

Draft Dalston Plan Supplementary Planning Document May 2021



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Executive summary

The regeneration of Dalston Town Centre is vital to ensure the future success of the area as we build a fair recovery from the Covid pandemic.

The purpose of the Dalston Plan is to establish the basis for shaping future development in the area and to ensure the continued role of Dalston as a major town centre whilst respecting its unique character. This includes retaining the Eastern Curve Garden, supporting a thriving Ridley Road Market and shaping the plans for the future of the Kingsland Shopping Centre. These commitments have been incorporated as objectives into the draft Dalston Plan. The challenge is to encourage growth through delivering new homes and commercial space whilst ensuring that growth is inclusive and provides and maximises opportunities for local people.

Speaking to local residents, businesses and community groups in Dalston has been key to identifying opportunities for growth and an understanding of local issues and concerns. This Supplementary Planning Document aims to support growth in Dalston Town Centre to deliver new homes and new jobs whilst also responding to the social and economic challenges that the area faces. Dalston needs to be flexible and resilient, and offer different opportunities for people to visit. The Plan acknowledges concerns relating to activation of underperforming spaces and retail units and the need for everyone to feel safe within the Town Centre.

Dalston will continue to be a place where there's a diverse mix of activity in the town centre which includes a variety of places to shop, eat, drink, work and live and where people from all communities can interact.



PART 1 - Introduction

1.1 What is the Dalston Plan?

The Dalston Plan is a Supplementary Planning Document (SPD) which aims to shape the future of Dalston based on what the local community have told about the area. The Plan sets out objectives, themed strategies and site proposals for the Town Centre as well as a clear delivery plan on how and when any improvements will happen. The Plan provides further guidance for development in Dalston based on policies set out in our borough wide Local Plan 2033 (LP33) and is guided by the opportunity sites identified in LP33.



Fig. 1.1 Dalston's Position in Hackney

1.2 What is the purpose of the Dalston Plan?

The role of the Dalston Plan is to set out a vision and strategy for the future development of Dalston Town Centre, acting as a guide for development whilst supporting the Council's Inclusive Economy Strategy to ensure that Dalston's future growth benefits local people, and that their voices are heard in how the future of the area is shaped.

The Dalston Plan supports the delivery of the growth strategy for the Town Centre as outlined in the LP33. This identifies Dalston, due to its role as a major town centre, as a place which will accommodate new homes, employment space, retail space, and leisure, community, and arts and cultural facilities to meet the future needs of the borough. The Local Plan identifies the opportunity across the 10 sites identified for over 600 new homes, 700 sqm additional community space, 14,000 sqm of commercial and workspace (including retail and office space).

The Dalston Plan sets out detailed site proposals and planning and regeneration guidance for the area, considering the potential development sites together to coordinate their development for the benefit of everyone in Dalston. This plan includes site guidance for large sites, such as Kingsland Shopping Centre, as well as smaller sites.

After extensive community engagement (see section 2.3 for more detail), the following key themes were highlighted as what is most important to residents and businesses in Dalston and will be addressed by the Plan:

- Dalston Eastern Curve Garden is well-loved and should be protected
- The unique shopping offer gives Dalston its character and is preferred over larger chains
- Dalston's buildings of heritage value should be retained
- Ridley Road Market must be protected
- The shift towards sustainable transport, especially walking and cycling is supported
- Dalston's workspace should be affordable for local people
- Genuinely affordable housing is required
- The current arts, culture and night-time economy should be supported
- Interventions are needed in areas which experience anti-social behaviour

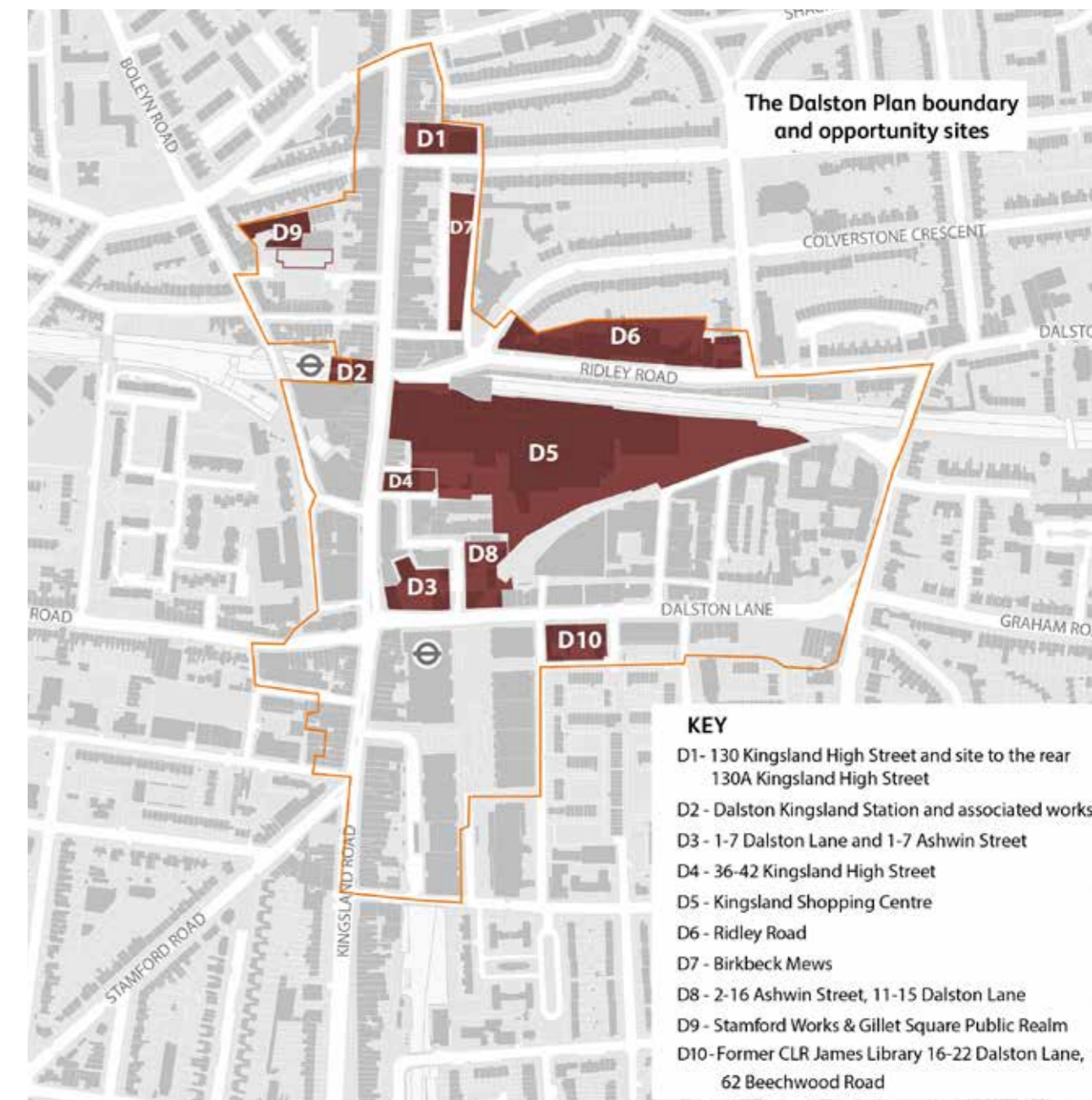


Fig 1.2. Dalston Key Opportunity Sites and Town Centre Boundary

1.3 How to read this document

The following provides an overview of the Plan:

PART 1

Introduction:

This section sets out what we are doing, why, how long the process will take and how you can respond.

Page 6

PART 2

How did we get here?

This section sets out our policy framework, Mayor’s manifesto commitment, how we have engaged with you so far and all the studies that have led us here.

Page 14

PART 3

Dalston Today:

This section analyses all the different aspects of Dalston’s Town Centre in terms of its people, places to meet, movement, development, land use, the arts and safety. It also considers the key issues and challenges these elements involve.

Page 22

PART 4

Vision and Objectives:

This section sets out an overall vision for Dalston and thematic objectives outlining the key aspirations for the area.

Page 56

PART 5

Character Areas and Opportunity Sites:

This section sets out the potential for the development sites in a series of clusters, outlining their development principles, a visual representation of heights and massing.

Page 72

PART 6

Delivery and implementation:

This section sets out all our current ongoing projects and outlines how we alongside our delivery partners will deliver these strategies and proposals, with time frames to guide them.

Page 144

PART 7

Next steps:

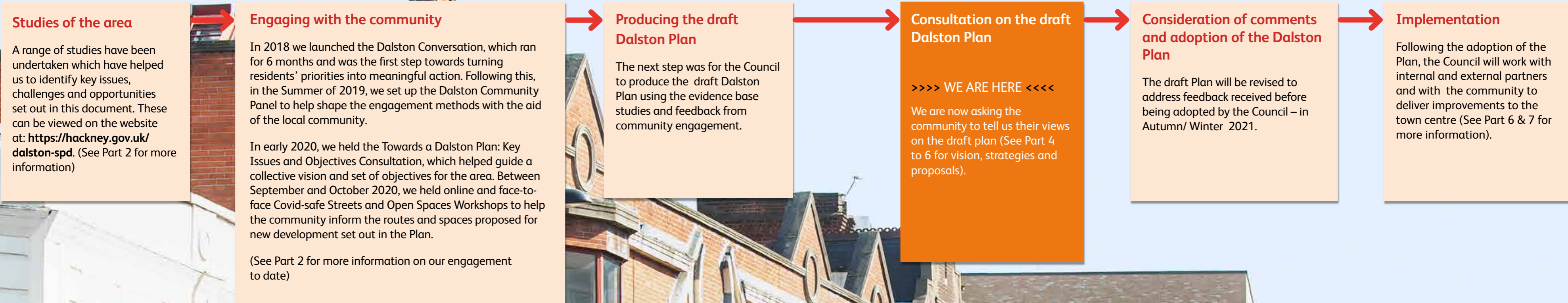
This section sets out our next steps and how you can respond to this consultation.

Page 150



1.4 The timeline for the new Dalston Plan

The diagram below sets out how we have consulted and gathered information to feed into this document and the timeline for the next stages of producing the Plan.



1.5 How to respond

We are interested to hear local views, comments and suggestions on this draft Plan in order to refine them and publish a final Plan.

Comments on the document can be completed in the following ways:

Visit dalstonplan.commonplace.is

Completing the online questionnaire on the Council's website: www.hackney.gov.uk/dalston-spd

Feedback returned to the following addresses:
Email: Planmaking@hackney.gov.uk

Post:

Strategic Planning
London Borough of Hackney
2 Hillman Street
London E8 1FB

The deadline for responses is: **20 August 2021**

If you would like to request hard copies of the draft SPD please contact planmaking@hackney.gov.uk

This document and all supporting documentation can be found online at: www.hackney.gov.uk/dalston-spd.



PART 2. How did we get here?

2.1 Policy context

The Dalston Plan SPD sits within a wider planning framework, within national, regional and local policy (see Figure 2:1).

