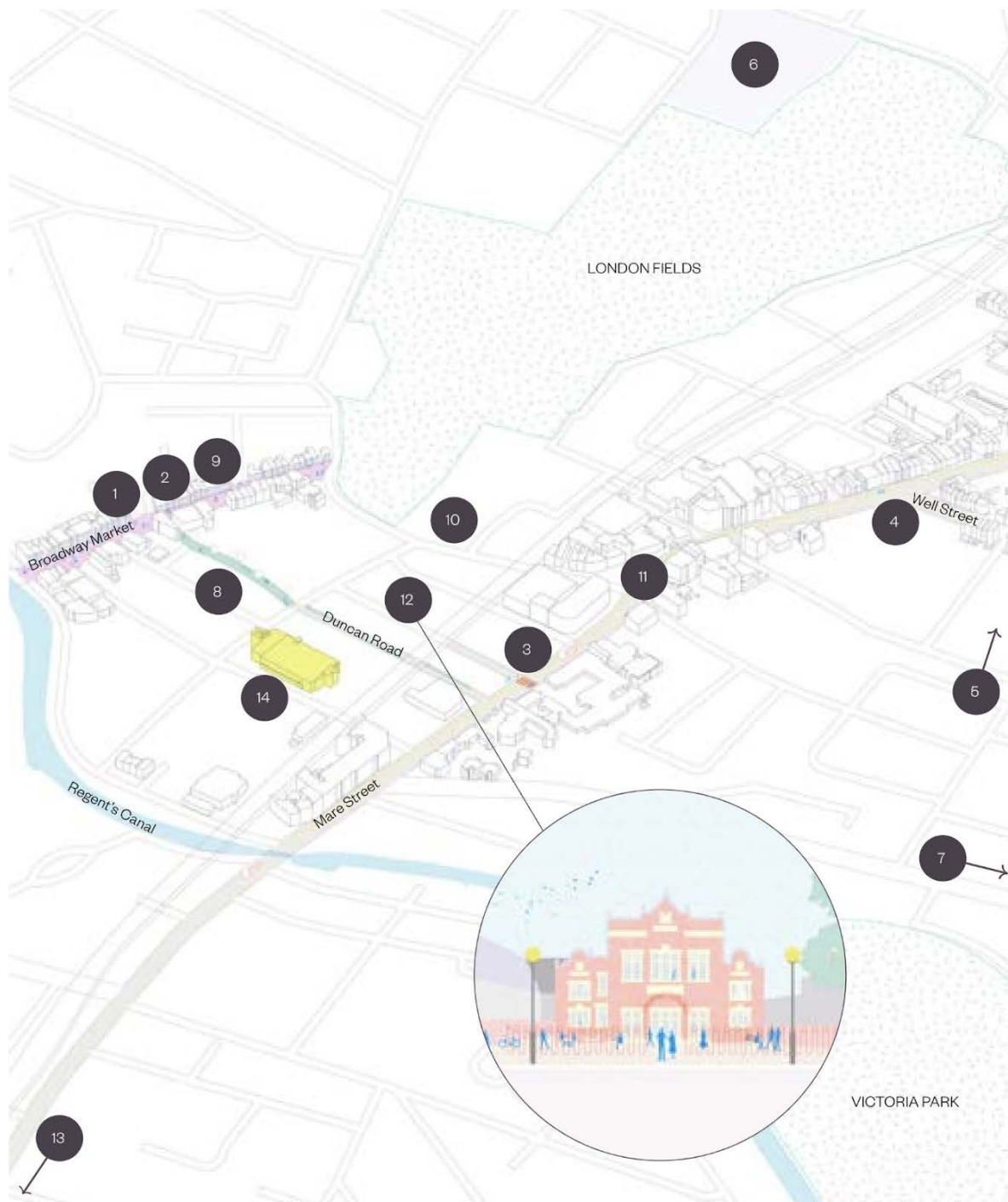


Fig X: the Hackney Central Town Centre Strategy's potential projects for the area surrounding the bus garage: 1. Promote Hackney Market's, 2. Deliver healthy eating campaigns 3. Deliver Beck Road 'Mare Street Corner', improving public realms and Sustainable Drainage Systems (SuDS), 4. Identify future sites for 'Mare Street Corners' public realm Improvements, 5. Review the connectivity, safety, and accessibility of St. Thomas Long Burial Ground, 6. Construct a new Learner's Pool, 7. Deliver 'graduation play equipment', 8. Deliver 'Duncan Road Green Corridor', 9. Review the long term space requirements needed for Broadway Market, 10. Improve the connectivity with 'London Fields Green Corridor', 11. Engage with landlords of vacant business units, 12. Conduct a review of the local creative economy, 13. Deliver a new crossing, 14. Redevelop the Ash Grove bus garage

6.0 VISION

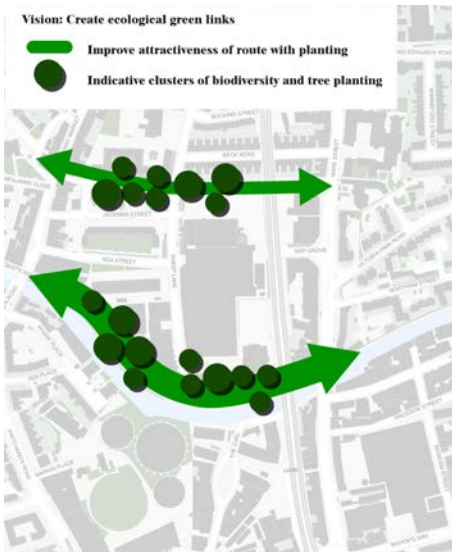
A vision for the bus garage, 40-43 Andrews Road and the surrounding area has been informed by site analysis and what we heard when we spoke with local people and businesses.

The vision outlines how future design proposals on the site should relate to the surrounding area and clarifies the site-specific design intentions and high-level principles for the bus garage. The future bus garage and 40-43 Andrews Road site will enhance not just the immediate site, but also the wider area as a place to live, work and visit. Our draft vision for the wider area:

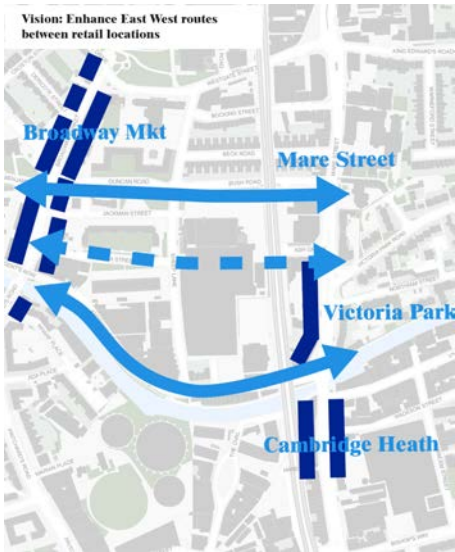
- Improve Andrews Road as an attractive canal side street and public space
- Create green routes
- Improve East-West links and bringing pedestrian flows to local business areas
- Respond positively to the varied context, scale and character of the surrounding area
- Create a heritage and character focussed area along Andrews Road
- Improve north to south and east to west active travel connections through and around the site
- Provide transport for a changing climate
- New homes and jobs for Hackney
- Create new open green spaces



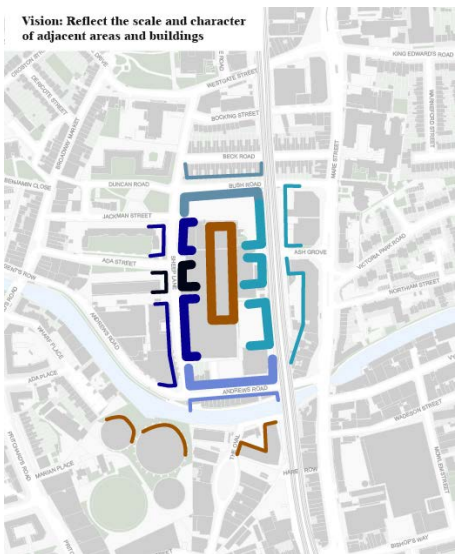
Improve Andrews Road as an attractive canal side street and public space



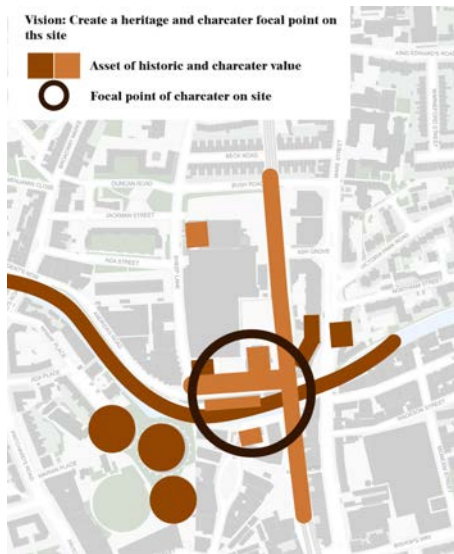
Create green routes



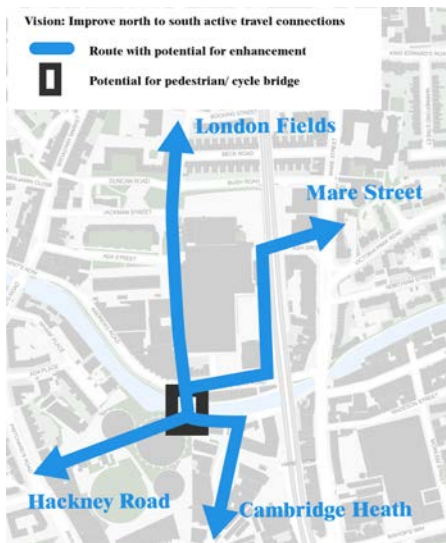
Enhance East-West links and bringing pedestrian flows to local business areas



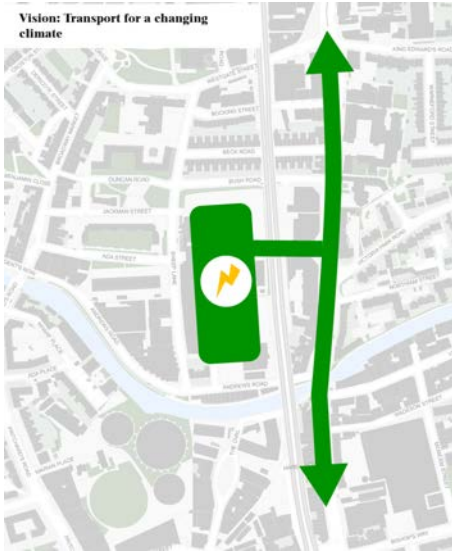
Respond positively to the varied context, scale and character of the surrounding area



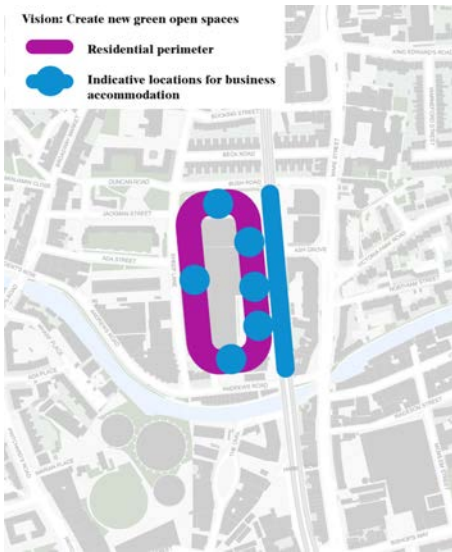
Create a heritage and character focussed destination along Andrews Road



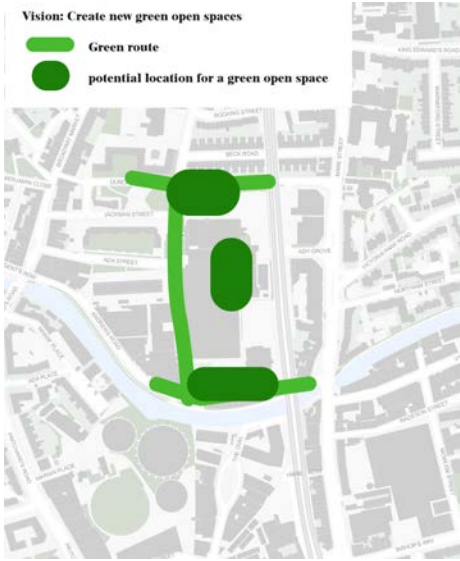
Improve north to south and east to west active travel connections through and around the site



Provide transport for a changing climate



New homes and jobs for Hackney



Create new open green spaces

7.0 SITE-BASED DESIGN PRINCIPLES

Site-based design principles are concise, graphical or numerical, simple-to understand characteristics and strategies that relate specifically to a site. They can set guidance on appropriate building heights, scale, building shapes (known as massing), indicative layouts and, where appropriate, the amount of floorspace that should be provided for different land uses.

The following site-based design principles set the principles for future design proposals and planning applications on the bus garage site. By setting the principles for future design proposals, the design principles can set out the priorities for future change on the site. It may not be possible for every single design principle to be achieved on the site. But any future proposals must strive to deliver as many as possible.

The design principles set out in the draft SPD have been informed by the early community and stakeholder engagement. Through the consultation on the draft SPD we want to gather feedback on the design principles to inform the final SPD.

7.1 Themes

The site-based design principles for the bus garage are categorised according to the following themes, although many apply to more than one theme:

- identity and character
- movement
- use
- green spaces
- public space and street types
- building design

In the following sections, each theme begins with a series of statements which are the design principles for the bus garage site. The design principles are then explained in more detail through text, diagrams, examples and images.

7.2 Identity and character

These design principles are about the identity and character of the site and surrounding area. The identity and character of a place is partly due to the way buildings look and how it feels to pass through the spaces between them. It is also shaped by the people who occupy a place and the activities they are doing. The design of places are influenced by an area's history, identity and character while also contributing to it. There is an opportunity to create a new identity for the site that is informed by the surrounding context and character of the immediate area. The bus garage site's design principles for identity and character are:

1. Celebrate the history and character of buildings on and surrounding the site
2. High quality, contextual design that advertises the bus garage use
3. Enhance the surrounding road characters:
 - a) Andrews Road as heritage and canal side street
 - b) Sheep Lane as a residential street with some active uses
 - c) Enhance and respect setting of conservation areas
 - d) Railway arches street as light industrial work spaces

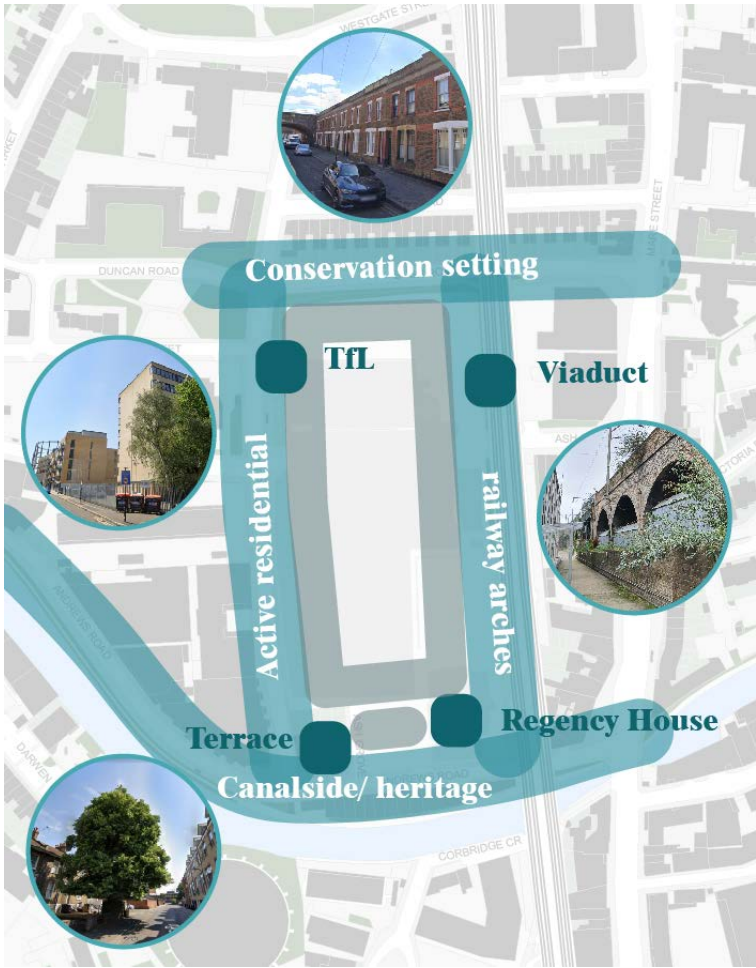


Fig X: diagram showing the identity and character principles

7.2.1 Celebrate the history and character of buildings on and surrounding the site

There are two neighbouring conservation areas¹⁰ and a number of buildings on and near the site that are important because of their heritage. The two conservation areas are 'Designated Heritage Assets', while the other buildings are 'Non Designated Heritage assets'. How these should be responded to is set out in our local plan (LP33).