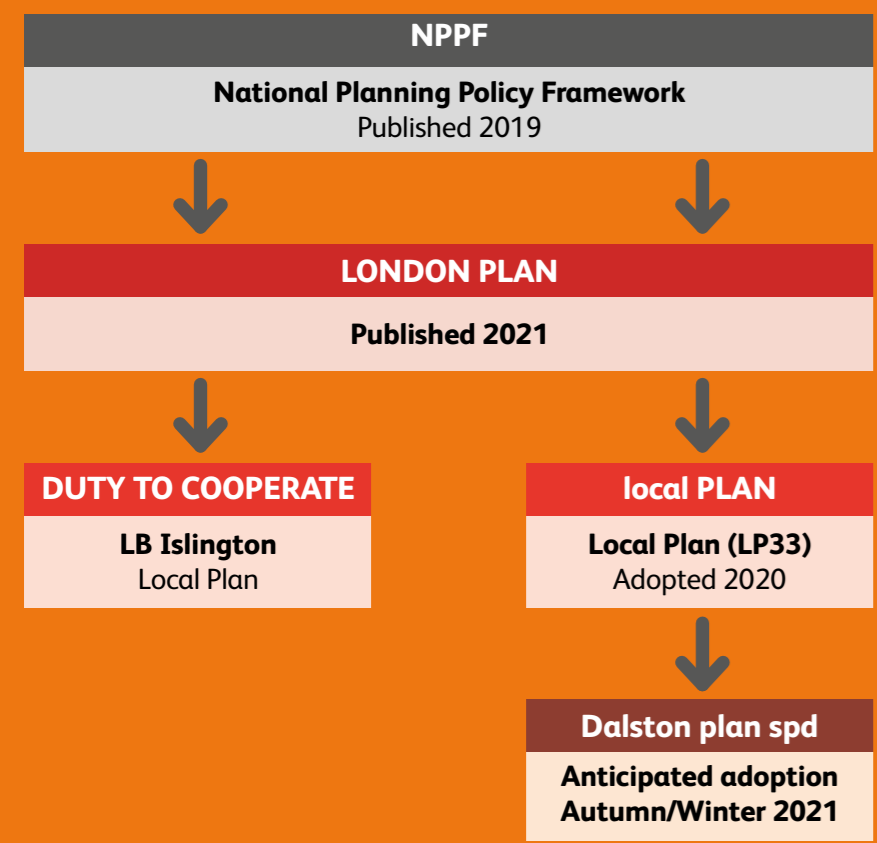


Fig. 2.1 The Dalston SPD Policy Framework Map

National Planning Policy Framework (2019)

The Plan must comply with national policy guidance as set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG). The NPPF includes a presumption in favour of sustainable development that requires local planning authorities to plan positively to seek opportunities to meet development needs. The NPPF continues to place significant emphasis on the need to ensure the vitality of town centres known as the “town centres first” approach. Guidance indicates that Plans should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

See page 53 for further information on recent updates to the planning system including updates to the Use Classes Order and Permitted Development Rights and the impacts these have had on preparing the Dalston Plan. See 3.7 Key issues and challenges on page 52.

The London Plan

Hackney’s Local Plan, LP33, adopted in July 2020, was prepared alongside the New London Plan to ensure conformity with the policies in the London Plan.

The new London Plan published in March 2021 encourages growth in a way that also improves the quality of life and opportunities for both existing and new residents, addresses social exclusion, and tackles spatial concentrations of deprivation.

Dalston is designated as a regeneration area and a town centre in need of regeneration in the London Plan (see Figure 2.2), falling within the 20 % most deprived parts of London. The London Plan supports a spatial approach to encourage a diverse range of uses that preserve and enhance the vitality

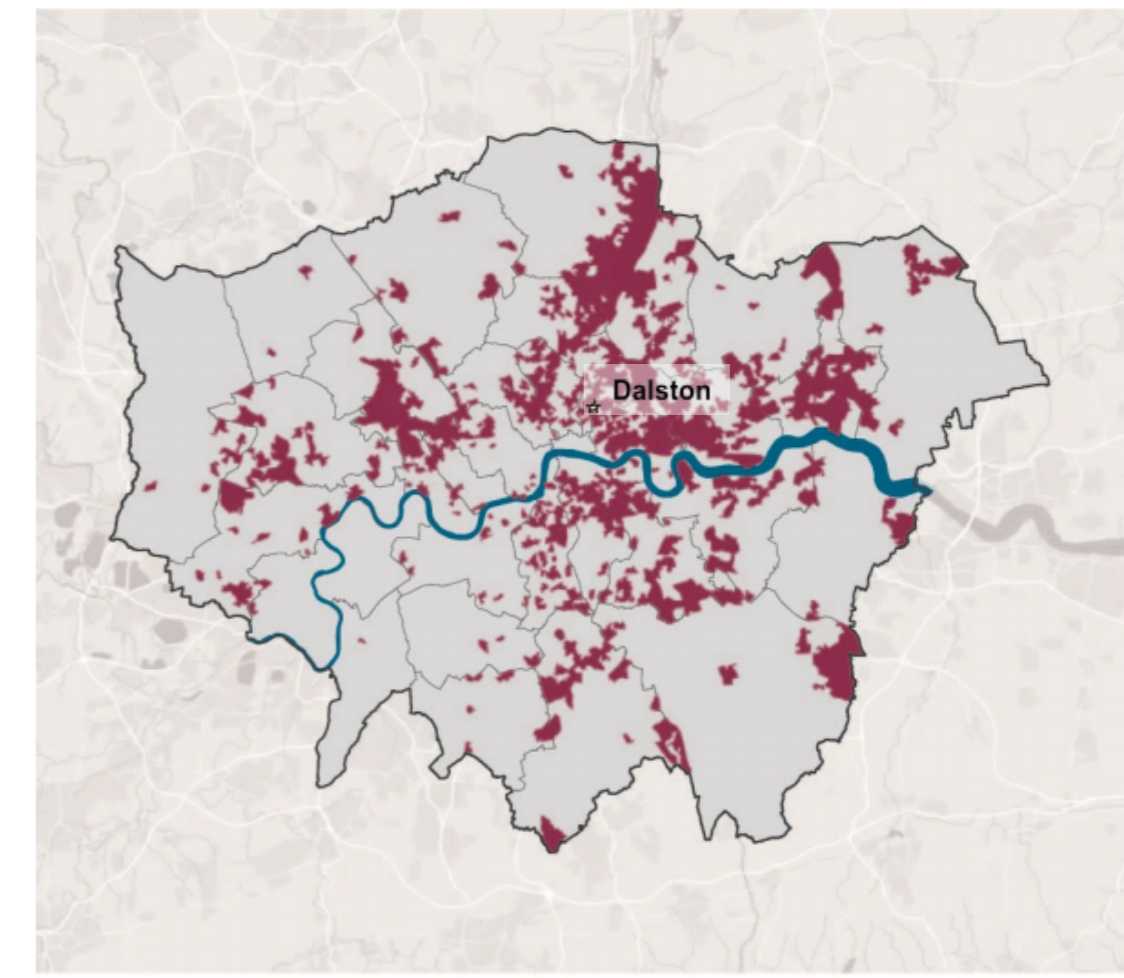
and viability of town centres. This approach involves a range of projects and initiatives, such as providing affordable workspace, creating a more accessible and welcoming public realm, and investing in training and employment opportunities for local residents. Proliferation and concentration of these uses should be carefully managed through collaborating with local communities to develop a shared vision for development plans and planning decisions.

The London Plan identifies Dalston as part of London’s wider town centre network and is also considered part of the City Fringe Opportunity Area (OA) which earmarks the town centre to accommodate some of the expansion of digital-creative businesses based in East London. The expansion of Tech City and continued business growth in the City Fringe OA is considered by the Mayor of London as strategically important to the economy of London and the UK.

Local Plan 2033

The new Borough-wide Local Plan 2033 (adopted July 2020), also known as LP33, is the key strategic planning document used to direct and guide development in the Borough up to 2033.

Dalston is designated a Major Town Centre in the LP33 as well as the London Plan, which makes it a key area for growth in terms of the delivery of new homes, jobs and improved retail facilities. The relevant policies for each theme are set out in Part 5 in the ‘what the LP33 says’ sections. Visit www.hackney.gov.uk/lp33 to read and / or download the Local Plan.



Strategic Areas for Regeneration

● Strategic areas for regeneration

Source: GLA Planning and DCLG
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Figure 2.2. Strategic Areas for Regeneration

LP33 is important in setting strategic principles for the future of Dalston through Policy PP2 alongside identifying the need for an area-based approach for Dalston. Policy PP2 - Dalston - Strategic Principles:

- Implement a variety of public realm improvements across the town centre particularly along Kingsland High Street, Dalston Lane and Ridley Road.
- Improve permeability through finer grain development within the town centre, particularly through new proposals for Kingsland Shopping Centre.
- Improve noise and air quality by creating a pedestrian and cycle-friendly environment across the town centre.
- Protect existing open spaces including the Dalston Eastern Curve Garden and maximise opportunities to create new public space.
- Reinforce the individual qualities of the distinct urban character areas and heritage assets in Dalston town centre.
- Protect and enhance the value of the Dalston Quarter¹ as a concentrated area of community, creative and cultural activities.
- Improve public transport accessibility through the potential arrival of Crossrail 2.
- Relocate and rationalise several Hackney Housing depots, freeing up key town centre sites for mixed use redevelopment.

¹ The Dalston Quarter refers to a group of Council owned buildings in the area around Ashwin Street and parts of Dalston Lane and forms part of Dalston Town Centre

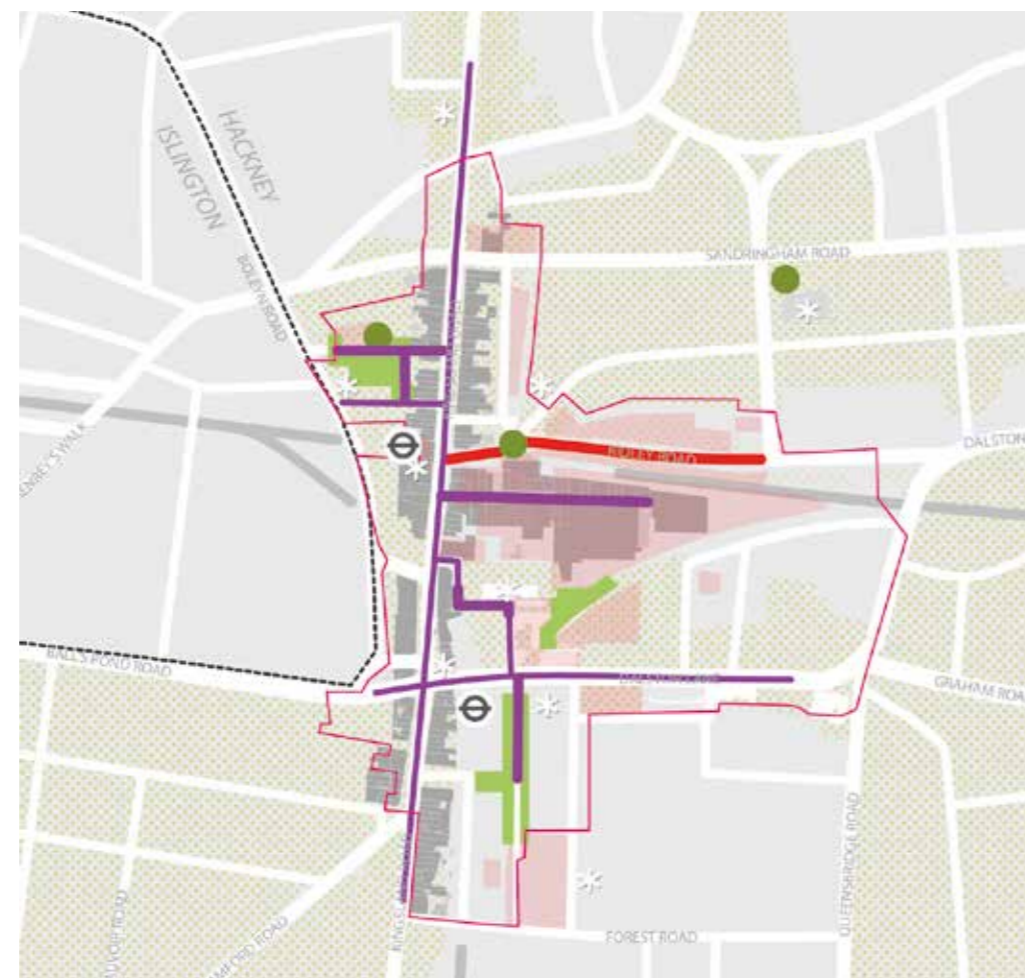


Figure 2.3 Planning policy considerations in Dalston Town Centre

LP33 also sets out planning considerations for key corridors in Hackney, called enhanced corridors. Mixed-use, housing led development will be encouraged along the borough's main transport corridors to deliver improvements to the public realm, new community facilities and other measures to promote healthy streets and that easily link different neighbourhoods, open spaces, public transport hubs and civic areas by walking and cycling.

LP33 states that more detailed plans to guide the development and growth of towns centres, such as Dalston, with the enhanced corridors areas will be set out.

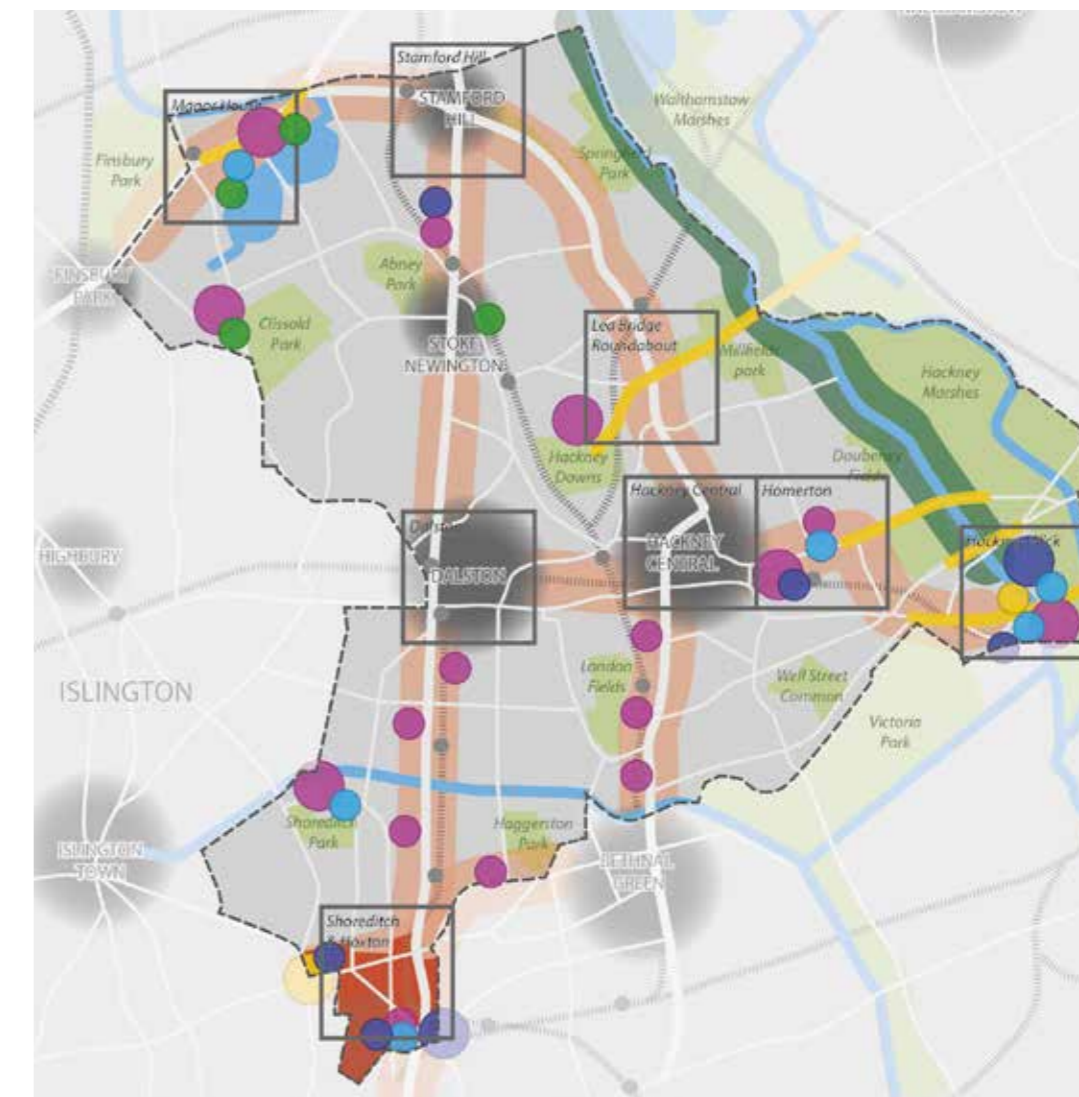


Figure 2.4 Planning considerations for the three key corridors in Hackney

2.2 Public consultation and local engagement to date

This draft Plan was prepared with extensive involvement of local residents, businesses and stakeholders. We really value the views, opinions and experiences of local people and have sought to fully incorporate and address the issues and needs of those that live, work and visit Dalston.

The feedback from the consultations have informed each stage of the plan-making process, the 'what you told us' sections in Part 3 summarises how the feedback received has shaped the Plan to date.

Set out below are the key consultation stages to date and how we have engaged with the local community so far.



The Dalston Conversation consultation (2018-2019)

The Council held an initial consultation between September 2018 and April 2019 called the Dalston Conversation. This spanned a wide range of issues in addition to Planning. It sought to get a broad insight into the local community's issues and aspirations for Dalston. 5,000 people took part in the consultation, which shaped our draft objectives for the Plan. More information on the feedback from this public engagement can be found at Dalston Conversation consultation report.



Key Issues and Objectives consultation (January - March 2020)

The Towards a Dalston Plan: key issues and objectives consultation launched on January 27th and closed on March 13th 2020. The Council engaged with a wide range of residents, businesses, organisations, and local communities during this exercise. Overall, the Council received 1294 online contributions and spoke to over 150 participants at a range of events, which helped us consolidate the draft objectives into the overarching objectives for Dalston found in this Plan (see Part 5 for the themed Strategic Objectives). The consultation report providing an analysis of the feedback can be found at <https://hackney.gov.uk/dalston-spd>.



Streets and Open Spaces Workshop (September - October 2020)

On the 16th and 23rd of September 2020, the Council held a series of live Officer-led workshop events at the Dalston Eastern Curve Garden, followed by an on-line version. The sessions were the first of their kind organised by the Council during the Covid-19 Pandemic and were carefully managed to ensure they were safe. Attendees were asked to identify on basemaps their preferred locations for streets and open spaces in the place of the Kingsland Shopping Centre if it were to be redeveloped. The outputs from the live and virtual workshop sessions have been used to inform the preparation and production of the Plan.

See 'Workshop summary and consultation reports' on <https://hackney.gov.uk/dalston-spd> for a summary of these workshops.



Dalston Community Panel (2019 - ongoing)

The Council established the Dalston Community Panel in the Summer of 2019 to enable ongoing dialogue with key stakeholders in the local community and to help shape engagement going forward. The Panel played a key role in informing the key issues and engagement consultation document and the supporting communication strategy. We have continued to host the Community Panel during the Pandemic, with our first virtual Panel held in September 2020. Organisations that have taken part in the Panel process include:

- Residents associations and community representatives
- Workspace and studio providers

- Faith organisations
- Cultural venues
- Third sector organisations
- Night time economy
- Landowners
- Developers
- Councillors
- Council officers

Always open to feedback

The Council is committed to meeting local stakeholders throughout the plan making process, including outside of formal consultation times. If you are interested, please get in touch with the Strategic Planning team at Planmaking@hackney.gov.uk

2.3 Evidence base

Hackney has commissioned a range of technical studies that have supported the production of the Dalston Plan. These studies have been considered alongside the feedback from the public engagement, see 'Evidence Base' on <https://hackney.gov.uk/dalston-spd> for a summary of these workshops.

Policy & Guidance Framework	Dalston Evidence Base Studies		
1 London Plan (March 2021)	8 Dalston Character Areas Study (2019) / Part 2	14 Dalston Quarter Development Principles Summary Report (2017)	20 Ridley Road Footfall and Basket Spend Survey (2020)
2 Hackney's Local Plan 2033 (July 2020)	9 Dalston Community and Creative Quarter Contamination and Ground Condition Survey (WSP, 2015)	15 Hackney Characterisation Study (Allies and Morrison, 2019)	21 Ridley Road: Usage and Attitudes Study (2020)
3 Inclusive Economy Strategy 2019 - 2025 (November 2019)	10 Dalston Community and Creative Quarter Development Scheme (BS Initiative, 2015)	16 Health & Wellbeing Profile – Dalston Ward (2016)	22 Social, Cultural and Community Organisations Network Map (University of East London Research Project, 2019)
4 The High Streets - Adaptive Strategies guidance (2019)	11 Dalston Community and Creative Quarter Heritage Assessment (Allies and Morrison, 2015)	17 Key Corridors: Housing Design and Density Study (Jan Kattein Architects, 2020)	23 Summary Reports - (Dalston Conversation & Towards A Dalston Plan - Issues and Objectives, 2020).
5 London at night: an evidence base for a 24-hour city Executive report (November 2018)	12 Dalston Town Centre Public Realm, Movement and Permeability Study (Allies and Morrisons / Studio Weave / Flow, 2019)	18 Making Space in Dalston (J&L Gibbons LLP and MUF architects, 2009)	24 Ward Profiles and Atlas Website - Greater London Authority (GLA) – Updated 2015
6 Hackney's Draft Child-Friendly Places Supplementary Planning Document (October 2020)	13 Dalston's Good Growth Fund (Studio Weave, 2020)	19 Mapping Economic and Social Value in Hackney's Town Centres and Designated Employment Areas (Regeneris / We Made That, 2019)	25 Local Plan evidence base (include viability evidence).
7 Mayor of London's - Draft Public London Charter. "Good Growth by Design" (2020)			

Figure 2.5. Evidence Base



PART 3. Dalston today: key issues, opportunities and challenges

Dalston is a Major Town Centre with a vibrant culture. It benefits from excellent public transport and is a popular place to live, work and visit. There are several influences that shape the area:

- Well-used green and open spaces;
- Kingsland High Street, a lively historic high street characterised by small, active, independent shops and services;
- High quality townscape comprised of buildings of heritage and architectural value;
- A major transport corridor along the A10;
- Ridley Road Market, a bustling street market;
- A cluster of connected creative, cultural and community organisations; and
- A lively evening economy with entertainment uses, including music venues and bars on Ashwin Street, Gillett Square and a range of restaurants along Kingsland High Street.

3.1 A changing Dalston

The population of the Borough is expected to grow by 16% to around 320,000 people by 2033. This will result in a need for more homes, jobs, services and community facilities such as schools and health care. As a Major Town Centre, Dalston will be one of the key areas for this growth.