7.2.1.1 Designated Heritage Assets

The neighbouring conservation areas are Designated Heritage Assets. Any future proposals should preserve or enhance the character and appearance of the area. If proposals lead to harm to the conservation areas, and their settings, it will have to be weighed up against any public benefits of the proposals.

7.2.1.3 Non Designated Heritage Assets

The existing bus garage, 40-43 Andrews Road and the locally listed townhouses (35-38 Andrews Road) are non-designated heritage assets. Any future proposals should conserve or enhance and reveal the significance of these assets and their settings.

The bus garage is an example of 20th century civic architecture. Central government has recently decided it will not be nationally listed (until 9 August 2028), following advice from Historic England¹¹. The council has assessed the heritage value of the non-designated heritage assets (including the existing bus garage) and immediate area as part of writing this draft SPD.

¹⁰ A conservation area is an area of special architectural or historic interest whose character or appearance we want to preserve or enhance. It is the area as a whole rather than the specific buildings that is of special interest. <https://hackney.gov.uk/conservation-areas>

¹¹ The Department for Media, Culture and Sport issued a Certificate of Immunity from Listing on 9 August 2023.

The findings of the heritage assessment (for the non-designated heritage assets) and the conservation area appraisals have informed the guidance in this draft SPD and are summarised below. More detail can be found in the Heritage Assessment (which is a piece of evidence that supports this document):



Fig X: Andrews Road warehouses that the canal runs behind

Heritage site/building	Type	Reason
<p>Regent's Canal and towpath</p>	<p>Designated heritage asset - Regent's Canal Conservation Area</p>	<p>The Regent's Canal Conservation Area is a unique linear green and blue corridor and provides important public amenity space both on the water and along the towpath. As industrial transport has declined, it brings increasing plants and wildlife into the south of Hackney.¹²</p> <p>Along Andrews Road towards Broadway Market there are a variety of former warehouses dating from the 19th century to the 1950s that have been converted into offices and apartments.¹³ The locally listed 35-38 Andrews Road houses are within the Regent's Canal Conservation Area.</p> <p>More information is available in the Regent's Canal Conservation Area Appraisal.¹⁴</p>

¹² ep-regents-canal-caa.pdf pg 5

¹³ ep-regents-canal-caa.pdf pg 21

¹⁴ ibid.



Fig X: Beck Road terraced houses and railway arch

Heritage site/building	Type	Reason
Beck Road houses	Designated heritage asset - Beck Road Conservation Area	The Beck Road Conservation Area is an attractive street of modest two-storey late 19th century houses, bisected by a railway viaduct. The houses are uniform and intact, with decorative features. More information is available in the Beck Road Conservation Area Appraisal and Management Plan. ¹⁵

¹⁵

https://consultation.hackney.gov.uk/planning/designation-of-beck-road-conservation-area/supporting_documents/Beck%20Road%20Conservation%20Area%20Appraisal%20and%20Management%20Plan%20Consultation%202021.pdf



Fig X: Ash Grove bus garage angled stair structures, upper level office and garage roof structure

Heritage site/building	Type	About
<p>Ash Grove bus garage</p>	<p>Non-designated heritage asset</p>	<p>The bus garage is a purpose built and key piece of transport infrastructure with no comparable structures of a similar age and architectural style in Hackney.</p> <p>Built in the late 1970s, the garage was designed in part to respect its local context. The lower parts are largely staggered walls (made from London-stock) to minimise visual impact, with noisy and polluting activities positioned away from surrounding homes. The large, angled stair towers contrast with the glazed upper level of the operations block to create a bold presence that is a unique and valuable landmark.</p> <p>While the bus garage was the first built in London for 27 years, it has not been nationally listed because the structure and architectural</p>

		<p>features are not special enough when compared to other similar buildings in the rest of London and the UK.¹⁶</p> <p>The most significant parts of the bus garage structure in heritage terms have been identified in the Council's heritage assessment as being the primary roof structure and angled stair towers (see diagram xx)</p>
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¹⁶ Historic England Advice Report: Ash Grove bus garage and 35-38 Andrews Road, London E8 Case Number: 1481977 pg 6



Fig X: 40-43 Andrews Road original Regency house as a women's refuge

Heritage site/building	Type	About
40-43 Andrews Road	Non-designated heritage asset	The original Regency house has a good character and architectural quality. However, it has been extended many times and is now in very poor condition. It is also culturally significant as a British Penitent Female Refuge moved into it in 1845.



Fig X: Locally listed Victorian terraced houses at 35-38 Andrews Road

Heritage site/building	Type	About
<p>35-38 Andrews Road</p>	<p>Non-designated heritage asset - Locally listed¹⁷ buildings</p>	<p>These four houses are good examples of local Victorian terraced housing that once occupied much of the area. They are in the Regent's Canal Conservation Area.</p> <p>Historic England recently found that when compared to similar buildings inside and outside of Hackney, they are not distinctive or well preserved enough to be nationally listed.</p>

¹⁷ Buildings and structures that are of heritage significance and contribute to the local character and distinctiveness of Hackney. They are not listed by the Secretary of State, and so aren't protected in the same way as listed buildings. However, local listing designates a building or structure as a non-designated heritage asset. This means the usual planning processes applies to locally listed buildings, but including them on the local list ensures that the Council knows where they are and that we take into account their heritage significance when considering planning applications that affect them. <https://hackney.gov.uk/locally-listed-buildings>

Future design proposals should demonstrate how they respond to and celebrate these buildings and places. Our heritage assessment has recognised the historic value of the following structures and buildings (non- designated heritage assets):

- Ash Grove bus garage’s primary roof structure
- Ash Grove bus garage’s angled stair towers
- 40-43 Andrew’s Roads original Regency house
- 35-38 Andrews Road Victorian terraced houses (locally listed)

Development proposals affecting non-designated heritage assets should conserve or enhance and reveal the significance of the assets and their settings. The retention of these non-designated heritage assets will be a consideration as part of any future planning application. Any proposed demolition will need to be fully justified.

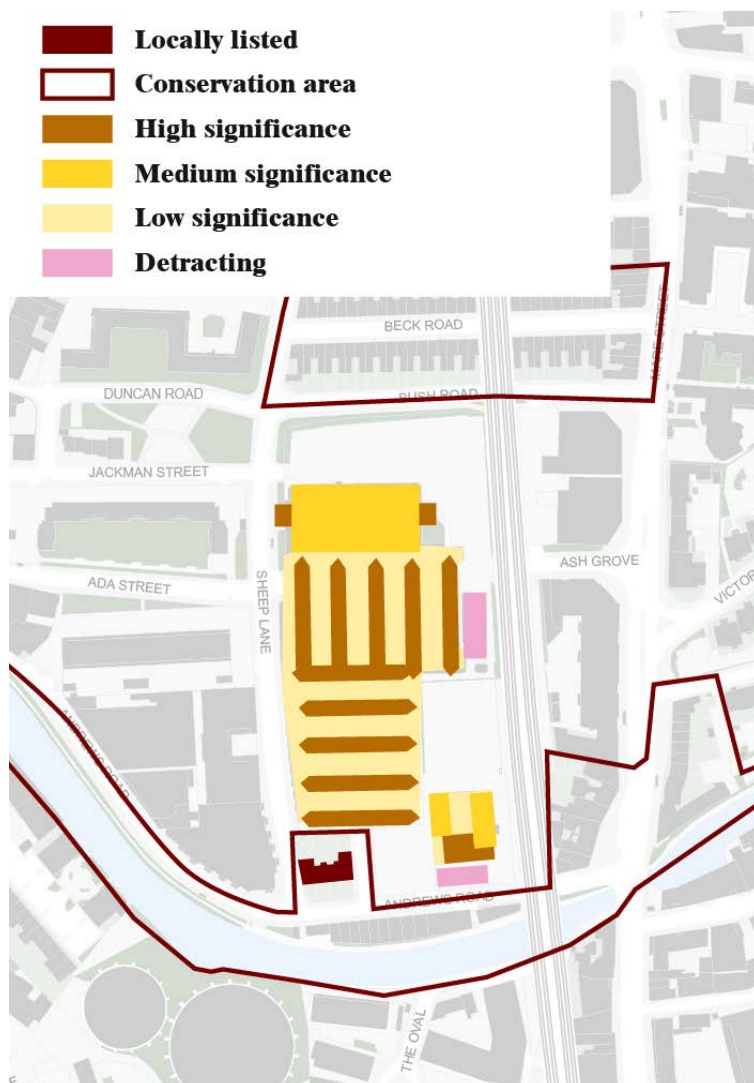


Fig X: diagram showing the more and less significant parts of different heritage buildings

Future proposals should optimise the number of homes, buses and commercial space through designs that retain the locally listed 35-38 Andrews Road Victorian terraced houses.

The council recognises the challenges of retaining parts of the bus garage structure while maximising the site's potential. It is recognised that some elements of the bus garage are more significant in heritage terms than others.



Fig X: The Moxy Manchester hotel is an example of how retaining existing heritage buildings can allow taller buildings to be built and the existing history and character of an area can inform a new context¹⁸.

¹⁸ <https://www.boutiquehotelier.com/moxy-manchester-to-open-in-november-with-ke-hotels/>

7.2.2 High quality, contextual design that advertises the bus garage use

Building a new bus garage brings the opportunity to show the local community the inner workings of a bus garage. The existing bus garage was designed and built in a way that the buses cannot be seen from most of the surrounding streets. Future proposals should aspire to advertise and celebrate the bus garage use through design, this could be through openings in the boundary walls that offer a view of what is going on inside the bus garage (as long as this does not cause noise disturbances).



Fig X: inside the existing Ash Grove bus garage



Fig X: angled stair structure on Sheep Lane with TfL sign

Proposals could also explore using signs and landmark structures, such as the existing angled stair structure along Sheep Lane and its TfL sign. In the spirit of the original bus garage, any future proposals should respond to the local context through how they locate different uses across the site and in architectural form and style.



Fig X: Tram/rail lines in Granary Square are a good example of transport infrastructure incorporated into the design of a new public space¹⁹



Fig X: Low Line signage in Bankside, London²⁰

¹⁹

https://crossriverpartnership.org/wp-content/uploads/2019/04/Art-in-Public-Realm_031018_proof_v2_lowres.pdf

²⁰ *ibid.*

7.2.3 Enhance the surrounding road characters:

a) Andrews Road as heritage and canal side street

Andrews Road is part of a canal side character area and located within the Regents Canal conservation area. It has a pleasant quality that it owes (in part) to the historic buildings and viaduct along it, but it could be much better. The combination of open space, industrial warehouses, and glimpses of the canal create a high value setting for any future proposals. While the historic building line provides an opportunity for an attractive public space. It is also alongside the canal which brings nature and water to an otherwise hard and urban environment. The character of heritage buildings are integral to the identity and sense of place on this part of the site and wider area.

Future proposals should:

- consider how existing heritage buildings can give identify to future design
- create a destination along andrews road, helping it become a better used route
- demonstrate how they will contribute to the character and canal side quality of Andrews Road



Fig X: Empress works (on the other side of Regent's Canal to the bus garage) is an example of how new buildings can respond to an existing heritage building, while building taller than the immediate and surrounding area²¹.

²¹ <https://1newhomes.com/empress-works-london>

b) Sheep Lane as a residential street with some active uses

Sheep Lane is currently a quiet residential road that lacks identity. Any future proposals should enhance and activate the street while also improving quality by providing passive surveillance through new entrances to homes, uses that support new and existing residents and introducing new planting to increase contact with nature. If space is needed for the bus garage, any new entrances, bin and bike stores could be shallow as long as they are still functional.



Fig X: the junction of Sheep Lane and Ada Street

c) Enhance and preserve the setting of conservation areas

There are two conservation areas near the site. The Beck Road Conservation Area is immediately to the north and the Regent's Canal Conservation Area is immediately to the south. It should be assessed how any future proposals impact these conservation areas and their settings, to minimise any negative impacts.



Fig X: Edward Groupman portrait of the tenants of Beck Road 1998 copyright Acme Archive²²

²² <https://acme.org.uk/acme-50/50-stories-from-the-acme-archive/50-stories-17/>



Fig X: Andrews Road warehouses

d) Railway arches street as work space

There is an opportunity to open up the railway arches along the eastern boundary of the site. This could be done through creating an access route alongside them so that they can become working arches. The character of this street should build on the light industrial architectural character and reflect a light industrial work space use. The design of the street should be high quality and will need to accommodate both working vehicles and pedestrians walking along the street to access entrances to homes. More guidance on uses is set out in section 7.7 Use.



Fig X: unused space underneath the section of railway bridging over Ash Grove, including original column.



Fig X: railway arches on Mentmore Terrace, London Fields

7.3 Use

These design principles are about the use of the site and surrounding area. Use is about what buildings and places are used for, such as homes or work place.

Sustainable places include a mix of uses that support everyday activities including space to live, work and play²³. Opportunities to increase the number of buildings (and their uses), mix of uses and housing types, and activities is specific to this site, the immediate area and the needs of the local community²⁴. The required uses are set out in the Site Allocation HC10 40-43 Andrews Road and Ash Grove Bus Garage:

Mixed use development incorporating larger bus garage

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

The bus garage site's design principles for use are:

- 1) Provide a larger bus garage, including:
 - a) parking, charging and fuelling of hybrid, electric and hydrogen buses
 - b) state of the art maintenance and repair facilities
 - c) improved access and egress
- 2) Provide a minimum of 420 homes, including genuinely affordable homes
- 3) Provide approximately 5000m² of work space²⁵ and unlock 2600m² of railway arches
- 4) Provide approximately 900m² of ancillary or secondary, active uses²⁶

²³

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf pg 26

²⁴

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf pg 16

²⁵ Expressed as Gross External Area

²⁶ Expressed as Gross External Area

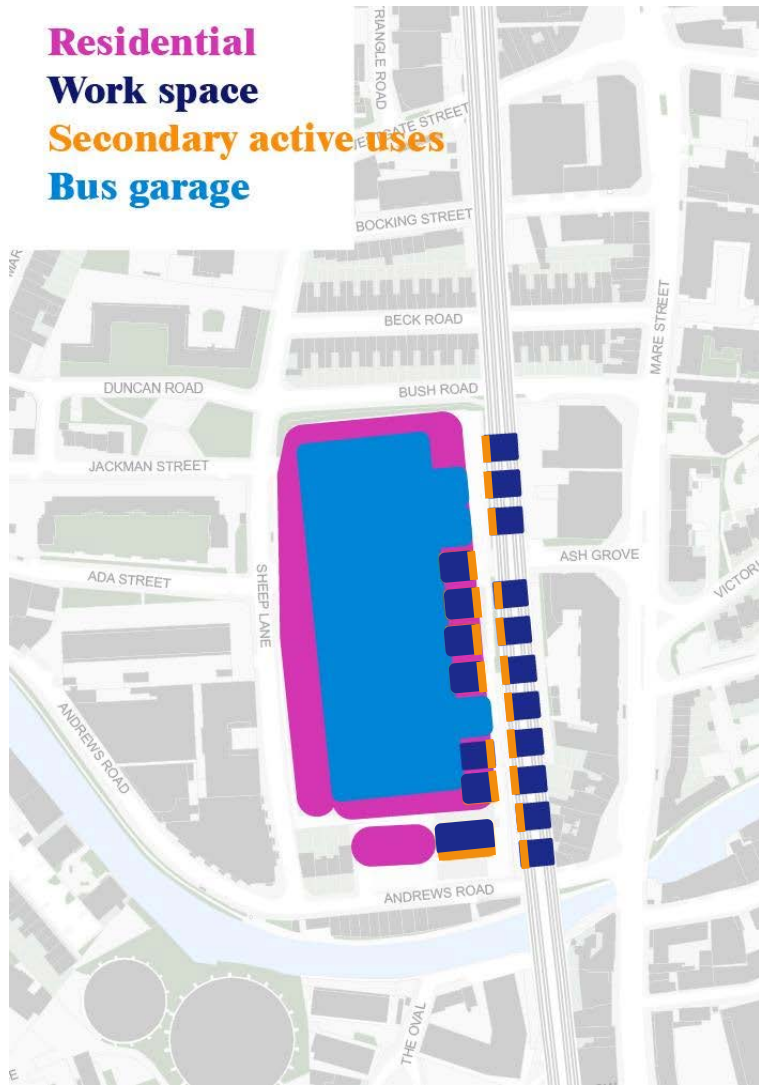


Fig X: diagram showing all use principles (ground floor)

7.3.1 Provide a larger bus garage

The existing bus garage is a key piece of transport infrastructure for the immediate area, the wider borough and across London. Therefore retaining the bus garage use is important. Any decisions about the future of the Ash Grove bus garage will need to consider other bus garages within the borough.