The Town Centre has already seen a lot of change over the past 20 years, its popularity has been fuelled by the London Overground network and expansion of Tech City from Shoreditch. Dalston has become home to many creative industries and cultural organisations, and this is expected to continue to grow. There is also the possibility that the Kingsland Shopping Centre could be redeveloped, which would provide an opportunity to positively shape a large part of the Town Centre.

3.2 Public Dalston: people and places to meet

People

Dalston, like the rest of Hackney, is ethnically diverse. The area's population has grown a lot in recent years, but it is transient, with many people moving in and out of the ward. Dalston has a young population, with more working age adults than the rest of London, but it also has high levels of deprivation, including many isolated older people that live alone.

Places to meet

Dalston has a varied selection of public spaces, each contributing to the character of Dalston and serving the community in different ways.

Dalston Square, Gillett Square and Ridley Road are the main public open spaces, hosting occasional markets, events and cafes and bars. There are also green pockets on streets, green spaces associated with housing estates and spaces such as churchyards, the Dalston Eastern Curve Garden and Boot Yard. Many of these smaller spaces feel hidden, away from Kingsland High Street.

Though there are many places to meet, there is a severe lack of green space in the Town Centre, with the main open spaces being hard concrete environments that host antisocial behaviour that discourage many users.



Figure 3.1 Map of Existing Green Infrastructure and Public Realm in and around Dalston



1. Ridley Road
2. Gillett Square
3. St Jude Street Garden
4. Dalston Square
5. Bootstrap Yard
6. Jewish Burial Ground
7. The Dalston Eastern Curve Garden
8. Mayville Estate
9. Shellgrove Road Estate
10. St Marks Churchyard
11. Kerridge Court
12. Rhodes Estate
13. Someford Estate
14. King Henry's Walk Playground
15. Mountford Estate
16. Newington Green
17. Shacklewell Green
18. De Beauvoir Square
19. Butterfield Green
20. Shakespeare Walk Playground
21. Evergreen play association
22. Evergreen Square
23. Stonebridge Gardens
24. Hackney Downs
25. London Fields

- Green spaces:
- Public park - large greenspace
 - Small public park or green
 - Religious
 - Estate garden
 - The Dalston Eastern Curve Garden
- Other open spaces:
- Civic Spaces
 - Bootstrap Yard
 - Playground

Figure 3.2 Dalston Permeability Study - Green and Open Spaces



What you've told us...

- Dalston is a popular and vibrant place to live
- You love the Dalston Eastern Curve Garden
- Gillett Square would be better if there was less antisocial behaviour
- Dalston Square needs to be improved
- More green space is needed and local people want to take part in it
- Management plans are needed for all new public spaces.

What LP33 says...

- Dalston town centre is identified through the Open Spaces Deficiencies Map in LP33 as deficient in publicly accessible open space.
- Protect existing open spaces, including the Dalston Eastern Curve Garden, and maximise opportunities to create new public space and green links between them.
- New development should enhance the network of green infrastructure and seek to improve access to open space. The LP33 prefers green roofs over vertical, though both are resource-intensive.
- Biodiversity is to be protected and enhanced, maximising opportunities to create new or make improvements to existing natural environments.
- Protect and support the development of new play facilities that are inclusive to all, with larger developments required to provide 10sqm play space per child.

Refer to relevant LP33 policies for further information: PP1 Public Realm; LP1 Design Quality and Local Character; LP3 Registered Parks and Gardens and Protected London Squares; LP5 Enhanced Corridors; LP41 Liveable Neighbourhoods; LP46 Protection and Enhancement of Green Infrastructure; LP47 Biodiversity and Sites of Importance of Nature Conservation; LP48 New Open Space; LP50 Play Space; LP51 Tree Management and Landscaping; LP56 Decentralised Energy Networks (DEN).

3.3 Dalston connects: movement, transport and parking

Kingsland Road / High Street provides a key route in and out of London along the A10, and as a busy, active town centre hub. These two important roles often lead to conflicts, with many competing demands on its streets and spaces. For Dalston to successfully operate as the Borough's major centre, these conflicts need to be resolved.

Traffic and congestion

Kingsland High Street and Dalston Lane are heavily congested with commuters and through-traffic, including large service and goods vehicles. During peak times, a wall of traffic is created by bus queues. These motorised vehicles dominate the streetscape and make for an unpleasant walking and cycling experience in the Town Centre. COVID-19 has had a significant impact on road networks however, with fewer people travelling into work, but the longer-term patterns are yet to be seen.

Walking, cycling and parking

The pedestrian and cyclist environment across Dalston could be improved. There are few alternative, calmer walking and cycling routes

away from the main roads, mainly due to the Kingsland Shopping Centre and the east-west railway line, which both act as barriers to movement. Redevelopment of the Shopping Centre could offer an opportunity to create new accessible routes across the Town Centre, away from the more congested roads. Some existing positive examples of calmer routes in Dalston include:

- Traffic calming bollards and greening on Ashwin Street
- Variety and characterful lanes, 'leftover' spaces and yards across the Town Centre

Public transport

Dalston is a major transport hub with two overground stations and a bus network that connects Londonwide. As the borough grows, the stations and stops will need to cater to the increase of people. Both overground stations currently have a poor sense of arrival, Dalston Kingsland requires improvements, and the bus interchanges are disjointed, impacting bus users as well as pedestrians and cyclists.



What you've told us...

- Dalston has great transport links
- Traffic needs to be reduced on the main roads
- Cycle provision is poor
- Walking across Dalston is difficult
- The Gillett Square and Shopping Centre car parks need to be repurposed
- Improved disabled access is needed
- Better signage would help visitors and disabled people navigate the Town Centre
- Parked moped and motorcycle delivery vehicles have been disruptive
- The loss of some affordable car parking has caused financial burdens

What LP33 says

- New development should contribute towards creating attractive and liveable neighbourhoods, promoting walking and cycling as part of everyday life and reduce the dominance of private motor vehicles.
- Implement a variety of public realm improvements across the Town Centre particularly along Kingsland High Street, Dalston Lane and Ridley Road.
- Improve movement through the Town Centre with smaller scales of development, particularly through new proposals for Kingsland Shopping Centre.
- Address noise, air quality and severance along Kingsland High Street.
- Further enhance public transport accessibility through the potential arrival of Crossrail 2.

Refer to relevant LP33 policies for further information: PP1 Public Realm; LP1 Design Quality and Local Character; LP5 Enhanced Corridors; LP41 Liveable Neighbourhoods; LP42 Walking and Cycling; LP44 Public Transport and Infrastructure - Major Development; LP45 Parking and Car Free Development.



Figure 3.3 The Existing Structure of Key routes and Spaces in the town centre



3.4 Dalston develops: buildings and housing

Buildings

The architecture found in Dalston reflects the Town Centre's transformation from a small village to a suburban centre that occurred after the arrival of the railway in the mid 19th Century. Dalston is also home to post-war development that occurred after severe bombing in World War Two. In the last few decades, Dalston has seen significant changes to its urban environment, with various taller and newer styles of buildings being developed across the Town Centre.

The Town Centre includes five Conservation Areas: Dalston, Dalston Lane (West), St Mark's, De Beauvoir and Kingsland. These Areas include a number of statutory and locally listed buildings, and buildings of townscape merit. Building styles range from Victorian and Edwardian to inter and post-war architecture. The historic buildings that have been preserved continue to contribute to the character of the area, many having become local landmarks. Some of these have been named on the map of Heritage Assets.

-  Dalston Town Centre Boundary
-  LP33 Site Allocations
-  Crossrail Safeguarding Zone
-  Underground/Overground
-  Statutory Listed Buildings
-  Locally Listed Buildings
-  Conservation Areas
-  Archeological Priority Areas

Heritage Assets



Figure 3.4 Map of Heritage Assets in and around Dalston

Key to map



1 Rio Cinema - Grade II



2 Church of St Mark - Grade II*



3 Colvestone Primary School - Grade II



4 The Print House, 18-22 Ashwin Street - Locally Listed



5 Springfield House - Locally Listed



6 Shiloh Pentecostal Church - Locally Listed

3.4 Dalston develops: buildings and housing



7 Hackney Peace Mural - Locally Listed



CA1 Dalston Conservation Area



CA2 St Marks Conservation Area



CA3 Dalston Lane (West) Conservation Area

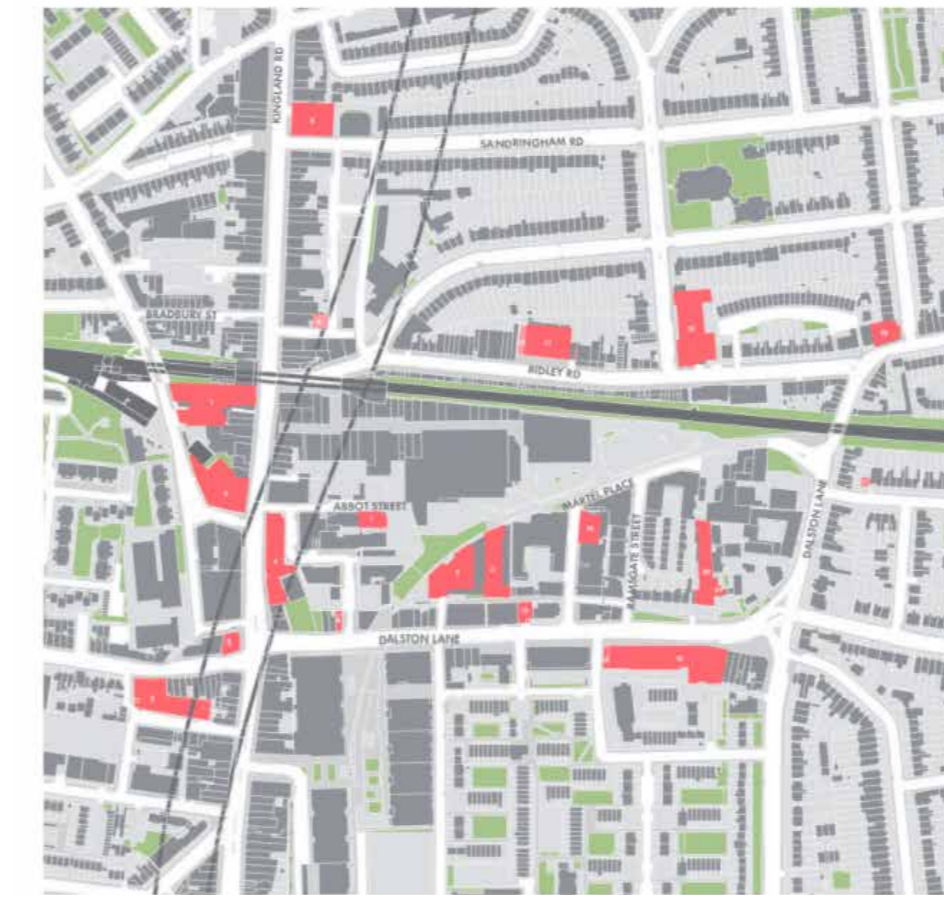


CA4 De Beauvoir Conservation Area



CA5 Kingsland Road Conservation Area

Recent and approved development



- 1 **51-57 KINGSLAND HIGH STREET** Mixed-use redevelopment of 4-15 storeys comprising 98 units and 1,060sqm of retail and improvements to the public realm.
- 2 **THAMES HOUSE, 4 HARTWELL STREET** (see adjacent page)
- 3 **BENTLEY HOUSE** Change of use from storage to residential and office.
- 4 **DALSTON WESTERN CURVE** Redevelopment of two sites - 4 to 7 storey buildings with retail / restaurant / bar use on ground floor and residential units above.
- 5 **BARCLAYS BANK PLC 3 KINGSLAND HIGH STREET** addition of mansard roof to create fourth floor level - part commercial use and 9 new flats.
- 6 **130 KINGSLAND ROAD** A new five storey hotel with retail at ground floor.
- 7 **SPACE 1 FITZROY HOUSE ABBOT STREET** Change of use from workshop to Sul Genesis: commercial bakery, teaching bakery and ancillary retail space.
- 8 **9 DALSTON LANE** Construction of two storey extension and rear roof extensions.
- 9 **78-80 KINGSLAND HIGH STREET** Change of use from retail to cafe/restaurant.
- 10 **16 - 18 RIDLEY ROAD** Change of use from retail to a fast food takeaway.
- 11 **51-63 RIDLEY ROAD** Change of use, conversion and extension to provide retail floorspace at ground floor level, office space, and 10 residential units.
- 12 **49 RIDLEY ROAD** Change of use of retail unit to cafe/bar.
- 13 **29 DALSTON LANE** single storey roof extension to provide 1 residential unit.
- 14 **ALPHA HOUSE, TYSSEN STREET** Erection of a basement and 7 storey building comprising 631m² of office at basement and ground floor with 19 flats above.
- 15 **89 RIDLEY ROAD** Erection of a side extension and roof extension for new retail, office, community centre floorspace and 13 residential units.
- 16 **101 DALSTON LANE** Erection of a four-storey building and basement containing youth club floorspace and nine flats.
- 17 **110 DALSTON LANE** Erection of three storey two bedroom house with accommodation at lower ground floor, ground floor and first floor levels.
- 18 **46 DALSTON LANE** Subdivision of existing flat; demolition to rear elevation and erection of rear extensions and roof extension to create additional storey.
- 19 **48 - 76 DALSTON LANE** Demolition of rear parts of existing buildings and erection of 5 storey building for commercial units on ground floor and 44 residential units.
- 20 **55 DALSTON LANE** Refurbishment and retention of office use to facilitate coffee roastery with ancillary supporting retail and community training space, erection of 3 storey building to provide office, 3 residential units and associated landscaping.

Planning Applications Approved since 2019

- 51-57 Kingsland High Street
- 130 Kingsland High Street
- Dalston Lane Terraces
- Dalston Western Curve
- Dalston Vibe
- Ramsey Place

Figure 3.5 Approved development (planning permission) across Dalston Town Centre

3.4 Dalston develops: buildings and housing

Development opportunities

Dalston will see new commercial, retail and residential uses introduced in the coming years to support the growth of the Town Centre and the rest of the Borough. This new development should be inspired by what is already present and enhance Dalston's existing vibrance, character and success. The Council has identified a number of key opportunity sites suitable for development. These include but are not limited to the following sites set out in the adjacent map. The following sites in Dalston are allocated through the Site Allocation Policies D1-D10 and identified in the LP33 Policies Map. This draft plan sets out further details on development capacities and site allocations.

The Kingsland Shopping Centre is the largest of the key opportunity sites (see Figure 5.6), with the potential to unlock a large part of the Town Centre. Other private and Council-owned sites, if coordinated, could also provide a range of uses and architectural styles, with refurbishment considered for buildings that hold heritage value. With thoughtful and sensitive design, new development can contribute to the Conservation Areas as well as housing growth and additions to the commercial and retail offer.

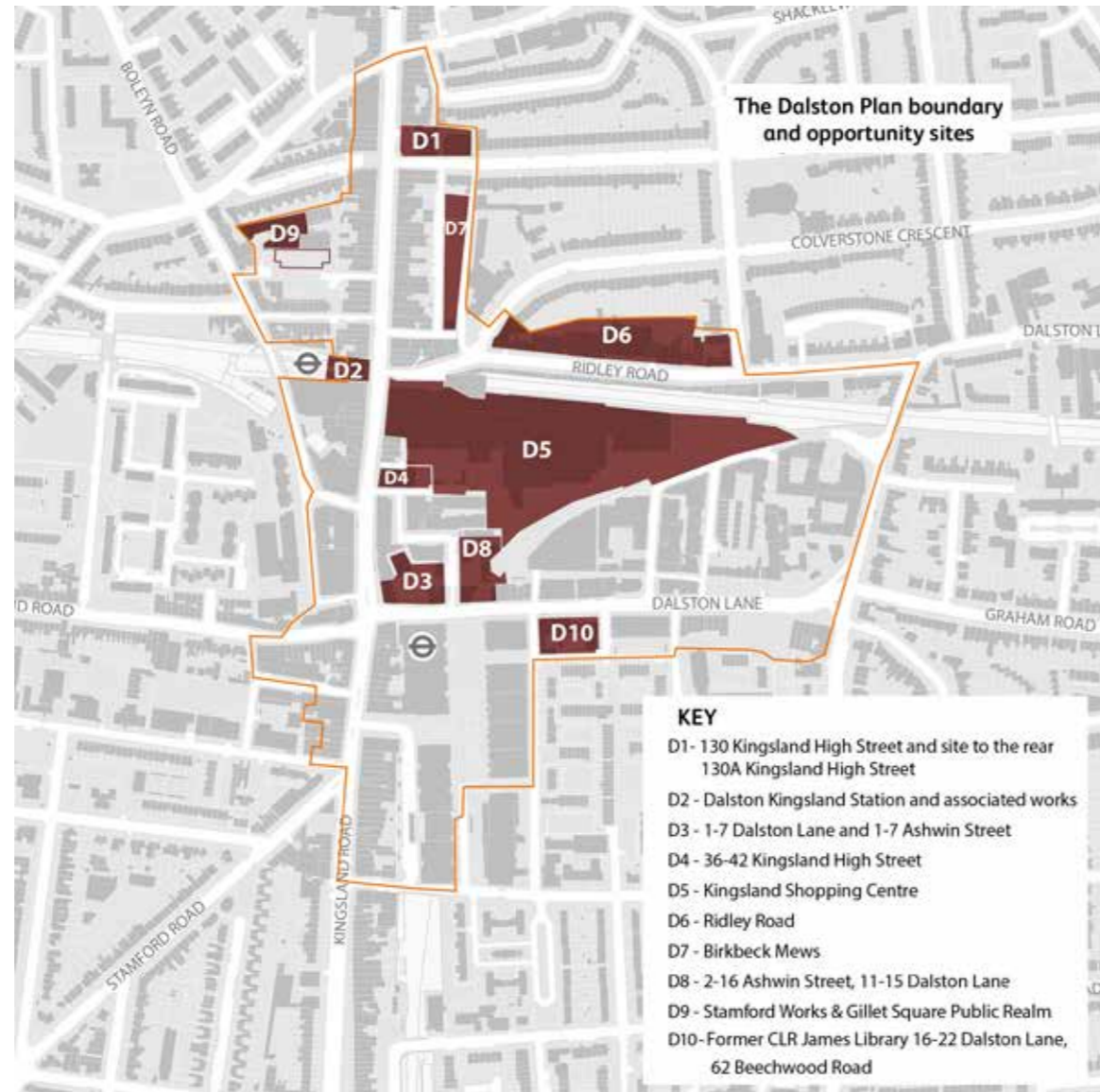


Figure 5.6 Dalston Opportunity Sites (Site Allocations) & Key Sites

What you've told us...

- Dalston's buildings represent its rich history
- A height strategy is required
- The buildings are intertwined with the people and uses within them
- New development has negatively impacted the Town Centre and has raised house prices
- Sunlight on existing and future open space needs to be protected
- All new development should incorporate green space
- More consultations and studies should be undertaken for larger development sites
- New development should be sustainable either through materials, construction or the reuse of old buildings
- New affordable housing should be a priority

What LP33 says

- All new development must be of the highest architectural and urban design quality, and innovative contemporary design will be supported where it respects and complements historic character.
- All new taller buildings must respect the setting of the Borough's historic townscapes and landscape.
- New development should promote the individual qualities and character of Dalston and heritage assets in Dalston Town Centre.
- The Dalston Plan will include a building height strategy and identify where taller buildings are appropriate, ensuring that any new taller buildings respect the historic townscapes and landscapes of Dalston.

Refer to relevant LP33 policies for further information: PP5 Enhanced Corridors; LP1 Design Quality and Local Character; LP2 Development and Amenity; LP3 Designated Heritage Assets; LP5 Strategic and Local Views; LP17 Housing Design; LP41 Liveable Neighbourhoods; LP48 New Open Space; LP54 Overheating and Adapting to Climate Change; LP55 Mitigating Climate Change; LP56 Decentralised Energy Networks (DEN); LP58 Improving the Environment.

3.4 Dalston develops: buildings and housing

Housing

Dalston has a variety of housing types, with traditional terraced streets stepped back from the Town Centre, and newer developments like Dalston Square on the main roads, hosting significantly taller buildings and setting a precedent for high intensity housing.

With house prices in Dalston 15 times that of average earnings, there is a need for a diverse range of housing types and tenures, with an overwhelming need for affordable, and in particular social rented housing. There is a particularly high need for 3 bedroom (family) housing across social and market rent.

What you've told us...

- Local people would like to be able to continue to rent or buy a home in Dalston
- Shared ownership has helped some people get on the property ladder
- The cost of privately rented accommodation has increased
- There is a lack of new affordable homes for local people
- Private housing has widened the socio-economic gap between old and new residents, and has pushed locals out
- A clear strategy for heights is needed to support housing growth
- Biodiversity and carbon targets through greening and construction materials should be raised in housing developments

What LP33 says

- Dalston is designated one of two Major Town Centres in the Borough and with the potential for major public transport investment during the next decade, there is opportunity for significant growth and the delivery of new homes in the area.
- The Council plans to deliver a minimum of 1,330 homes a year up to 2033 across the Borough, maximising the supply of genuinely affordable housing with up to 2,000 homes for Dalston.
- The Dalston Plan will set out indicative housing capacities for development sites in Dalston.
- New development must maximise opportunities to supply genuinely affordable housing. A minimum of 50% affordable housing will be sought onsite for schemes of 10 units or more and schemes which fall below the 10 unit threshold will be required to provide payments in lieu of the equivalent of 50% affordable housing.

Refer to relevant LP33 policies for further information: LP12 Meeting Housing Needs and Locations for New Homes; LP13 Affordable Housing; LP14 Dwelling Size Mix; LP15 Build to Rent; LP17 Housing Design.



3.5 Dalston works: land use, employment and retail

Dalston's character is hugely influenced by the uses that occupy its buildings and spaces. These uses include retail, workspace, light-industrial uses, night-time venues, community, arts and cultural organisations (see Figure 3.10), which together drive activity, creativity, community and visitor footfall.

The Council will utilise its assets to increase the provision of these spaces to deliver additional affordable employment space, strengthen Dalston's visitor appeal, and drive social value through the creation of new jobs and creative, cultural and community interaction.

Key facts & figures: Land use, Employment and retail

Hackney's Town Centre and Retail Study 2017

The Town Centre and Retail Study 2017 identifies that by 2027 there is a positive 'need' for new comparison goods floorspace in Dalston of 6,100 sq.m net, which increases to 19,500 sq.m net by the end of the Dalston Plan period in 2033. Currently Dalston Town Centre has 43,000m2 retail floorspace.