Any future proposal should justify the number of buses required, with reference to bus garages across the borough, and explain the spaces needed for bus garage operations, including:

a) parking, charging and fuelling of hybrid, electric and hydrogen buses

How hybrid, electric and hydrogen buses will be charged and refuelled is likely to require different approaches to traditional diesel buses. Designs should show how this can be done efficiently, without causing nuisance for neighbours through noise and strain on local energy supply.

b) state of the art maintenance and repair facilities

The way that hybrid, electric and hydrogen buses will be repaired and maintained should be clearly communicated, with facilities located and designed so that they function well without causing unreasonable inconvenience to neighbours.

c) improved access and egress (entrance/exit points)

As set out in section 7.3.2 (Minimise the cross over between bus garage and commercial traffic with pedestrians and cyclists), there will be buses entering and exiting the site at all times of day and night. Any future proposals should respond to challenges around safety, noise, and congestion.

Residential
Work space
Active uses
Bus garage

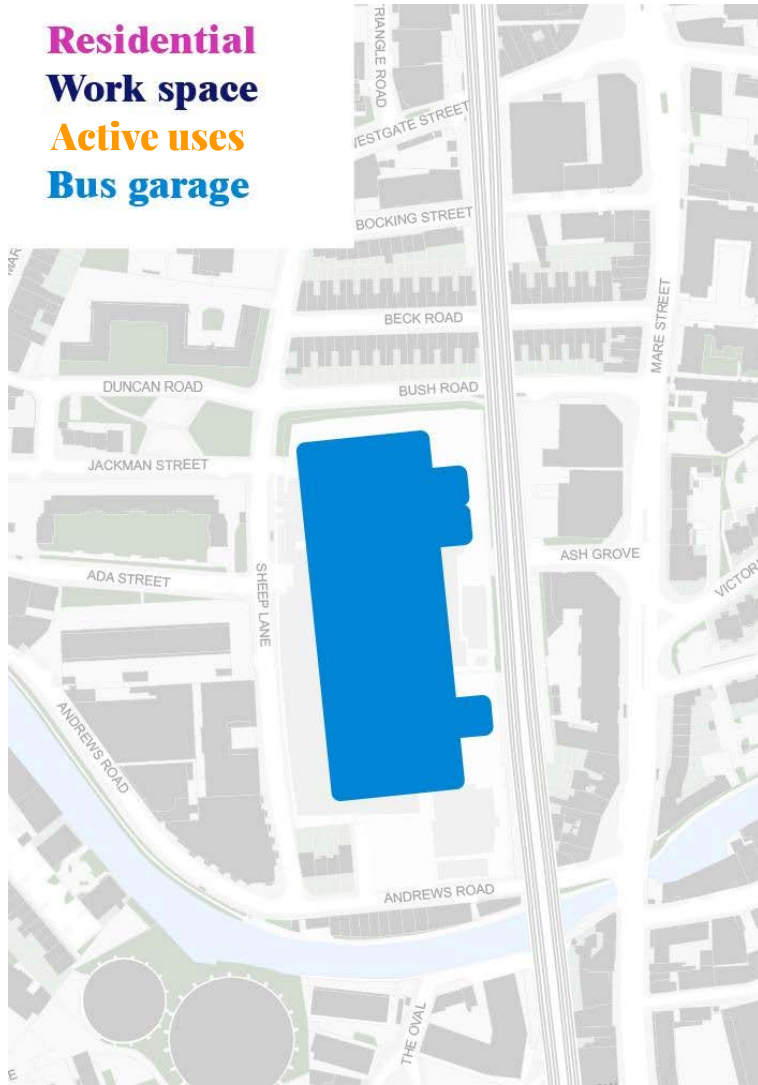


Fig X: diagram showing an indicative layout of the bus garage, note that it is represents an approach to how and where the bus garage could be located

7.3.2 Provide a minimum of 420 homes, including genuinely affordable homes

As one of the larger sites in the London Fields and South Mare Street area, this site presents an opportunity to build a significant number of new homes. Across Hackney and London there is a shortage of housing and especially affordable housing. This site should deliver genuinely affordable homes for existing and new residents. New homes should be tenure blind, meaning that homes sold or rented privately and homes for social rent (council and housing association homes) should not look different from the outside or communal spaces.

The homes should be located and designed in such a way that noises and bus garage operations do not unreasonably interfere with the lives of existing and new residents. For example, the uses could be separated by locating the bus garage at ground floor with homes built above it.

Using the GLA's Optimising Site Capacity: A Design-led Approach London Plan Guidance (LPG)²⁷, we have estimated that a minimum of 420 homes delivered on the site.



Fig X: Social rent, market sale and shared ownership homes are not identifiable at Kings Crescent Estate

²⁷

https://www.london.gov.uk/sites/default/files/optimising_site_capacity_-_a_design-led_approach_-_publish_for_consultation_0.pdf

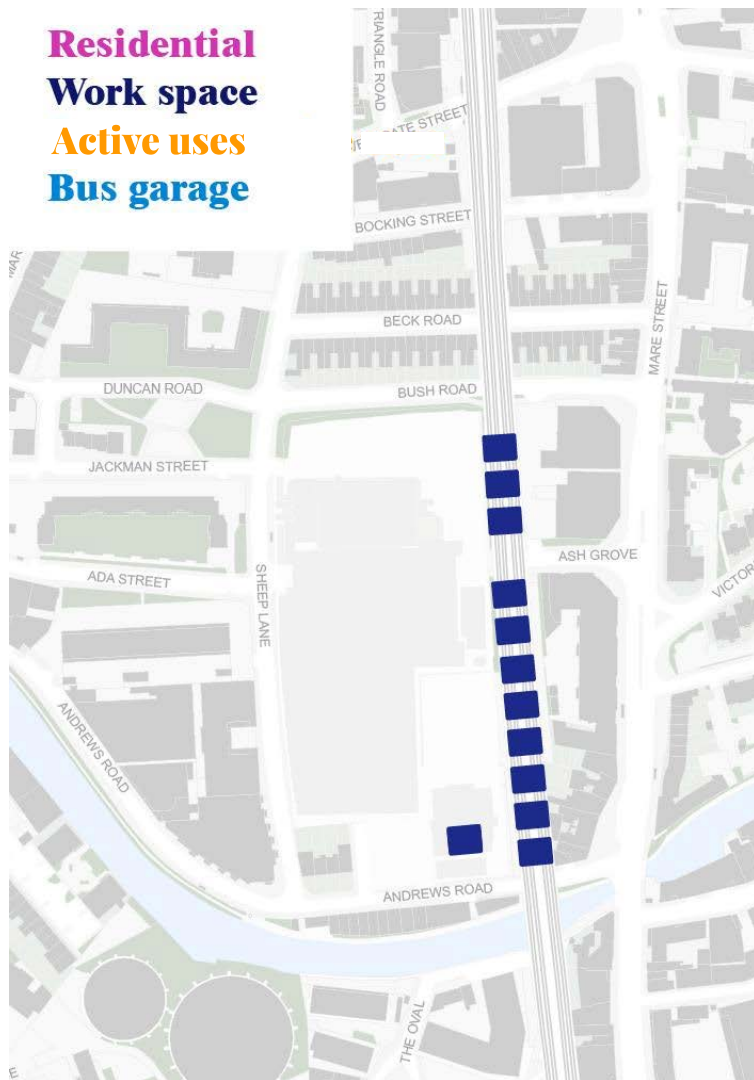


Fig X: diagram showing potential locations for work space

7.3.3 Provide approximately 5000m² of work space²⁸ and unlock 2600m² of railway arches

The site is in a Priority Office Area and so future proposals should explore the potential for office uses.²⁹ However, the priority on this site is new homes and electric

²⁸ Expressed as Gross External Area

²⁹ In UK planning law, uses of land and buildings are put into different categories known as 'Use Classes'. Office-led uses are E(g) Use Class under wider Class E - Commercial, Business and Service category. E(g) Uses can take place in a residential area without a negative impact on residents, such as:

- E(g)(i) Offices carrying out operational or administrative functions
- E(g)(ii) Research and development of products or processes

buses given the need to re-provide the bus garage as the primary form of employment floorspace.

As mentioned above, there is an opportunity to open up the existing railway arches, bring them into use and deliver affordable work spaces. Opening up these arches could positively contribute to the area, by providing new work spaces in a characterful setting and activity to the new street. This new street should not compete with Broadway Market or Mare Street with more high street shops. Instead, the arches will lend themselves well to light industrial uses, makers spaces and creative businesses that champion digital skills and jobs in a zero carbon economy. Such as small and medium sized businesses exploring the circular economy, zero waste industries, and Hackney Depot (a space for modern day crafters, grafters and makers) who currently occupy the existing upper level office space of the bus garage.

Using the GLA's Optimising Site Capacity: A Design-led Approach London Plan Guidance (LPG)³⁰, we have estimated that the site could deliver approximately 5000m² of workspaces and open up 2570m² of railway arches.

Along the southern area of Mare Street, the railway arches and around Broadway Market, there is an emerging group of creative and knowledge-based work spaces, where businesses are testing arches new ideas and innovation. Yet many local people feel as though these businesses are not for them. Any future proposals should demonstrate how the railway arches can function well as light industrial work spaces and creative businesses, while also being welcoming for local people.³¹

-
- E(g)(iii) Industrial processes

³⁰

https://www.london.gov.uk/sites/default/files/optimising_site_capacity_-_a_design-led_approach_-_publish_for_consultation_0.pdf

³¹ ■ We Made That_235_Hackney Central Town Centre Strategy-compressed.pdf pgs 56-57 & 97-98



Fig X: Skate ramp (built by Betongpark Ltd) at Hackney Depot, photograph by Daryl Nobbs³²

Future proposals should demonstrate the types and sizes of work spaces that are required in the local area. This includes learning from existing businesses on and surrounding the site, such as spaces for startups to set up and grow.

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https://www.instagram.com/p/CT7x7-coWzO/?utm_source=ig_web_copy_link&igshid=MzRIODBiNWFIZA==



Fig X: Mare Street Studios by Frost Architects provides office space for SMEs³³

³³ <https://frostarchitects.com/portfolio/mare-street-studios/#jp-carousel-3315>

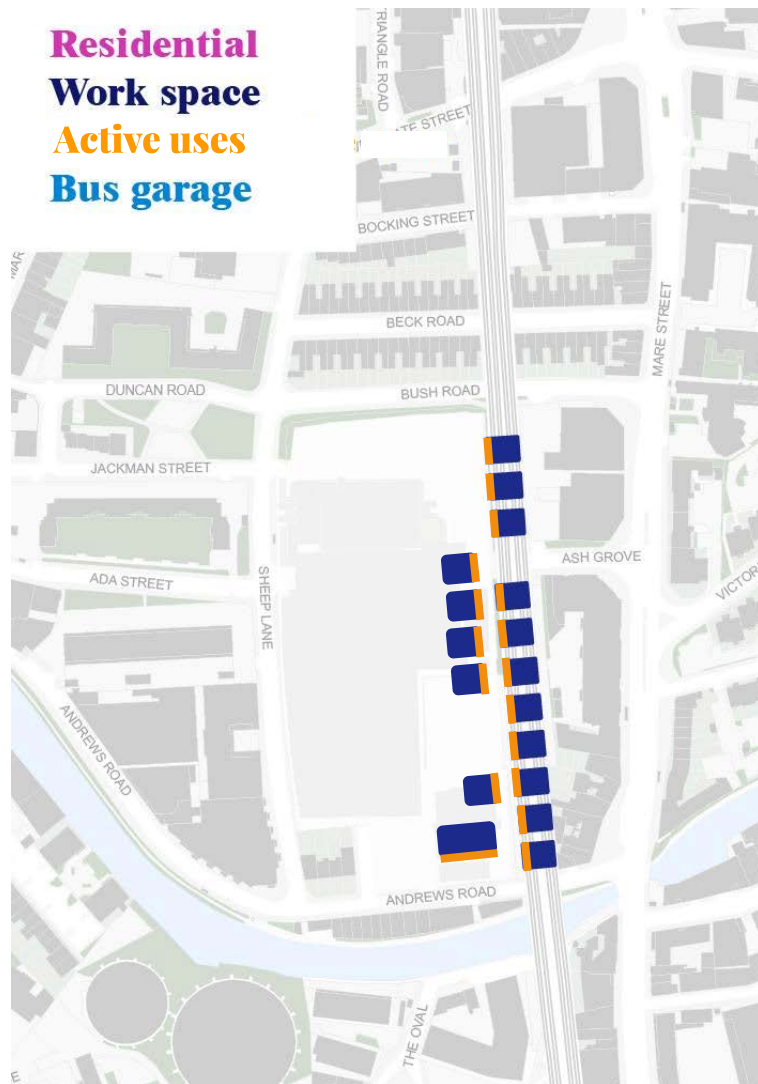


Fig X: diagram showing potential locations for secondary uses

7.3.4 Provide approximately 900m² of ancillary or secondary, active uses³⁴

Similarly to the railway arches around London Fields, some arches could have employment uses (workspace, workshop, makerspace or industrial process which can be carried out in a residential area) for example a bakery or coffee roastery, that also operates with a secondary use, such as cafe and food shop. These types of uses would fall within Planning Use Class E, which allows for a mix of uses and recognises that a building may be in several different uses and allows for flexibility over time. These types of uses will bring activity to the street and will help to support an increased number of residents living in the immediate area. Secondary or

³⁴ Expressed as Gross External Area

ancillary uses should avoid night time economy uses unless it can be demonstrated that they will not disturb neighbouring residences and there are no negative cumulative impacts resulting from multiple night-time economy uses in the area.



Fig X: E5 Bakehouse is a bakery & cafe³⁵

³⁵ [E5 Bakehouse](#)

7.4 Movement

These design principles are about movement in and around the site. Movement looks at how people, cycles and motor vehicles move on and around the site. It relates to the network of streets, active travel (walking and cycling routes), and public transport with key variables being the street types and parking arrangements³⁶. The bus garage site's design principles for movement are:

1. Strengthen east-west pedestrian routes
2. Minimise the cross over of bus garage and commercial traffic with pedestrians and cyclists
3. Predominantly car free
4. Contribute to or provide improvements to surrounding junctions and roads

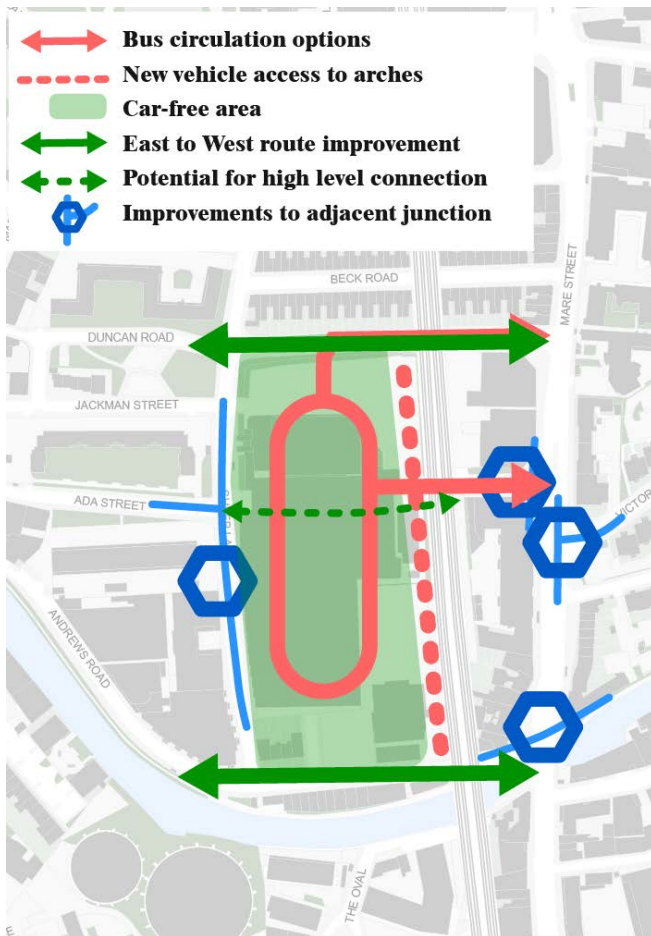


Fig X: diagram showing movement principles

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf pg 16

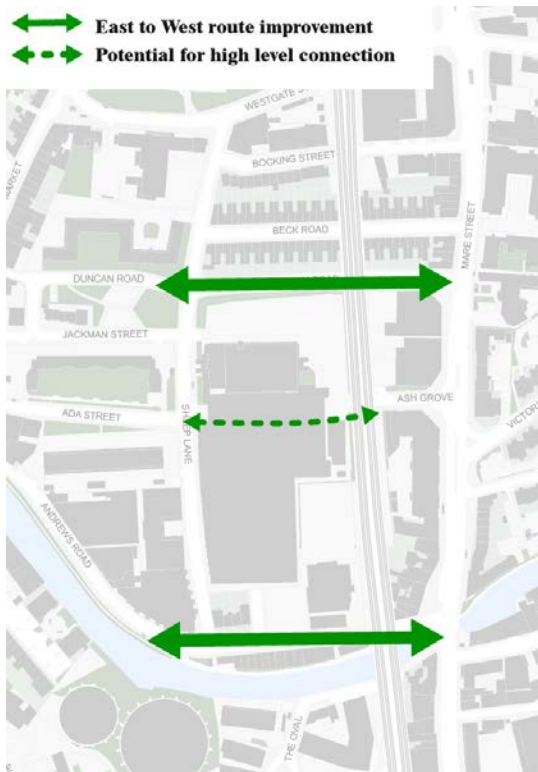


Fig X: potential east-west routes in and around the bus garage

7.4.1 Strengthen east-west pedestrian routes

Moving from east-to-west and west-to-east should become easier to do and the experience for pedestrians improved. Creating spaces that people want to pass through. This can be done through:

- prioritising pedestrians along these east-west routes
- ensuring the design of roads, pavements, and junctions are high quality
- introducing greenery and using durable materials along generous and safe walkways

The experience of people walking along Andrews Road and Bush Road should drive how the edges of the site are designed, this includes exploring opportunities for public spaces that support pedestrian movement. This could include seating areas that offer an opportunity to rest for people who have difficulty walking.

If possible, future proposals could reinstate the original east-west route between Ada Street, Ash Grove (the road) and Mare Street. Providing a public route at ground

floor level may not be compatible through the middle of a working bus garage, therefore a route at first floor level could be explored. Any routes at this level should be fully accessible and have appropriate public spaces and uses to accompany them.



Fig X: Wilton Way, Hackney is a pedestrian friendly street

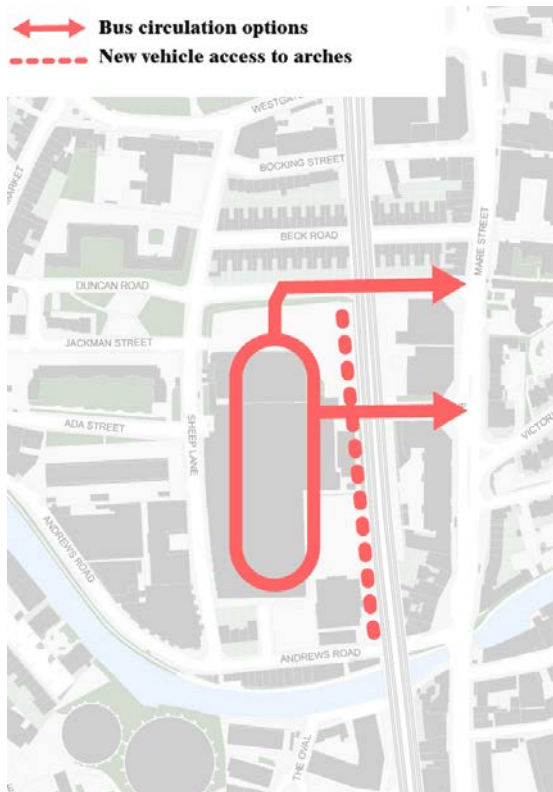


Fig X: primary and secondary access and egress for buses in and out of the bus garage

7.4.2 Minimise the cross over of bus garage and commercial traffic with pedestrians and cyclists

As a working bus garage, there will be buses entering and exiting the site at all times of day and night. This raises challenges around safety, noise, and congestion. Any future design proposals should ensure that buses:

- move in, out and around the site efficiently
- have limited interaction or crossovers with pedestrians
- and their impact on the immediate area is mitigated

There will also be larger vehicles such as delivery vans travelling in and around the site. These will serve new and existing residents and businesses including 51-61 Mare Street, the railway arches and residential back of house spaces. The access to these spaces by motor vehicles should be carefully considered, while also encouraging active travel such as cycling and walking.



Fig X: an example of clear traffic light crossing to manage the cross over of pedestrians and vehicles

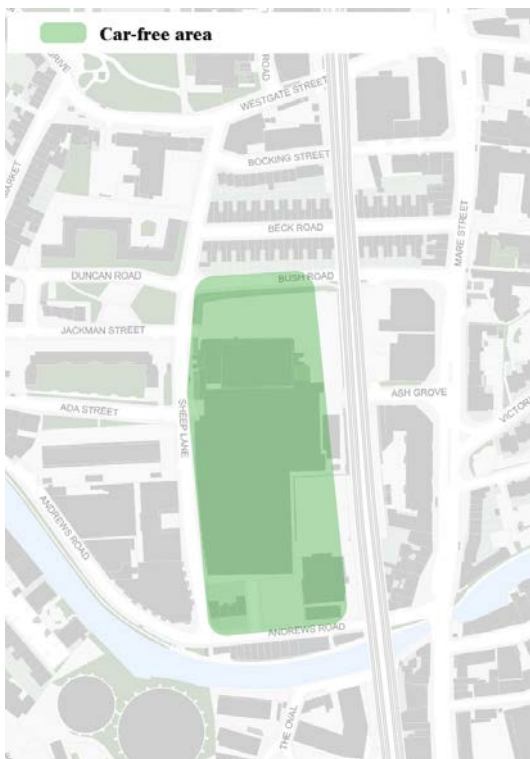


Fig X: a diagram showing a predominantly car free area

7.4.3 Predominantly car free

Future proposals should be predominantly car free, with the exception of blue badge disabled parking, essential bus garage employee parking and car club spaces. Any parking should be off street parking, hidden from street view and/or screened with greenery.



Fig X: Parking integrated into greenery at Aura, Great Kneighton by Tate Hindle and BBUK³⁷

³⁷ <https://www.tatehindle.co.uk/projects/great-kneighton>

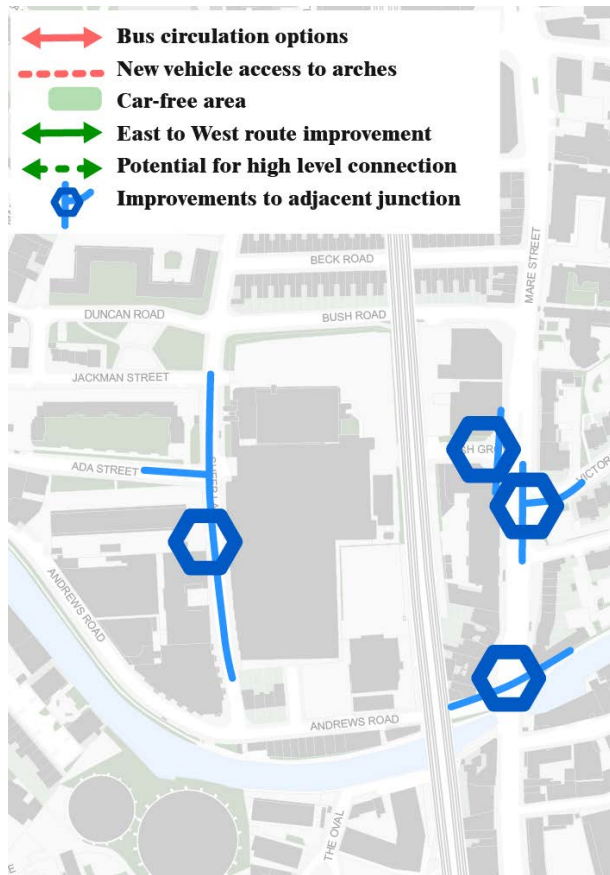


Fig X: map highlighting locations of potential improvements to surrounding roads and junctions³⁸

7.4.4 Contribute to or provide improvements to surrounding junctions and roads

To prepare for an increased number of people living and working on the site, the quality and functioning of the immediate area should be enhanced. Where possible, future proposals on the site could contribute to improving one or more of the surrounding streets and junctions. These include:

1. reinforcing Andrews Road as an alternative cycle route to the canal by providing level and safe access at the junction with Mare Street
2. improving pedestrian crossings and signalling at the Victoria Park Road and Mare Street junction
3. improving pedestrian crossings and signalling at the Ash Grove and Mare Street Junction
4. reduce vehicles and provide traffic calming along Sheep Lane

³⁸ <https://earthlight.hackney.gov.uk/map/>

5. improve Andrews Road including increasing connections between canal path and pavement and adding public space and seating adjacent to the water.

Delivering these improvements is likely to be through Section 106 or Community Infrastructure Levy (CIL) contributions from a number of sites in the immediate area. This means that they will not be the responsibility of the bus garage site alone and may not happen at the same time as a new bus garage is built. The council acknowledges that some will be more challenging and costly than others and that delivering new homes, jobs and electrified buses is our priority.

7.5 Green spaces

These design principles are about green spaces in and around the site. Green spaces are how nature is brought onto the site and immediate area, considering open space standards, sustainable drainage systems (SuDS) and urban greening³⁹.

The bus garage site's design principles for green space are:

1. New green open spaces for new and existing residents
2. Increase contact with nature and introduce sustainable urban drainage systems
3. Retain existing trees along Andrew Road & enhance street trees on Sheep Lane
4. New "play on the way" to and from London Fields Primary school, Ann Taylor Children Centre and local nurseries

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf pg 16

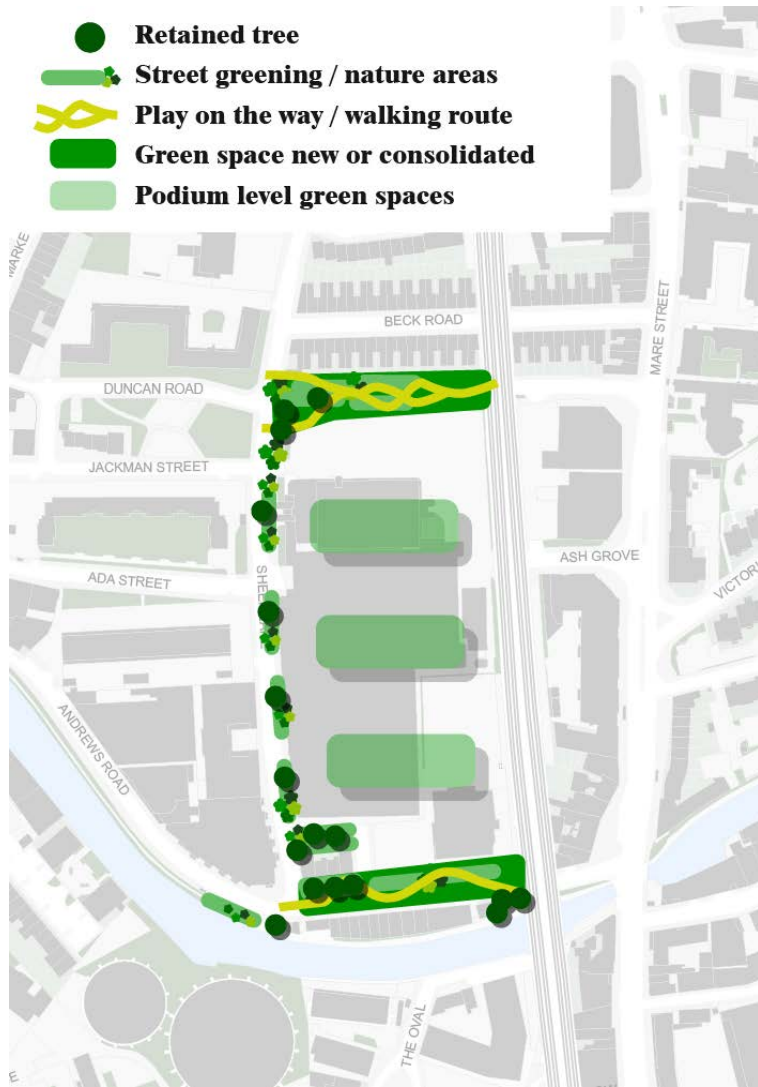


Fig X: diagram showing green spaces principles. Please note that this diagram is indicative of an approach and not to scale.

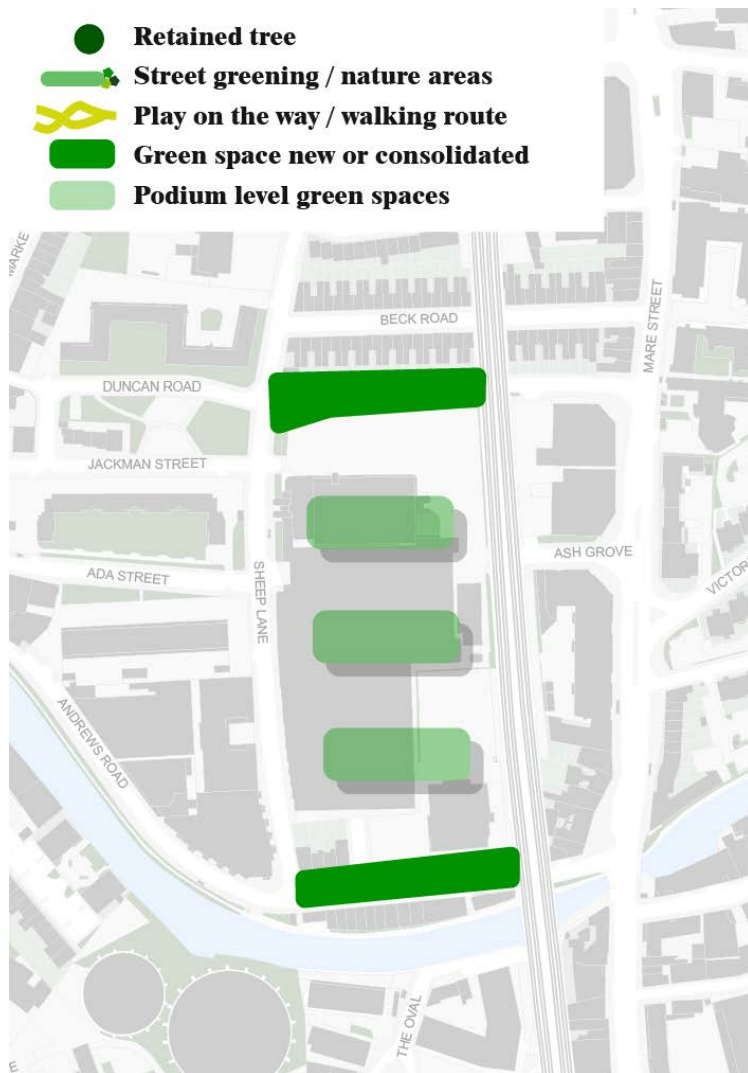


Fig X: diagram showing potential locations for open green space. Please note that this diagram is indicative of an approach and not to scale.