Studies have shown that in order for Dalston to compete within other centres within the Dalston Catchment area development needs to deliver:

- A3 floorspace - between 800 and 1,000 sq.m at 2027, increasing to indicatively between 1,100 and 1,300 sq.m at 2033.
- A4 floorspace - between 400 and 500 sq.m at 2027, and indicatively to between 500 and 600 sq.m at 2033.

Hackney's Employment Land Study 2017

Dalston has 13,700m2 of office space and has the strongest office rental growth in the borough in recent years (Borough Employment Land Study 2017). This is evidenced by:

- Very low availability levels (1.2 %) versus the borough average (6.9 %)
- A growing demand in smaller office units, 26 % of floorspace leased is less than 250sqm.
- An additional 9,288sqm (B1a/b) is required to meet future needs of B space floorspace in Dalston.

Mapping Economic and Social Value in Hackney (March 2019)

Dalston: Economy and Performance

Dalston is the borough's only designated Major town centre and has a strong cultural identity revolving around creative and third sector industries. Economic growth and development focuses around improvements to transport connectivity in the borough's Economic Regeneration Plan.

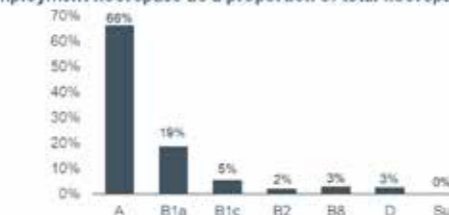
3,425 people are employed in Dalston in 538 businesses. This makes Dalston the fourth largest centre in Hackney based on the number of people employed.

Around two-thirds of space in the town centre is retail (A use class), and 19% is office uses. The proportion of office space is increasing as industrial and warehouse buildings are increasingly being converted into offices spaces.

Evidence from the GLA's London Town Centre Health Check suggests that Dalston has a higher retail vacancy rate than experienced across London, with 13% of units currently vacant. The retail stock has also been diminishing over the last 5 years, partly due to vacant retail stock being redeveloped.

Dalston			
Headline Statistics (OBR 2017)			
	No.	% of Hackney Total	
Employment	3,425	3%	
Businesses	538	3%	
Commercial Trends (VOA 2015)			
	Office (B1a)	Retail (A1)	All Space
Floorspace (m ²) 2015	13,700	43,300	73,400 (594 units)
Performance Metrics (London Town Centre Health Check, GLA 2017)			
	Dalston	London Town Centre Average	
Retail Vacancy	13%	8%	
Retail floorspace change (2012-17)	-5%	+4%	

Employment floorspace as a proportion of total floorspace (%)



Co-Star (November 2020)

Commercial rates:

- Retail rates in Dalston range between £25-£45 per square foot,
- Office / Workspace £20-£35 per square foot (Depending on condition and location)

Changing trends in retail, leisure, workspace and demographics can have an impact on shifting town centre land use patterns, and this is likely to become an important consideration as places begin to recover from the Covid-19 pandemic. We will encourage mixed-use developments that secure an appropriate mix of commercial, employment, retail and residential uses that meet both the employment and residential needs of the Borough.



Figure 3.7 Land use and node from Dalston permeability study (Allies & Morrison / Studio Weave / Urban Flow) 2019

Employment and workspace

A diverse mix of workspace can be found in Dalston, offering affordable, flexible as well as commercial rents. Approximately 19% of the Town Centre is office use and this proportion is increasing, with industrial and warehouse buildings being converted into various types of workspace alongside existing workspace and studio space providers such as Bootstrap, V22 and Hackney CVS. Creative, cultural and third sector businesses, including start-ups, are attracted to the area with Ashwin Street, Ridley Road and Dalston Lane particularly popular locations for these types of businesses.

In the past decade Dalston has become the fourth largest centre for employment in the Borough, providing 3,425 jobs along with 538 businesses (Mapping Economic and Social Value in Hackney 2019). The number of jobs in Hackney are predicted to rise by 24% by 2033 and with Dalston being one of the Borough's designated Major town centres, it is planned to host a large proportion of this growth.

Dalston and Hackney Central (city fringe opportunity areas) continue to benefit from the expansion of the office market from Shoreditch into surrounding areas to facilitate growth and affordability within the market. Tech and creative clusters have migrated north and many formal and informal workspaces have developed in Dalston adding to its rich entrepreneurial, start-up culture, also bringing additional economic benefits and jobs to the local community. Dalston has a particular dynamic with a growing number of micro businesses that want to remain within the town centre as they grow.

Covid 19 has made it difficult to predetermine the appetite for commercial space in the short term but the emergence of the 15 minute city concept is gaining traction and evident through relatively strong town centre performance despite the pandemic.



What you've told us...

- Creative industries in Dalston have grown organically and should be used as examples to learn from
- Organisations are keen to collaborate with the Council to create new workspace
- Rent increases are threatening existing and new creative businesses from opening
- Flexibility is needed in uses and lease lengths
- Incentives to help local people into employment, specifically targeting young people and entrepreneurs to be part of the local workforce
- Focus should not just be on office use, but on other commercial uses such as culture / music venues and light industrial

What LP33 says

- The number of jobs are predicted to rise by 24 % by 2033, and there is a minimum need of 117,000sqm new office space in the Borough.
- Dalston is a major town centre and designated employment area, where employment floorspace will be protected and promoted.
- New major employment or mixed-use development in Dalston should re-provide any existing low cost workspace in the new development.
- At least 10 % of new employment floorspace in Dalston will be affordable, provided on site and at no more than 60 % of the locality's market rent, subject to viability.

Refer to relevant LP33 policies for further information: LP1 Design Quality and Local Character; LP26 Employment Land and Floorspace; LP27 Protecting and Promoting Office Floorspace in the Borough; LP29 Affordable Workspace and Low Cost Employment Floorspace; LP31 Local Jobs, Skills and Training.

Dalston: Workspaces

The diverse spatial mix of employment spaces within Dalston matches the diverse businesses and users of the centre.

The retail core is focused on Kingsland Road (A10), Ridley Road Market and Kingsland Shopping Centre, and provides a wide variety of small scale independent shops and services in narrow units.

Creative studios, either privately managed or managed by affordable studio providers, are also located in Ridley Road and are typically hosted in old, purpose-built concrete office buildings.

The Dalston Lane area is characterised by the presence of a new mixed-use regeneration development comprising residential units, commercial floorspace, and community and cultural spaces adjoining Dalston Junction Station.

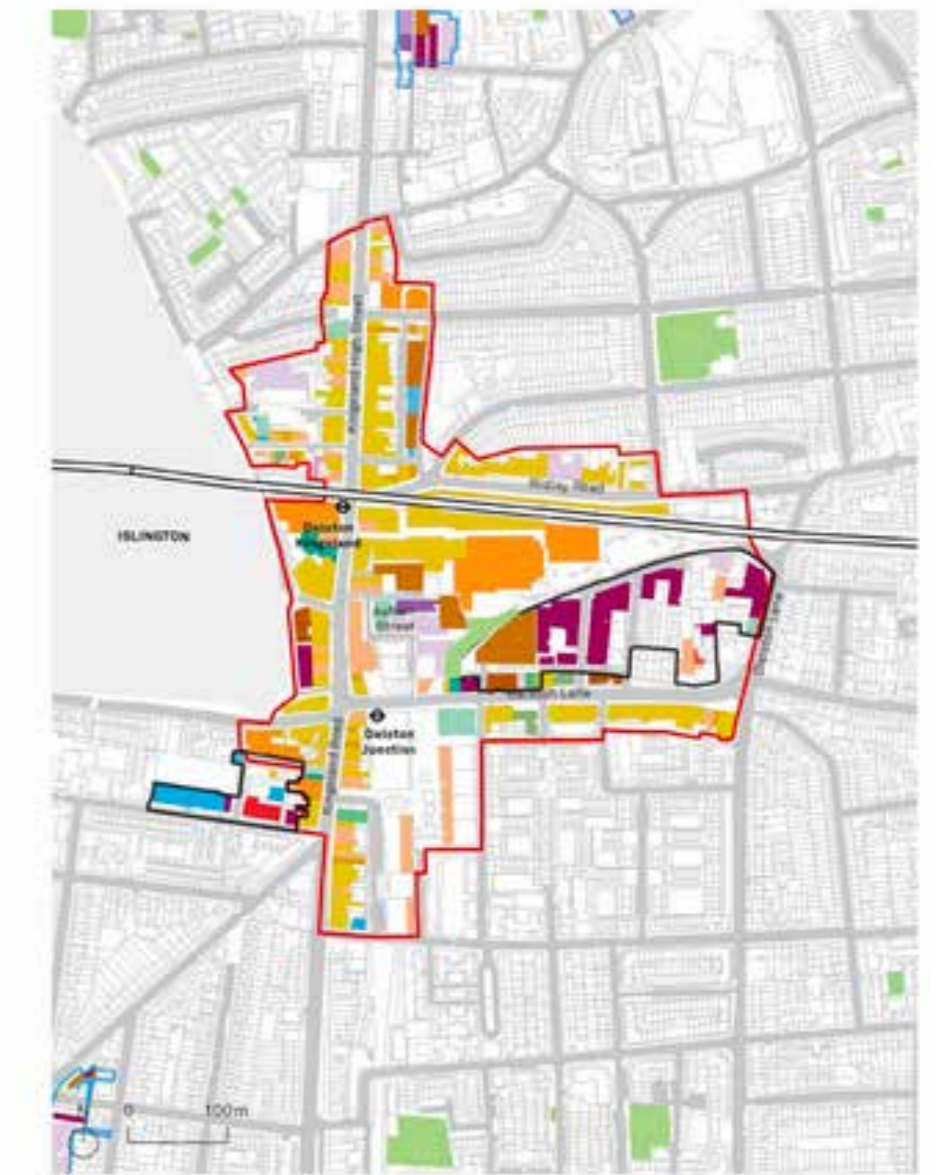


Figure 3.8 Key Data from Mapping Economic and Social Value in Hackney (March 2019)

Retail

Dalston’s retail core is focused on Kingsland High Street, Ridley Road and the Kingsland Shopping Centre and Dalston Lane. Almost two-thirds of the Town Centre is classed as retail (classified in the traditional format of use class ‘A’), offering a unique and diverse variety of shops, independently owned businesses and restaurants, which account for around 35 % of all employment. Kingsland Shopping Centre is a key provider of retail space in Dalston, currently providing a range of sizes of A1 units. Rising rent and business rates are however creating price pressures for both large and small businesses on high streets across London, and this has had an impact in Dalston too by reducing the lower priced / affordable retail offer, and attracting chain stores instead.

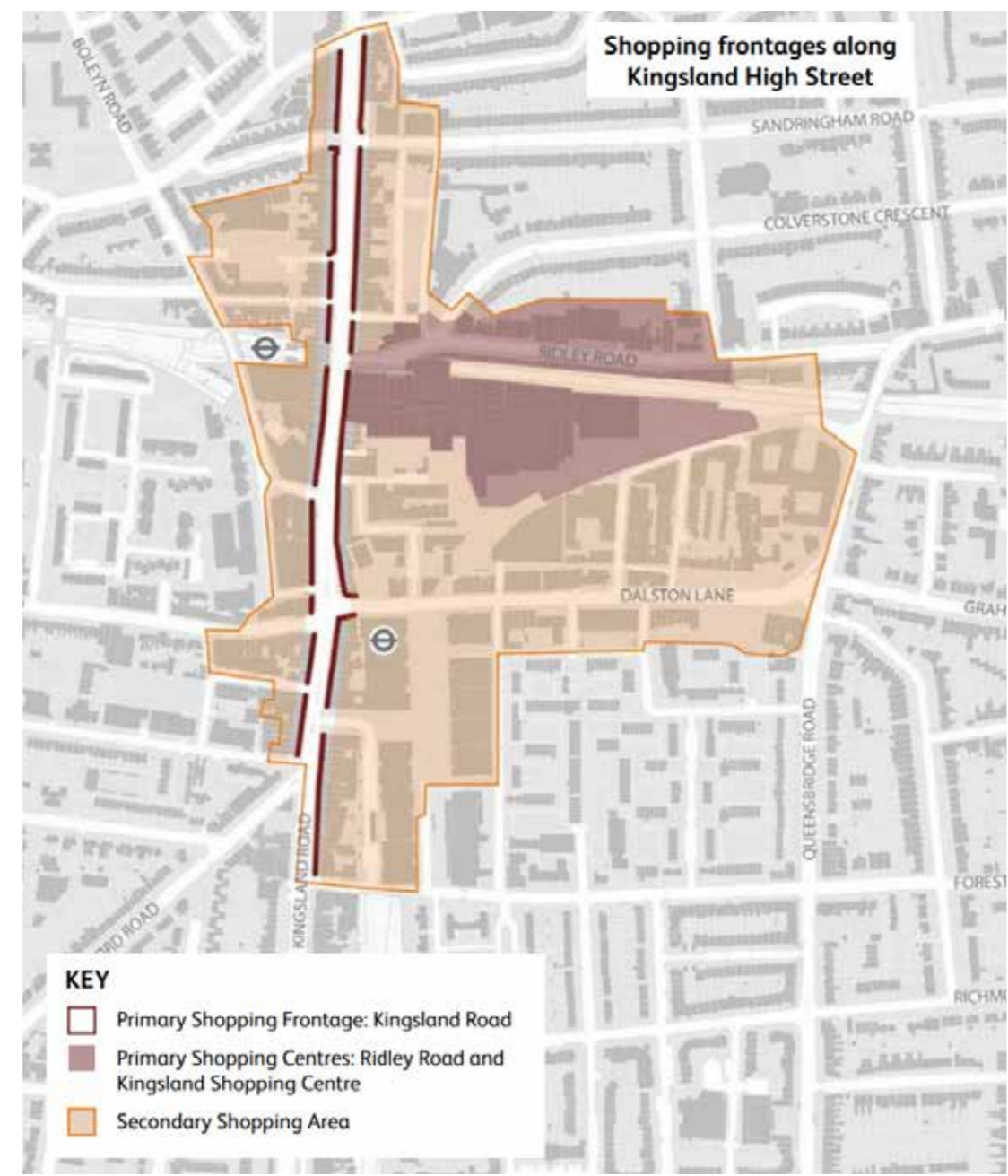


Figure 3.9 Policy on shopping frontages, centres and areas in Dalston

What you’ve told us...

- Dalston has a unique and diverse retail offer which should be protected
- The High Street should avoid generic, larger commercial chain stores
- New cafes, restaurants and shops are pricing out the existing retail and do not cater to all local people
- Support and flexibility should be given to local businesses including Black, Asian and Minority Ethnic (BAME) organisations
- Dalston could do better at offering other types of retail, not just food
- New creative uses could be introduced into Gillett Square and Dalston Square
- Empty ground floor units in new developments like Dalston Square need to be activated
- Community assets are as important for the Town Centre as shopping
- More public facilities like free toilets and water fountains are needed

What LP33 says

- 34,000sqm new retail and leisure floorspace will be delivered by 2033, mainly in the major centres of Dalston and Hackney Central.
- Kingsland Shopping Centre and Ridley Road Market are designated primary shopping centres where change of use will be resisted with at least 85 % retail units (A1 use class) retained.
- The Council will protect and promote Ridley Road market.
- Redevelopment of Kingsland Shopping Centre must provide the equivalent or greater of retail floor space.
- Primary shopping frontage on Kingsland High Street should retain at least 60 % retail use (A1 use class), with active shop fronts contributing to the vitality of the Town Centre.
- The rest of the Town Centre, which is considered a secondary shopping area, should have a diversity of retail, commercial, leisure and cultural facilities.
- Small units for small shops and independent retailers will be supported.

Refer to relevant LP33 policies for further information: PP1 Public Realm; LP9 Health and Wellbeing; LP32 Town Centres; LP33 Hackney Central and Dalston - Primary shopping Centres; LP37 Small and Independent Shops.

Ridley Road Market

Ridley Road Market plays a key role in supporting Dalston's economy, accounting for 70% of the Town Centre's footfall. It is also the only market in London to have stayed open through the Pandemic, with over 5000 Rose Vouchers processed during the first lockdown, proving its importance not only for the local economy but also to the most vulnerable in the community.

The Market is a major contributor to the identity of Dalston and has been a locally significant feature since the 1880s, it brings together people from all walks of life and is a valued public space. The Market does however face significant challenges with an ageing customer base, poor environmental conditions such as restricted pedestrian routes, a resistance to embracing new trading methods, antisocial behaviour and unlawful activity.

What you've told us...

- Ridley Road Market is key to Dalston's local economy and should be protected
- The diversity and community on Ridley Road gives Dalston its distinctive identity
- New development on Ridley Road could have negative impacts on the Market
- Improvements to the public realm, management, general upkeep and toilet facilities are needed for both traders and visitors
- The Market hours on weekdays do not cater to residents working standard patterns
- Want more investment in the Market to attract more visitors and traders
- Any improvements or development should be managed and must have both users and existing stallholders and retailers in mind

What LP33 says

- The Council will protect and promote Ridley Road market.
- Ridley Road Market is a designated primary shopping centre where a change of use from retail will be resisted, with at least 85% retail units (A1 use class) retained, unless after at least 1 year of marketing there is no realistic prospect of the unit being let as retail.
- Any new uses introduced to Ridley Road must incorporate a shop front and contribute to the vitality of the market.
- Development which would result in the permanent loss of the market or pitches will be refused unless appropriate comparable replacement provision is made.

Refer to relevant LP33 policies for further information: LP1 Design Quality and Local Character; LP2 Development and Amenity; LP33 Hackney Central and Dalston - Primary shopping Centres; LP40 Street Markets.



3.6 Vibrant Dalston: Evening, night-time economy, culture and safety

Culture

Dalston Town Centre has a rich, strong and diverse community brought together through ongoing activity, events and day-to-day interactions during the day. The Town Centre is also home to popular and successful evening and night-time economies with a range of bars, restaurants and late-night venues.

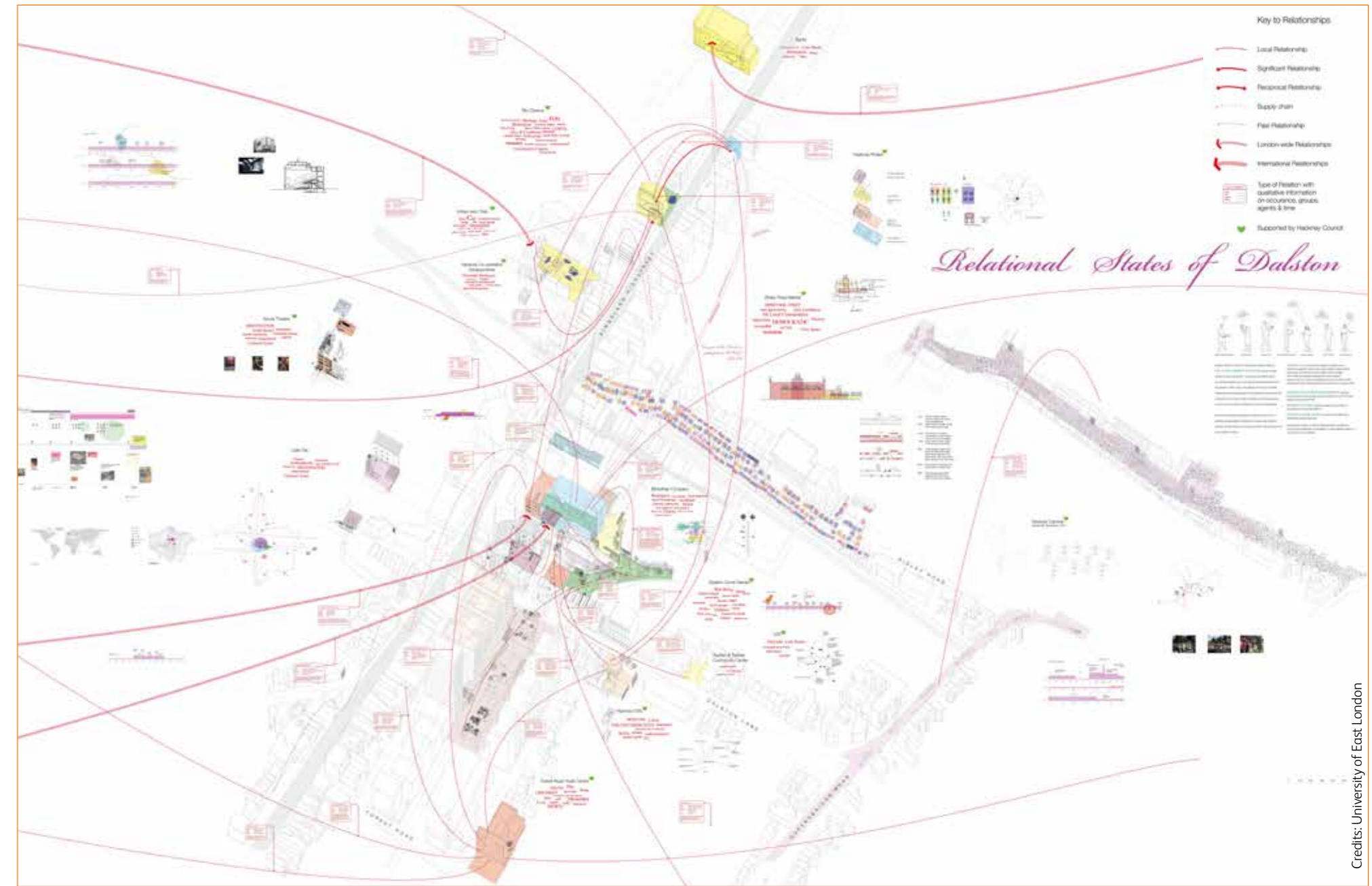
Arts

Independent arts organisations are scattered across Dalston, including award-winning venues such as the Vortex Jazz Club and Arcola Theatre, and the longest running community cinema, the Rio. It is also home to a wide range of creative businesses, pop-up shops, events, festivals, installations and galleries. In recent years, businesses have the opportunity to experiment with temporary uses on vacant sites, such as the Bootyard on Abbot Street Car Park.

Evening and Night-time Economy

There is a strong evening and night time economy in Dalston which is predominantly located on Kingsland High Street and Ashwin Street, with businesses connected to this sector accounting for around a third of employment across the Town Centre and the wider area. This position is supported by evidence from the Hackney Economy, Workspace and Social Value Report (2019).