7.5.1 New green open spaces for new and existing residents

Any future proposals should provide new green open space for new and existing residents. This is in addition to private outdoor spaces for individual homes, such as balconies and private gardens. These new green spaces should aspire to be as publicly accessible as possible (irrespective of land ownership) to avoid creating a ‘gated development’, but how these spaces will be managed should also be considered. For example, new residents should not have to pay excessive service charges to maintain gardens enjoyed by the public. Where there are existing new spaces, if possible these should be added to or consolidated with new green spaces.



Fig X: Crossrail Place roof garden, a privately owned public space in Canary Wharf⁴⁰

It is likely that the bus garage part of any future development will take up most of the ground floor of the site, which would reduce the amount of open green space at this level. One option could be to have a green open space at first floor level, on the roof of the bus garage which raises access and management issues. Any open green spaces should follow the principles set out in the GLA's Public London Charter, the most relevant ones are listed below:

⁴⁰ <https://canarywharf.com/open-spaces/crossrail-place-roof-garden/>

Public welcome - public space should be clean, well maintained, appropriately lit, offer shade and shelter, and places to stop, rest and play.

Openness - public space should be open to all and offer the highest level of public access and use possible.

Unrestricted use - everyone should be able to move through, relax freely and take part in activities (that are permitted by law) without causing a nuisance to others.

Community focus - public space should be managed to enable people to spend time with others and celebrate their community.

Free of charge - public space should primarily be offered for use by the public free of charge.

Good stewardship - supervision and maintenance carried out in a manner that is considerate of all users.⁴¹

⁴¹ <https://www.london.gov.uk/publications/public-london-charter>

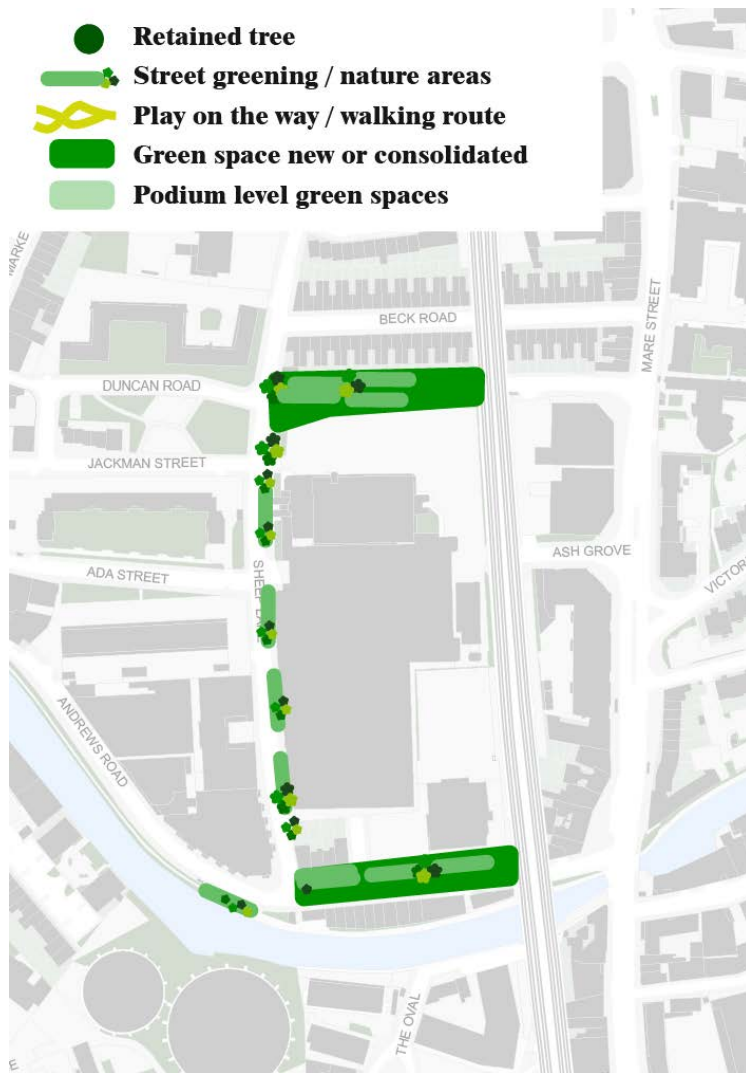


Fig X: diagram showing opportunities for greening

7.5.2 Increase contact with nature and introduce sustainable urban drainage systems

The existing site has little existing plants, grass and trees. As a result, there are lots of hard surfaces which put pressure on drains when it rains. Any future proposals should increase the amount of plants, grass and trees and enhance any that are existing through providing high quality landscapes. Increase contact with nature will improve the wellbeing for the people living, visiting and working on the site and immediate area by providing:

- microclimate control, such as cooling through ponds and shade from trees)

- relaxation, sustenance⁴² and stimulation for people
- habitats for wildlife (biodiversity)
- drainage

To prepare for increased rainfall and rising temperatures in the future, future proposals should provide sustainable urban drainage systems (SUDS). SUDS are a natural way to manage drainage in urban settings. They use plants and landforms to slow down the drainage of rainwater and relieve pressure on (or avoid the use of) man made systems, such as sewers. Using ‘at surface infiltration’, such as swales and rain gardens, as part of holistic landscapes also helps to cool spaces, and provide habitats for animals and insects.

Future proposals to increase contact with nature should consider the surrounding natural spaces. For example, any landscape provided to the south of the site should contribute to the canal side character of the area.

Indicative image of new planting and public realm improvements such as planters and raised kerb rain gardens.

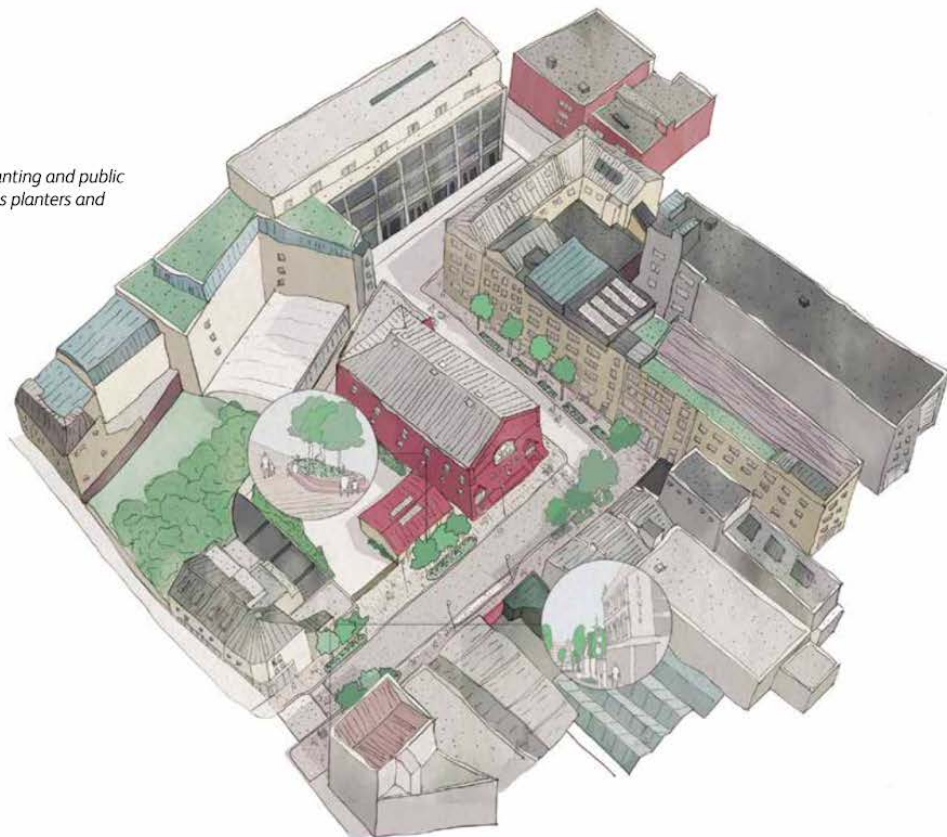


Fig. X: potential improvements to Ashwin Street, Dalston including rain gardens⁴³

⁴² Encouraging Hackney’s communities to grow their own food locally will help residents be more self-sustaining and reduce the environmental impact of the food they consume.

⁴³ <https://consultation.hackney.gov.uk/communications-engagement/good-growth-fund/>

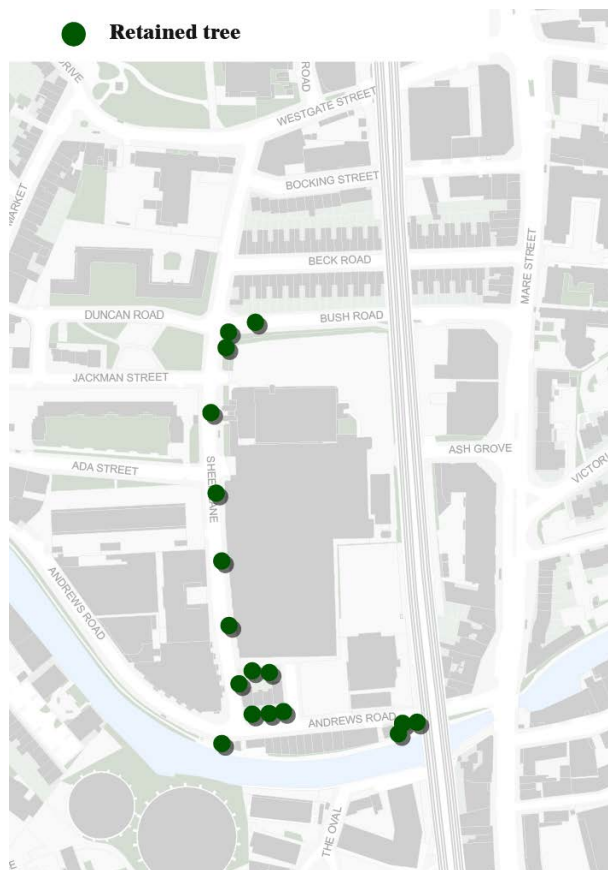


Fig X: diagram showing trees to be retained

7.5.3 Retain existing trees along Andrew Road & enhance street trees on Sheep Lane

There are few existing trees on and surrounding the bus garage. One of the greenest parts closest to the site is the garden and trees of the 35-38 Andrews Road terraced houses. We would like to see these trees retained, but more work will need to be done through the planning application process to establish the value of these trees. Any future proposals should explore retaining these trees and, if this is not possible, justify their removal. There are also some young street trees on Sheep Lane, future proposals should aspire to nurture existing street trees and add new ones where possible.



Fig X: an aerial image showing the greenery on and surrounding the site



Fig X: a young street tree towards the southern end of Sheep Lane

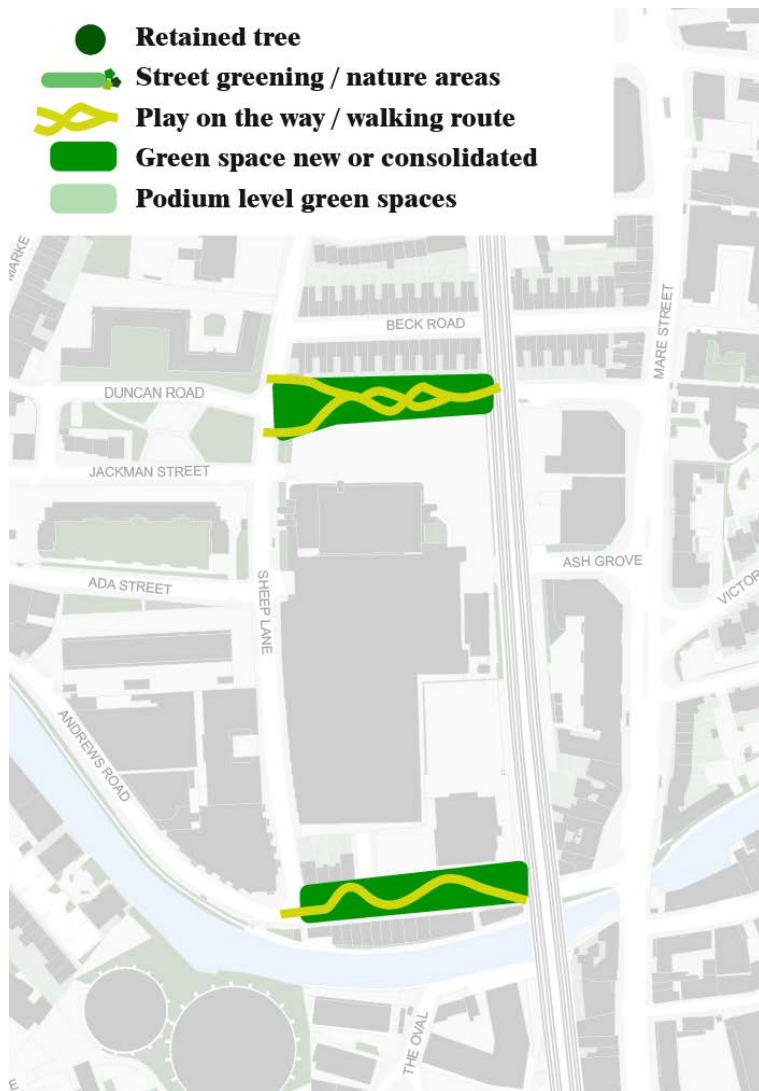


Fig X: diagram showing play on the way at street level. Please note that this diagram is indicative of an approach and not to scale.

7.5.4 New “play on the way” to London Fields Primary school, Ann Taylor Children Centre and local nurseries

The bus garage is near London Fields Primary School, Ann Taylor Children Centre and a number of local nurseries. Local people told us that there are some important play areas along Sheep Lane that are well used. Future proposals should look for opportunities to improve this hub of community activity by providing more play spaces on the route to London Fields Primary school. For example, this could be a public play space at the corner of Sheep Lane and Bush Road. This is an example of “play on the way”, which is one of the principles in our Child Friendly Places

Supplementary Planning Document⁴⁴. In general, future proposals should create a child friendly places by following all of the principles:

1. **Shaping my Borough:** to ensure children and young people have the power to influence change in Hackney.
2. **Doorstep play:** to provide easily accessible and overlooked space for play and social interactions immediately outside the front door.
3. **Play on the way:** to provide multi-generational opportunities for informal play, things to see and do around the neighbourhood beyond designated parks and playgrounds.
4. **Streets for people:** to ensure that children, young people and their families can safely and easily move through Hackney by sustainable modes of transport such as walking, cycling or public transport.
5. **Contact with nature:** to design places which increase everyday opportunities to access and connect with nature.
6. **Destinations for all:** to design socially inclusive and accessible public spaces that are welcoming, enjoyable and safe for everyone.
7. **Making spaces young people want to be:** to ensure that public spaces are designed, planned and managed to consider the varied needs of teenagers and young people.
8. **Health and well-being:** to ensure the design of outdoor environments supports improved physical health and mental well-being.⁴⁵

⁴⁴ Growing up in Hackney Child Friendly Places SPD.pdf

⁴⁵ Growing up in Hackney Child Friendly Places SPD.pdf pg 17



Fig X: an example of “play on the way” at Chesnut Road, London Borough of Haringey, Adams & Sutherland (Credit: Anthony Coleman).

7.6 Public space and street types

These design principles are about the public realm and street types in and around the site. The quality of public space is partly about the way it is designed and partly about the way it is enclosed by well-proportioned buildings. The identity and character of different street types, depends on their surrounding context and use⁴⁶. As part of our work to understand the site, the character of the streets have been assessed and we developed the four proposed street types below. The bus garage site's design principles for public realm and street types are:

1. New open spaces should be accessible via considered routes
2. A new street created along the railway arches
3. The streets are the following types:
 - a. Bush Road = community street with east west movement
 - b. Sheep Lane = urban residential street
 - c. Andrews Road = heritage and canal side street
 - d. Railway arches street = working yard

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf pg 25

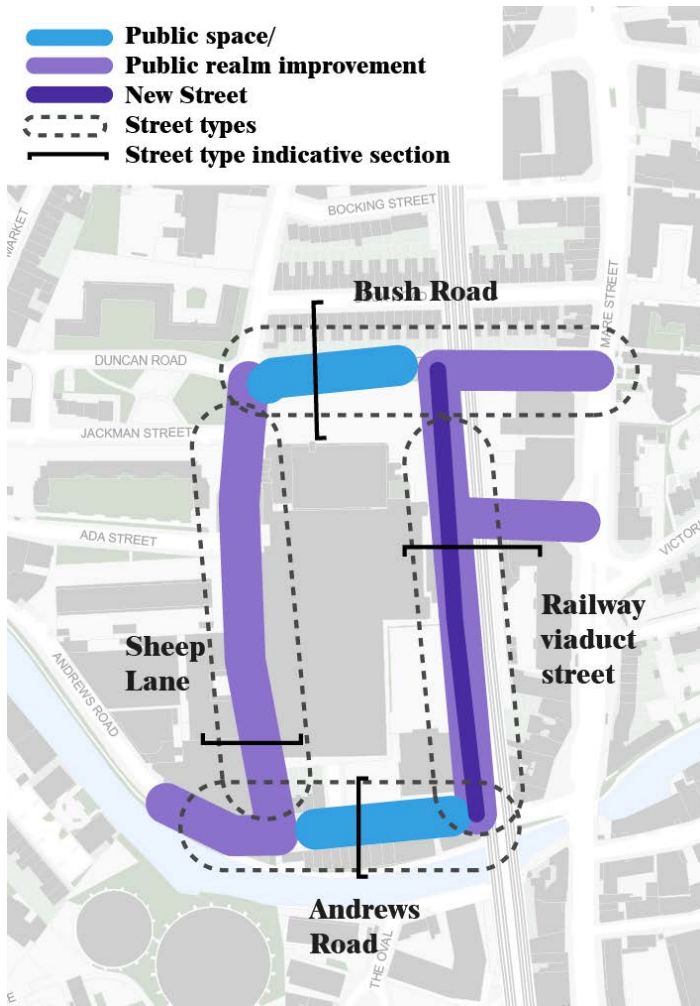


Fig X: diagram showing different public spaces and street types design principles

7.6.1 New open spaces should be accessible via considered routes

Any new open spaces on the site should be accessible and the journey to reach them well considered. Any proposals that include a green open space at first floor should treat the journey to it as an extension of the streets surrounding the site, with a range of journey types and people's needs accounted for. The design and feel of any route should respond to the open space that it provides access for.

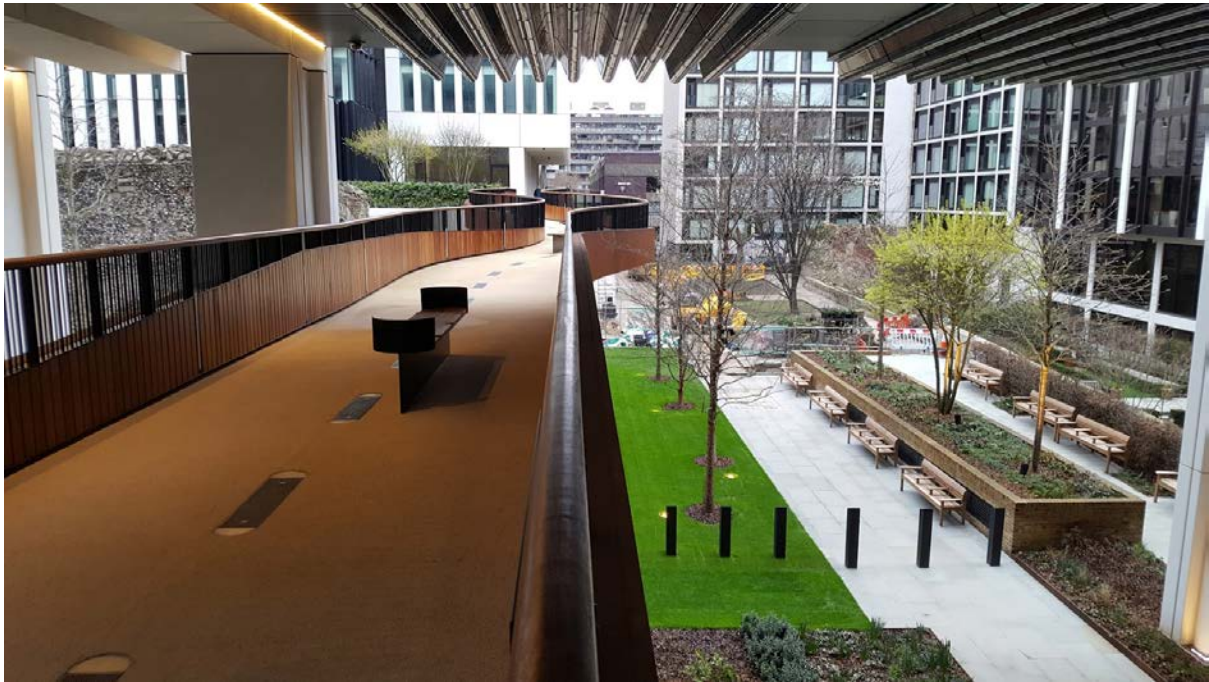


Fig X: high level walkways in the City of London⁴⁷

⁴⁷ <https://www.ianvisits.co.uk/articles/londons-pedways-are-back-and-theyre-magnificent-24733/>



Fig X: access to the upper deck of the South Bank is via the Royal Festival Hall

7.6.2 A new street created along the railway arches

To open up the railway arches and bring them into use, a new street should be created alongside them so that they can be accessed. This street should be predominantly for pedestrians with some vehicles allowed for deliveries. Future proposals should consider different options and demonstrate how they meet access requirements. The quality and design of the street should reflect its use as a working yard, but there will also be some residential entrances and spaces. Similar to the railway arches around London Fields, where there are working bakeries with cafes attached will bring activity to the street. Therefore, pedestrian and vehicle priority should be thought through with safe routes for pedestrians and loading bays well integrated.



Fig X: Mentmore Terrace in London Fields, an example showing the potential relationship between converted railway arches and taller new buildings



Fig X: pedestrian routes, parking/loading bays and vehicles routes are separated by different surface treatments and planting at Dujardin Mews by KCA architects (photograph Tim Crocker)⁴⁸

⁴⁸ <https://www.karakusevic-carson.com/projects/dujardin-mews>

7.6.3 The streets are the following types:

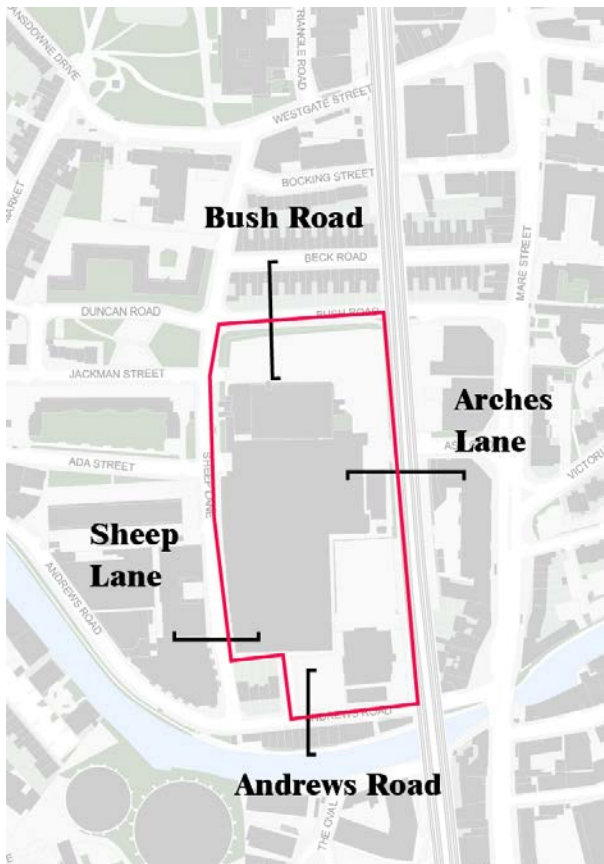


Fig X: Street section locations

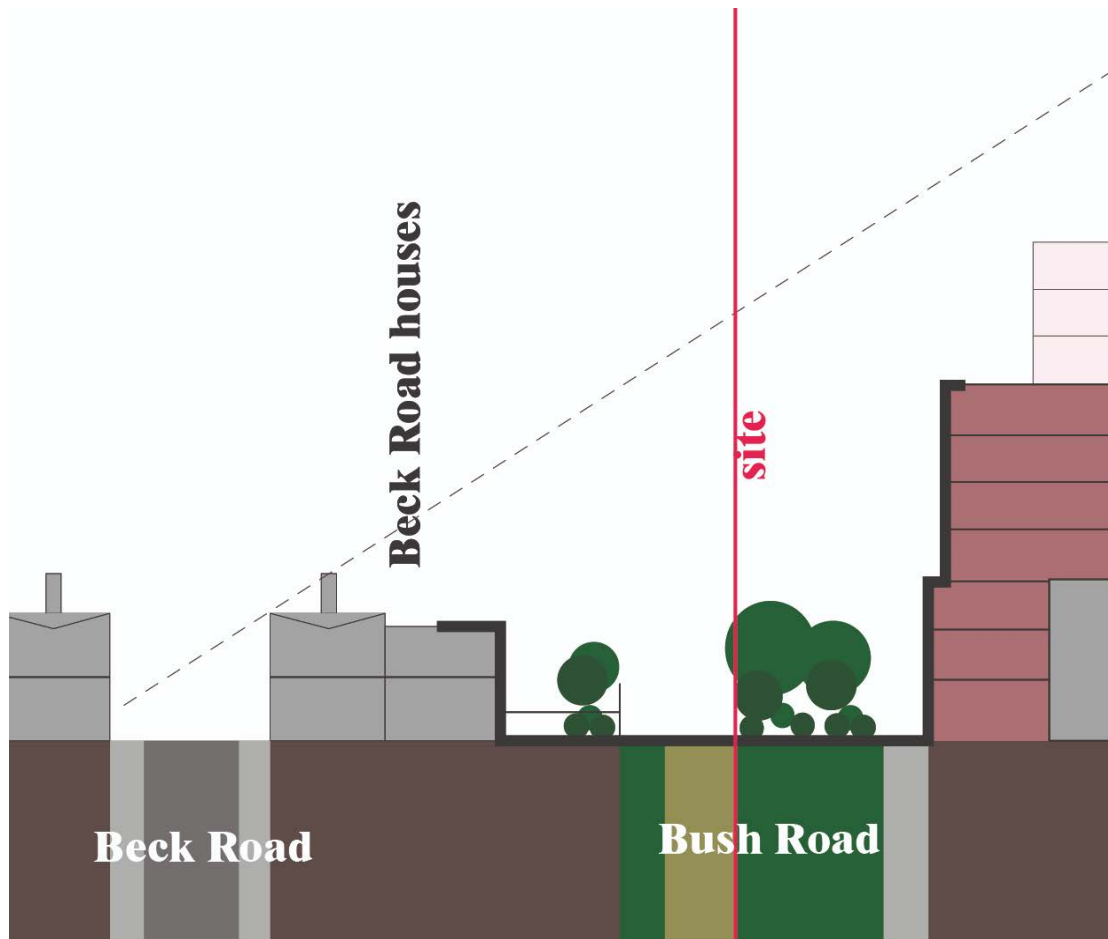


Fig X: section diagram showing an example of a Bush Road as a Local street (urban neighbourhood) and the relationship of street width to height of the buildings that enclose it⁴⁹

a) Bush Road = community street with east west movement

As a Local street, Bush Road should be attractive and serve the community who live and work there. This part of the site lends itself well to a public play space community use. Future proposals should demonstrate how routes are safe and convenient for walking and cycling, accommodating low levels of traffic at low speeds, while also providing for emergency access, refuse storage and collection and allowing deliveries⁵⁰.

⁴⁹

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf pg 24

⁵⁰

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009795/NMDC_Part_2_Guidance_Notes.pdf pg 55



Fig X: photograph of Bush Road

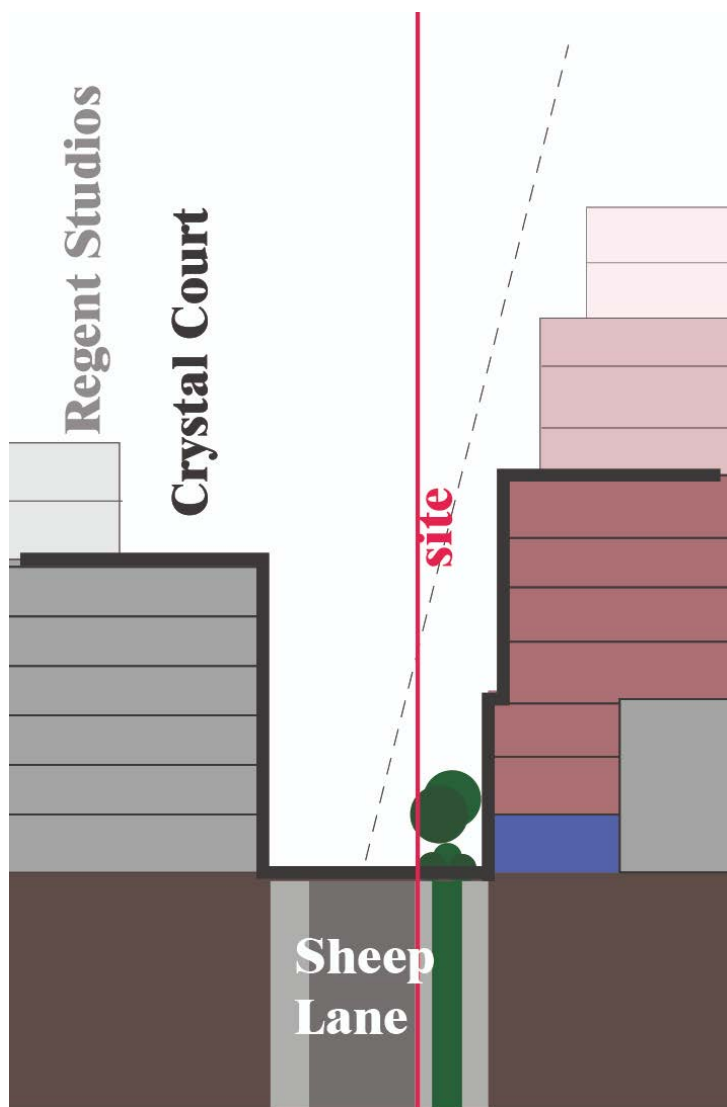


Fig X: section diagram showing an example of Sheep Lane as a Secondary street (urban neighbourhood) and the relationship of street width to height of the buildings that enclose it⁵¹

b) Sheep Lane = urban residential street

Sheep Lane will help to link Mare Street and Broadway Market high streets together, provide access into the local neighbourhood and reduce traffic on quieter neighbouring roads. Any future designs should create pleasant entrances into homes and serve the new residents that will be living there, through well considered bike storage, bins and deliveries. People entering

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf pg 24

and leaving throughout the daytime and evening will naturally observe what is happening, this is known as “passive surveillance”. A street with people present will feel more safe to pass through than an empty street. It is also less likely that someone will commit a crime in a street where they are being observed. Proposals should demonstrate also how Sheep Lane meets traffic, cycling and walking requirements while creating a pleasant environment for people passing through⁵².



Fig X: communal entrances to homes, bin and bike stores and a community cafe provide passive surveillance over the street at Kings Crescent Estate⁵³

⁵² *ibid.*

⁵³ <https://www.karakusevic-carson.com/projects/kings-crescent-estate-phases-12>

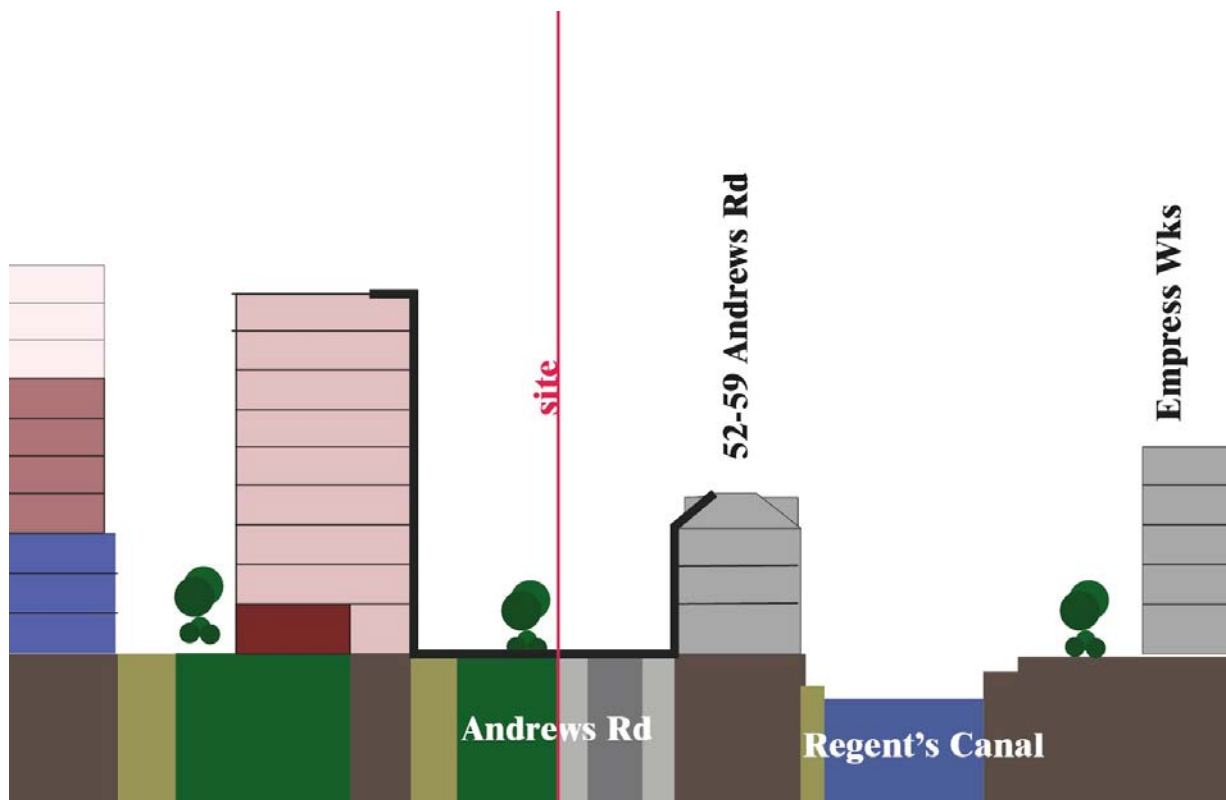


Fig X: section diagram showing an example of Andrew's Road as a Local street (urban neighbourhood) and the relationship of street width to height of the buildings that enclose it⁵⁴

c) Andrews Road = heritage and canal side street

The historic building line on Andrews Road creates an opportunity for a public open space along this part of Andrews Road. Historically, there were gardens located in between the road and the locally listed terrace houses (at 35-38 Andrews Road) and the original Regency core of 40-43 Andrews Road. Future proposals should consider how the positioning of buildings can enhance the historic and canal side character. Proposals should also demonstrate how routes are safe and convenient for walking and cycling, accommodating low levels of traffic at low speeds, while also providing for emergency access, refuse storage and collection and allowing deliveries⁵⁵.

⁵⁴ *ibid.*
⁵⁵

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009795/NMDC_Part_2_Guidance_Notes.pdf pg 55



Fig X: photograph of Andrews Road



Fig X: section diagram showing an example of the railway arches a contemporary working yard and the potential relationship of street width to height of the buildings that enclose it⁵⁶

d) Railway arches street = working yard

Any new street created alongside the railway arches should operate as a working yard with light industrial, makers and creative business uses alongside entrances to homes and spaces that support new residents. Shallow but functional micro-premises could be provided on the west side of the street if space is needed for the bus garage. The primary and secondary or ancillary uses in the railway arches could bring different activities throughout the week and at weekends.

⁵⁶ *ibid.*

Future proposals should demonstrate how routes are safe and convenient for walking and cycling, low speed traffic for servicing and regular deliveries, while also providing for emergency access, and both residential and commercial refuse storage and collection⁵⁷.



Fig X: a photograph showing what the space in between the railway arches and bus garage looks like now

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009795/NMDC_Part_2_Guidance_Notes.pdf pg 55

7.7 Building design

These design principles are about building designs in and around the site. Building design considers the shape and sizes of buildings and how they relate to one another including density (how many buildings and people over a certain area), grain (pattern of streets and paths)⁵⁸, building line (how a building's footprint relates to a pavement or boundary) and height⁵⁹. The bus garage site's design principles for building design are:

- 1) Optimise building shape to minimise impact on neighbours:
 - a) respond to height of neighbouring context
 - b) protect the setting of the Beck Road Conservation Area
 - c) respond to neighbouring and proposed habitable room windows
 - d) put taller buildings where there are opportunities for height
- 2) Deliver a structurally efficient bus garage
- 3) Create net zero carbon, climate resilient buildings and spaces:
 - a) optimise building form, orientation, the amount of glazing, air tightness and insulation
 - b) embrace low embodied carbon design and embed circular economy principles
 - c) maximise renewable energy generation, use decarbonised heat & maintain a good local energy supply
- 4) Build high quality homes and workspaces

⁵⁸ <https://www.essexdesignguide.co.uk/design-details/layout-details/urban-grain/>

⁵⁹

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf pg 16

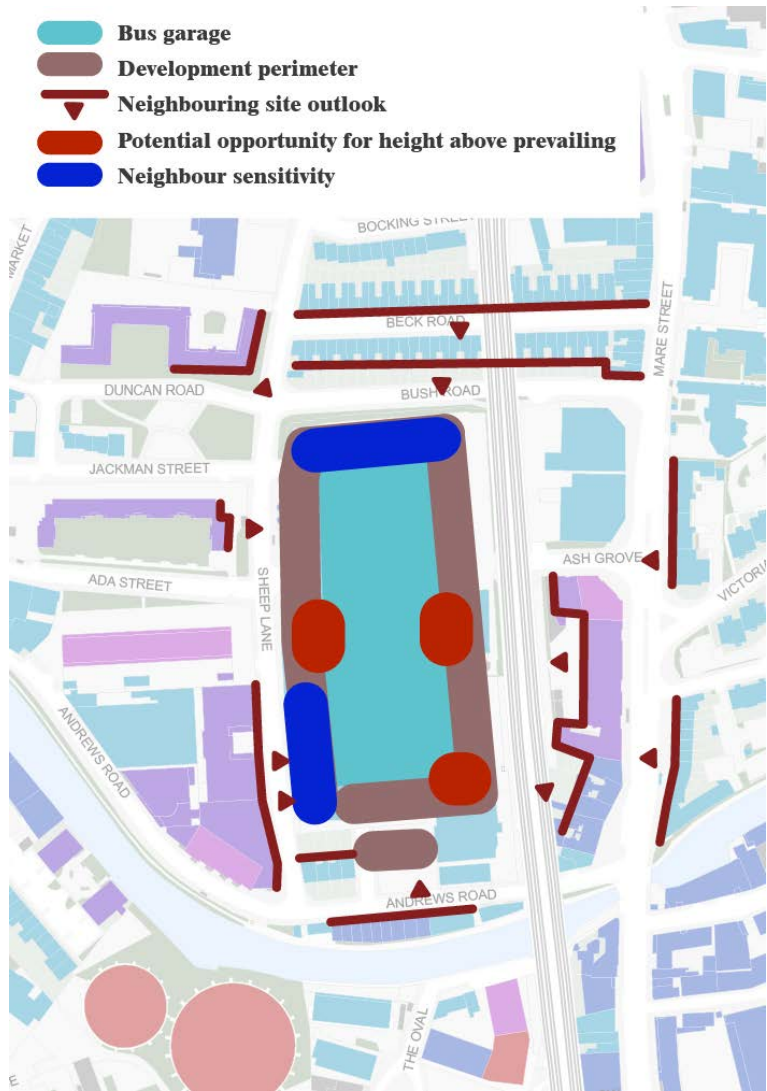


Fig X: diagram showing different building design principles. Please note that this diagram is indicative of an approach and not to scale.

7.7.1 Optimise building shape to minimise impact on neighbours:

a) respond to height of neighbouring context

We have highlighted 2 areas where future proposals should be sensitive to the height of their neighbours, these are along Bush Road and at the southern end of Sheep Lane (see diagram).

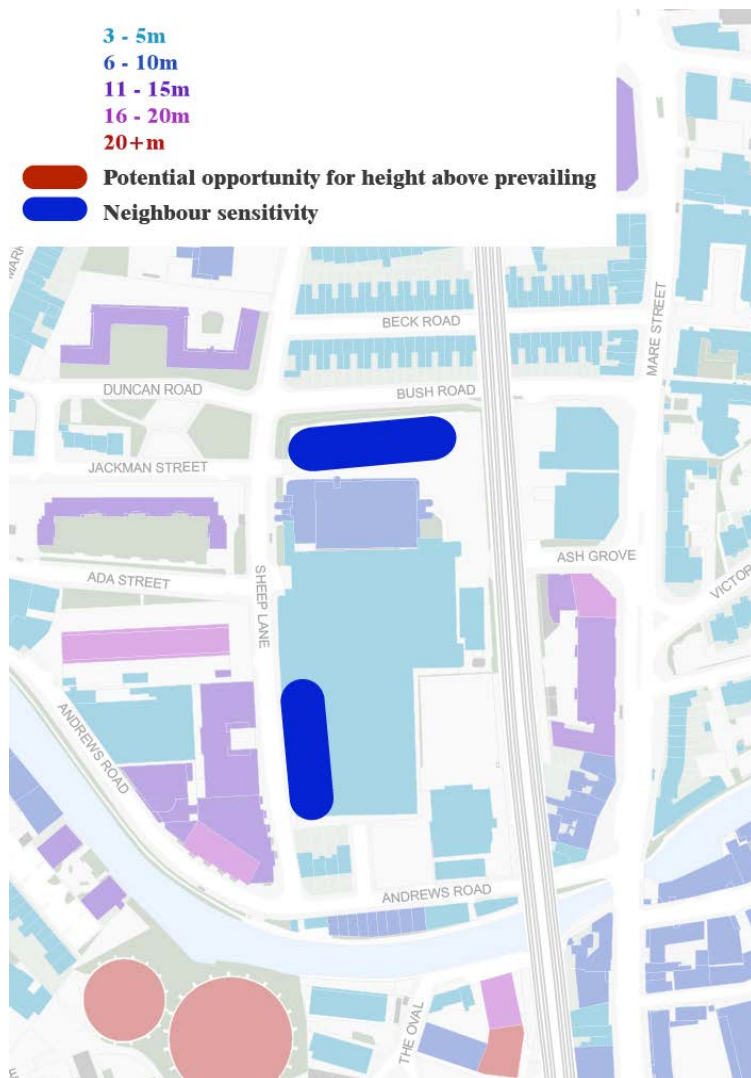


Fig X: reduced height areas

b) Protect the setting of the Beck Road Conservation Area

To protect the setting of the Beck Road Conservation Area, future proposals should minimise the impact on the conservation area and its setting.



Fig X: street view from Bush Road

c) respond to neighbouring and proposed habitable room windows

New buildings and extensions should be positioned and sized to prevent unreasonable loss of daylight, sunlight and outlook from neighbouring and proposed living spaces known as habitable rooms⁶⁰.

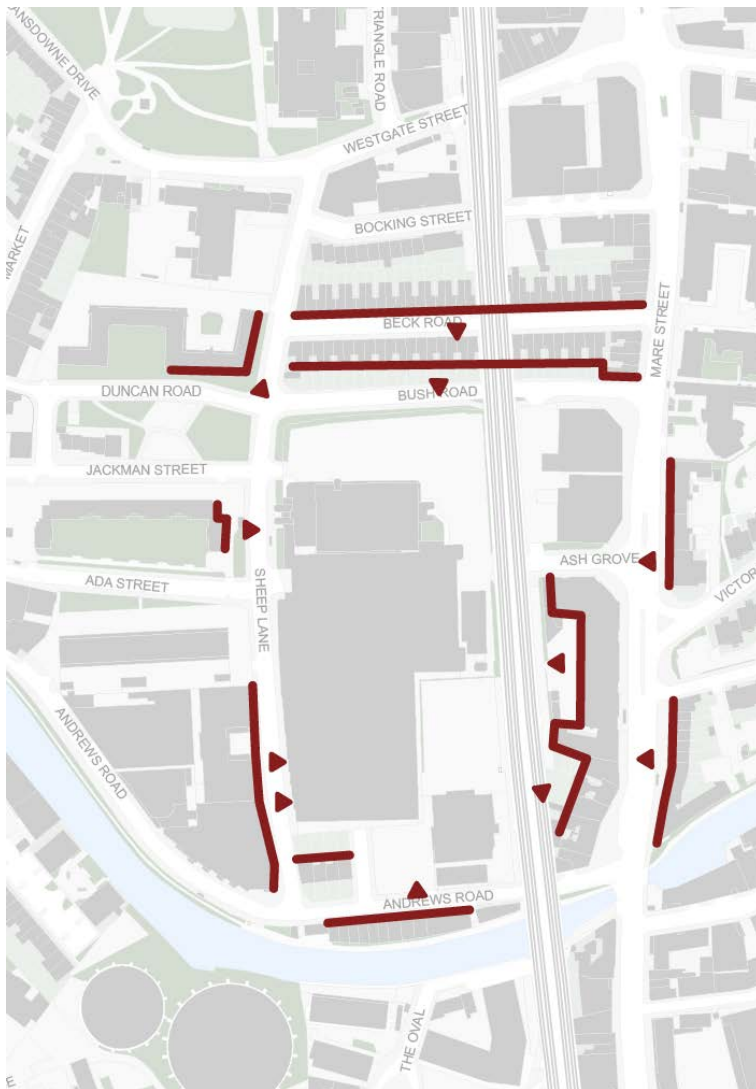


Fig X: diagram indicating neighbouring habitable room windows

⁶⁰ A Habitable Room is a room within a residential dwelling considered appropriate for occupation. Habitable rooms exclude bathrooms, and kitchens under 13 sqm. (140 sq. ft). Hackney Local Plan (LP33), Glossary page 271

d) put taller buildings where there are opportunities for height

When we say taller we mean a building that is:

- 50% taller than the prevailing building heights, or
- which significantly changes the skyline, or
- is 30 metres or more in height

For example, the prevailing building heights at the southern end of Sheep Lane is 6 storeys and a new 9 storey building there would be considered tall. Any taller buildings should be designed to integrate with their surroundings and should not be overbearing.

We have identified two possible locations to build taller than prevailing building heights. These are listed below and highlighted in Fig X:

1. towards the centre of the site
2. around the junction of Sheep Lane and Ada Street

The site of 40-43 Andrews Road has the Regents Canal conservation area on three sides. Enhancing the setting of the conservation area by retaining the original Regency core would help to mitigate additional height. Therefore, if the original Regency core of 40-43 Andrews Road is retained, a potential third location for taller buildings could be opposite 52 Andrews Road.

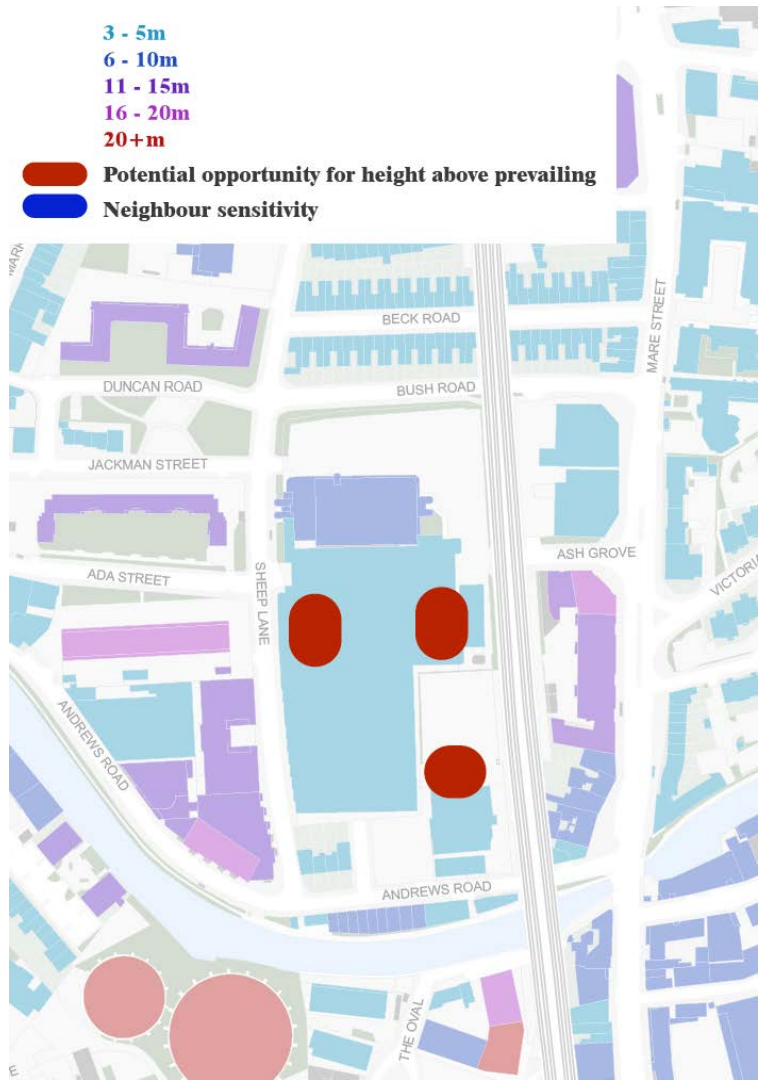


Fig X: diagram showing opportunities for taller buildings

7.7.2 Deliver a structurally efficient bus garage

Bus garages require large open spaces, where the columns and walls that hold up the roof are on a structural grid that aligns with the bus parking spaces and dedicate driving routes. This is so that buses can drive around easily, avoid reversing and park closely together.

One way to optimise the number of homes and workspaces on the site is to ‘stack’ different building uses on top of one another. This could mean a bus garage at ground level, with more than one story of homes on top⁶¹. The way that the homes and bus garage are separated from one another should carefully consider noise and fire safety. The more efficient the bus garage structure is, the more feasible it will be to build. For example, it will be expensive and challenging to build residential ‘cores’ (that house stairs and lifts) which don’t come all the way to the ground and instead sit on top of a column free roof structure. As a result, it is unlikely that the tallest parts of any future proposals can sit in the middle of the bus garage and site.

⁶¹ The typical structural grid of medium to large scale housing buildings are smaller than a structural grid that aligns with bus parking bays and routes. This means that there will need to be bridging structures (known as transfer structures) that will support the homes above. These structures require more material and so are more expensive and emit more carbon during their manufacture, transport and construction.

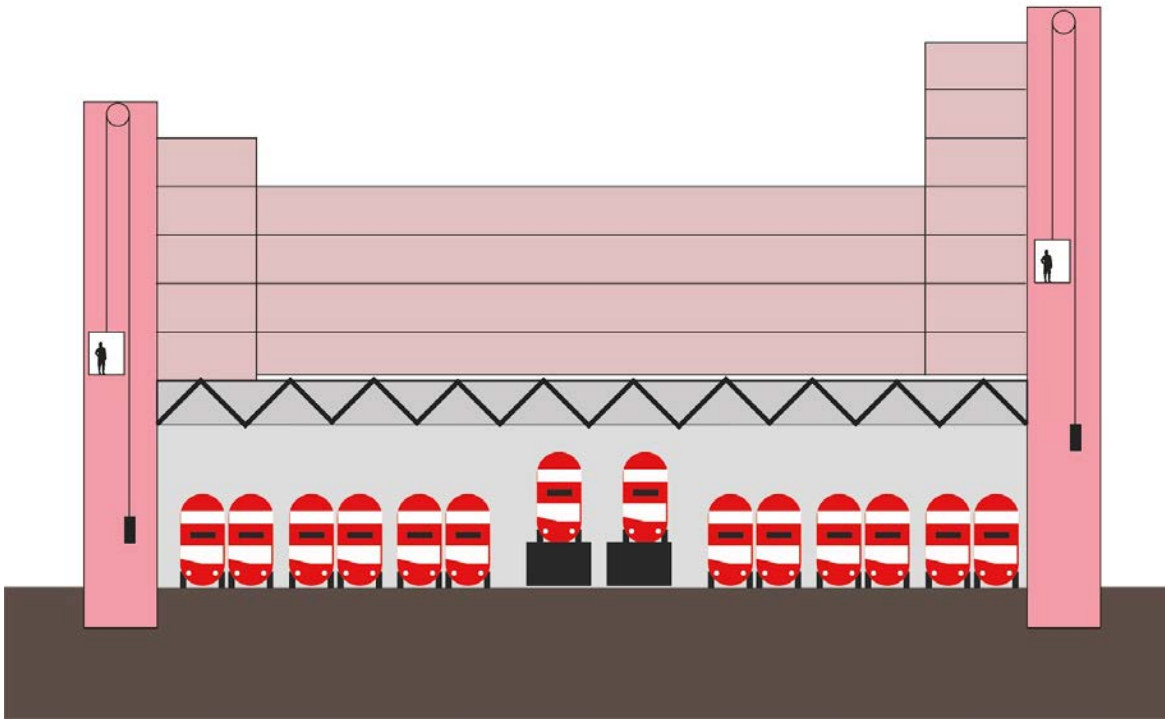


Fig X: diagram showing an example section through the bus garage and demonstrating that the locations for stairs and lifts (therefore the tallest parts of the building) are restricted by the bus garage structure

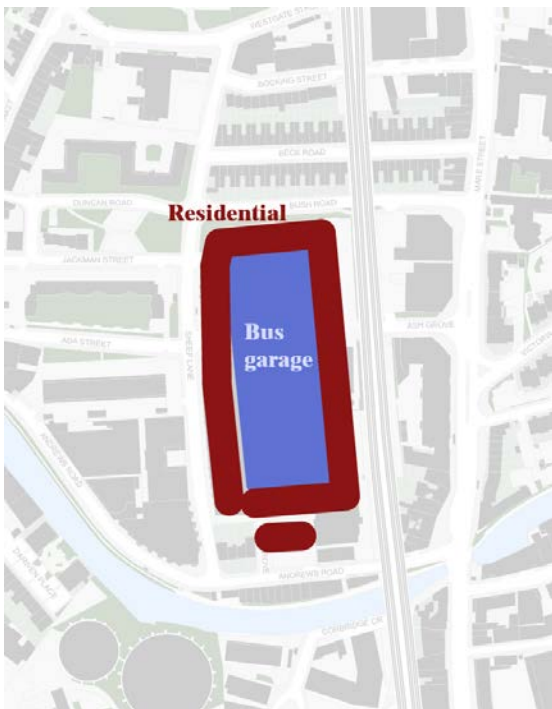


Fig X: a diagram showing that the tallest levels of homes is likely to be limited to the perimeter of the bus garage as a result of building an structurally efficient bus garage

7.7.3 Create net zero carbon, climate resilient buildings and spaces:

- a) optimise building form, orientation, the amount of glazing, air tightness and insulation

The most effective and cheapest way to create sustainable buildings is to build a simple shape that has main elevations facing south, with limited overshadowing and a low amount of exposed surface area.⁶² A fabric first approach should be adopted, where the external walls, floors, roofs, windows and doors are well insulated and air tight, but properly ventilated⁶³. This will reduce the need to heat spaces with radiators and underfloor heating by maximising heat gained from the sun and minimise heat lost through complicated and extensive external walls.

To create a climate resilient place, design proposals should:

- prevent overheating by using the right sized windows & appropriate external shading
- control micro-climates through landscape
- prepare for future changes in and extreme weather

⁶² https://www.levittbernstein.co.uk/site/assets/files/3553/passivhaus-easi-guide_screen_portrait.pdf
Easi Guide Passivhaus Design, Levitt Bernstein

⁶³ Passivhaus certification is a tried and tested method for delivering net zero carbon buildings. The method uses a whole-building approach with clear, measured targets. It requires high-quality construction where buildings are certified through a precise quality assurance process, to ensure that buildings are built and perform to the standards they were designed to. Passivhaus buildings reduce fuel poverty by requiring little to no heating. Buildings are draft free while providing fresh air all year round through efficient and controlled intake, which is good for people's health and wellbeing.



Fig X: Agar Grove by Hawkins Brown is the largest Passivhaus development in the UK, it has a optimised form and the balconies shade the homes from the sun to reduce overheating⁶⁴

⁶⁴ <https://www.hawkinsbrown.com/projects/agar-grove/>

b) embrace low embodied carbon design and embed circular economy principles

Embodied carbon is the carbon emitted during a building's construction and demolition. It includes producing a building's materials, their transport and installing them on site and their disposal at end of life⁶⁵.

There are a number of existing buildings on the site. Future design proposals should be informed by whole life cycle carbon assessment⁶⁶ and prepare for the circular economy⁶⁷ by exploring if it is possible to retain, reuse or recycle parts of existing buildings first⁶⁸. If this is not possible, new buildings should be efficient, flexible, adaptable, and built using low carbon materials and methods.

The site is currently used as a bus garage and a transport depot for diesel buses and will require demolition to provide an electric bus garage, work spaces and new homes. Any proposals for the electric bus garage and wider site, should think longer term and demonstrate how potential advances in technology can be incorporated into future buildings without the need for lots of demolition.

⁶⁵ LETI Climate Emergency Design Guide: How new buildings can meet UK climate change targets (pg 8)

⁶⁶ GLA Whole life cycle carbon assessment guidance
<https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance>

⁶⁷ GLA Circular Economy statement guidance
<https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance>

⁶⁸ 7.2.1 Celebrate the history and character of buildings on and surrounding the site identifies parts of buildings on the site that could be retained for heritage, character and place shaping purposes.



Fig X: Ebury Edge, London can be disassembled, relocated and reassembled multiple times⁶⁹

⁶⁹ https://ce-toolkit.dhub.arup.com/case_studies/40

- c) maximise renewable energy generation, use decarbonised heat & maintain a good local energy supply

The bus garage will require a significant electricity supply to charge the electric buses. Any future proposals for the site should demonstrate that this will not put a strain on the local energy supply. To create net zero carbon buildings, future proposals should also maximise renewable energy generation. For instance through matching their predicted energy use with on site electricity generation by installing photovoltaic panels (PVs) on site⁷⁰. For the homes and commercial spaces at least, this should mean creating more renewable energy than they consume. Following the approaches set out in 7.6.3a optimise building form, orientation, the amount of glazing, air tightness and insulation will reduce the energy demand and therefore reliance on fossil fuels and renewable energy generation, meaning fewer PVs will be required to balance energy consumption.



⁷⁰ It is best practice for any energy that is required to come from renewable, decentralised sources because decentralised energy reduces power lost in transmission and reliance on the national grid.

Fig X: photovoltaic panels on the roofs at Solarsiedlung, Freiburg by Rolf Disch⁷¹

Communal heat pumps such as Ground Source Heat Pumps (GSHP) or Air Source Heat Pumps (ASHP)⁷² have the capacity to deliver decarbonised heat and hot water. For both GSHP and ASHP, heat from the surrounding (ambient) environment is captured and transferred to water that heats radiators or underfloor heating. It can also heat water stored in a hot water cylinder for your hot taps and showers⁷³.

Other sources of energy that do not rely on the national grid are Decentralised Energy Networks (DENs) also called District Heat Network (DHN). Any proposals should consult the London Heat Map⁷⁴ and explore connecting to an existing or an upcoming DHN, if no DHN are readily available, future connection should be enabled through provision of sufficient plant room space, obstacle free route and pre capped connection points.⁷⁵

⁷¹ <http://www.rolfdisch.de/projekte/die-solarsiedlung/>

⁷² For GSHP, loops of pipes are buried underground (in either trenches or boreholes) and heat is transferred from the ground into a fluid in the pipes. The temperature of the fluid (a mixture of antifreeze and water) is raised by passing through a heat exchanger and heat pump. For ASHP, electricity is used to compress air. This increase in pressure also raises its temperature, this heat is then absorbed by a fluid that also runs through a heat exchanger.
<https://energysavingtrust.org.uk/advice/ground-source-heat-pumps/>

⁷³ There are a number of refrigerant options, and those with a low or no global warming potential should be prioritised, such as ammonia or CO₂.

⁷⁴ London Heat Map <https://maps.london.gov.uk/heatmap>

⁷⁵ However, not all existing DENs are powered by renewable energy. But there are proposals to expand and decarbonise Hackney's DENs, so our projects should be connection ready.



Fig X: showing proposed ASHP enclosures on the roof of proposed buildings at Agar Grove, London⁷⁶

⁷⁶

<https://www.camden.gov.uk/documents/20142/35497697/Agar+Grove+estate+redevelopment%2C+air+source+heat+pump+design%2C+March+2023.pdf/ee158344-199a-a5e5-5472-0603b3ca68af?t=1677783463652> pg 11

7.7.5 Build high quality homes and workspaces

One of the potential benefits of rebuilding this site is delivering new homes and additional work spaces. Any proposals for new homes and work spaces should be high quality, this means:

- naturally well lit and dual aspect
- supplied with good amounts of fresh air
- draft and damp free
- close to nature
- appropriately sized with storage provided
- designed with community and safety in mind
- accessible and future proof



Fig X: Colville estate has high quality, dual aspect homes⁷⁷

⁷⁷ <https://www.karakusevic-carson.com/projects/colville-estate-masterplan-2>

8.0 TESTING SITE CAPACITY

8.1 Site capacity and indicative designs

In June 2023, the GLA adopted the guidance *Optimising Site Capacity: A Design-led Approach London Plan Guidance (LPG)*⁷⁸. This is a method for calculating the number of homes and commercial space achievable on a site, also known as a site's capacity. It involves designing buildings and spaces specific to a site, to a draft or high level, and counting the number of homes and the amount of commercial space they fit. This approach has been used to calculate a range in the number of homes, buses and commercial space that are deliverable on the bus garage site.

Testing the site capacity has also allowed us to explore how the design principles (set out in [7.0 SITE-BASED DESIGN PRINCIPLES](#)) work together. The final designs and number of homes, buses and commercial space will be decided through any future planning applications that are submitted. This SPD will guide future planning applications and be referred to when deciding if a planning application is granted or not.

8.2 Viability testing

Indicative designs produced by the council have been used to calculate the number of homes, buses and amount of commercial space that is possible on the site. The viability of these indicative designs have been assessed by third party viability experts. This is to test whether the amount of development that the council (as a local planning authority) finds acceptable is feasible to build. A viability assessment has concluded that the two indicative design options are possible to build.

The viability testing takes into account the combination and amount of uses, demand from the market, and typical construction costs. The viability assessment is done without a detailed design, which means that it is a high-level assessment and is less accurate. The viability assessments reflect the construction market now, whereas

⁷⁸

https://www.london.gov.uk/sites/default/files/optimising_site_capacity_-_a_design-led_approach_-_publish_for_consultation_0.pdf

guidance in this SPD is intended to cover a longer period of time. If a future planning application is granted, then construction work may not finish for another 5-10 years.

9.0 NEXT STEPS

The public consultation on this draft Ash Grove SPD will run from May 2024 for 8 weeks. Following the consultation, the draft document will be revised to address feedback received before being adopted by the Council in Autumn 2024.