The range of late night venues include LGBTQ bars such as Dalston Superstore, internationally renowned improvisational music venue Cafe OTO and a range of late-night dining options. Hackney’s arts, cultural and night-time economy is considered an essential part of Hackney’s brand with over 11 % of night-time visitors to London (source: London at night: an evidence base for a 24-hour city Executive report (November 2018) at the weekend going to East London (including Dalston, Hoxton and Shoreditch).



3.10 Arts and Community Organisations across Dalston - Relational states of Dalston Map (UEL)

Credits: University of East London

What you've told us...

- Dalston has a unique community that needs to be protected
- Dalston is popular and well-loved by the community and visitors alike
- Visitors often go to more than one place or venue at a time
- Community involvement in public spaces has improved the Town Centre
- The cultural venues that operate at night promote pride and a sense of community
- There is a need for safe regulated spaces that are open after midnight
- Dalston's day, evening and NTE offer is made up of a fragile ecosystem. Local businesses have told us that rent increases, new development and transient residents threaten it
- The Council should protect creative and cultural organisations that are struggling
- There are not enough spaces for young people and the elderly
- Careful management is needed for new venues to not displace the old or to negatively impact residents
- Housing and residents should be prioritised over new evening and night-time venues
- Vacant retail units should be used for NTE and be flexible with licensing

What LP33 says

- The value of Dalston as a concentrated area of community, creative and cultural activities should be enhanced.
- Evening and NTE uses contribute to the vitality and vibrancy of town centres like Dalston, and contribute positively to the visitor experience and local economy.
- New major development of arts, culture, entertainment facilities and NTE must be primarily located in designated town centres in the Borough, including Dalston.
- The Agent of Change principle will be supported, which places the responsibility for mitigating noise impacts onto any new development, either those that are noise-sensitive or noise generating.
- The Council promotes the establishment of a more diverse NTE offer that will appeal to a wider range of the community, including non-alcohol-based activities such as restaurants, cultural activities and late night coffee bars.
- Proposals for evening and NTE uses will only be permitted if there are no negative impacts to existing residents and businesses, and the expansion of NTE in Dalston is to be managed and limited.

Refer to relevant LP33 policies for further information: PP1 Public Realm; LP1 Design Quality and Local Character; LP33 Primary Shopping Frontages; LP38 Evening and Night Time Economy.

Safety

Overall crime rates in Hackney are higher than the London average and much higher in areas with vibrant night-time economies like Dalston. Crime has a major impact on health and wellbeing, and fear of crime can reduce community cohesion, making residents less likely to use services. Hotspots of crime in Dalston include Gillett Square, Ridley Road Market and Dalston Square.

What you've told us...

- Crime has reduced overall due to recent interventions and investment in the area
- Antisocial behaviour is found in pockets, with significant issues in Gillett Square and Ridley Road market
- A clear vision is needed for Gillett Square, beyond policing, to reactivate the square
- Antisocial behaviour drives away customers in crime hotspots
- The NTE attracts antisocial behaviour
- There needs to be more support for the homeless in Dalston
- New youth centres should be introduced to ensure young people spend time in safe environments



3.7 Key issues and challenges

The future of high streets

With the continued growth of online shopping, we are at a time of flux for retail, whereby high streets across the UK are having to adapt to changing consumer spending behaviour. In addition, rising rates and rent levels, and the impacts of the pandemic are threatening both large and small businesses. This opens up the need to diversify uses to create resilient and successful town centres that can provide both the right types of shopping as well as act as a civic and community hub.

The Council will support and enhance the existing retail experience in Dalston, expanding on its non-food retail offer and introduce complementary town centre uses that can add to the visitor experience such as family-friendly uses, festivals and educational events for people to visit and enjoy without the need to shop.

The Council acknowledges concerns relating to the activation of underperforming spaces and retail units and the need for everyone to feel safe within the Town Centre. Dalston will continue to be a place where there's a diverse commercial offer and where people from all communities can interact. Regeneration will act as a catalyst for opportunity for all local people to benefit.

Update to the Use Class Order

The Council will be looking at how to ensure flexibility of uses in Dalston High Street to ensure vibrancy and vitality of the high street and Town Centre in Dalston. This includes considering further the implications of the updates to the Use Class Order effective from 1st September 2020.

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. 'Change of use' can occur within the same use class or from one use class to another. Depending on the specifics of any proposed change of use it may require an application for planning permission.

On 1 September 2020, the Government introduced a new Use Class merging several pre-existing use classes into one single use class known as Class E: A1 (Shops), A2 (Financial and professional services), A3 (Restaurants and cafes), B1 (Business), D1 (non-residential institutions) and some D2 (indoor sport, recreational and fitness). This means any change between these uses is no longer considered "development" and therefore has no need to go through the full planning application process.

The impacts of the updates on 1st September 2020 are set out in 'Applying the Use Class Order'.

Applying the Use Class Order

The table opposite shows the planning uses referenced in LP33 (column A) and how these relate to the new use classes introduced in September 2020.

The new use class order introduces class E to replace a number of the previous A (retail), B (employment) and D (community/ leisure) class uses. Planning permission is not required for changes of use within the E use class - so for example a shop can change to an office without the need for planning permission unless there is a planning condition controlling this.

Whilst this provides some flexibility for businesses, where a new development is proposed the Council will consider the use of planning conditions to ensure the future vitality and vibrancy of the town centre. For the purposes of this plan we describe the uses as commercial, community or leisure (see Column C).

A		B	C
Previous Use Class LP33 Policies)		New Use Class	Draft Dalston SPD Uses referred to in the site guidance
A1	(Shops, Hairdressers)	E(a) Display or retail sale of goods, other than hot food	Commercial (Retail, Food & Drink, Office/ workspace etc).
A2	(Financial and Professional Services)	E(b) Sale of food and drink for consumption	
A3	(Restaurants and Cafés)	E(c) (i) Financial services E(c) (ii) Professional services (other than health or medical services) E(c) (iii) Other appropriate services in a commercial, business or service locality	
A4	(Drinking Establishments)	Use as a public house, wine bar or drinking establishment (sui generis)	
A5	(Hot Food Takeaways)	Use as a hot food takeaway for the sale of hot food where consumption of that food is mostly undertaken off the premises (sui generis)	
B1(a)	Offices, Workspaces other than A2 use	E(g)(i) Offices to carry out any operational or administrative functions	
B1(b)	Research and development of products or processes	E(g)(ii) Research and development of products or processes	Workspace/ Maker Space
B1(c)	Light industrial	E(g)(iii) Industrial processes	
B2	General industrial	B2 General industrial	Storage and distribution
B8	Storage or distribution	B8 Storage or distribution	
D1	Non-residential institutions - health centres, schools, art galleries.	E (e) Provision of medical or health services E (f) Day nursery or day centre F.1 Learning and non-residential institutions	Community/ Leisure
D2	Assembly and leisure	E (d) Indoor sport, recreation or fitness. F2 Local community - Community halls, areas of outdoor recreation. Sui Generis Cinemas, music and concert halls, bingo and dance halls	Residential
C3	Dwelling houses	C3	

Crossrail 2

Crossrail 2 (CR2) is a planned new North-South London rail line that, if confirmed, would provide a new station in Dalston. The proposed route map can be seen in Figure 3.11. The funding agreement secured by Transport for London with the Government on 31 October 2020 includes a commitment in relation to Crossrail 2, which states that Transport for London will “prioritise safeguarding activity and bring an orderly end to consultancy work as soon as possible”. Whilst work towards securing consent and funding for the Crossrail 2 proposals has been paused, the safeguarding directions remain in place. Transport for London has stated that they will continue to work with Hackney Council to ensure that the route can remain protected until such time that the proposal can be progressed.

Whilst planning for this new route, Transport for London (TfL) had ‘safeguarded’ sites for the new railway, which despite the announcement to postpone the project, are still in place. This brings an element of uncertainty for the town centre, with sites such as the Kingsland Shopping Centre which falls into the safeguarding, difficult to plan for. The confirmed safeguarded sites in Dalston are set out in Figure 3.12, though these may change in the future to provide more flexibility.



Figure 3.11 Crossrail 2 proposed route



Figure 3.12 Dalston Safeguarding (2015)

The Council supports Crossrail 2 and will continue to engage with developers taking account of the safeguarding, but it will also support growth in Dalston whilst the project remains unconfirmed.

Competing demands

Night-time economy and commercial uses versus community safety and housing

For some, Dalston’s night-time economy is what makes it unique. It makes a vital contribution to the local economy and character and is of regional and national significance. There is a concern from some residents that a thriving night time economy can also bring anti-social behaviour that can disturb residents and raise concerns about safety. The high demand for new homes has also led many residents to suggest that the provision of new housing be prioritised over the delivery of new commercial and night-time uses.

Through introducing new homes there is an opportunity for more retail and employment, to enhance Dalston’s vitality and viability. The Council recognises that such intensification could create tensions, particularly in relation to the night-time economy and also with the early morning activities associated with market trading.

It is important that the impacts of new uses support Dalston’s night-time economy are properly considered in any decision making and the Agent of Change principle (see glossary for full definition) is used if new homes are being considered alongside existing Night-Time Economy uses. By doing so we can ensure that possible conflicts are minimised.

Cycle and pedestrian priority versus Kingsland High Street as a through-route and shopping destination

There is a direct conflict between the use of Kingsland High Street as a through-route into central London, and its function as a Major Town Centre used by locals. Congestion caused by private vehicles, delivery lorries and buses will need to be balanced as transport priorities shift towards active travel.



PART 4. Vision and objectives

4.1 Dalston in 2033

In 2033, Dalston will continue to be vibrant, diverse and a place for everyone. It will remain a unique place to live, work and visit. Regeneration and development will act as a catalyst for opportunity; it will present clear benefits for all local people whilst also attracting new visitors, businesses and homemakers to the area.

Greater access to nature and green, open space

The area will be much greener with more street trees and green infrastructure, and the existing green space at Dalston Eastern Curve Garden will be protected. New development will provide more green and open space for the whole community, and there will be significant public realm improvements across the town centre, with a focus on Kingsland High Street, Dalston Lane, Ridley Road and Ashwin Street. Existing open space at Gillett and Dalston squares will also be improved.

Sustainable transport options and high quality public realm

By 2033, the long-term aim is to have reduced the impact of traffic on Dalston Town Centre, to provide more choice for active and sustainable modes of transport, including more accessible

public transport options and easier and safer ways to walk and cycle around Dalston. In October 2021 Dalston and all of Hackney will be included in the Ultra Low Emissions Zone extension. Ensuring a high quality public realm which incorporates opportunities for tree planting and wider green infrastructure will be key to improving air quality.

There will be a focus on improving public transport in Dalston through access improvements to Dalston Kingsland Station. Crossrail 2 offers the potential to improve connections to Dalston further. The extension of Cycle Superhighway 1 will connect Dalston to the west with Clapton to the east with a safer cycle pathway. New cycle parking at Colvestone Crescent, Ridley Road and on Ashwin Street in addition to new provision across all opportunity sites will deliver a significant increase in cycle parking.

Alongside walking and cycling, electrically charged cars will be encouraged, which together will support the reduced reliance on motor vehicle usage and improve air and noise pollution. Following the adoption of the Child-Friendly Places SPD, greater consideration will be provided to support children and young peoples' right to active, independent and safe mobility in addition to access to nature, high quality and unpolluted

public realm. Active travel and improved air quality will contribute to Dalston being a more healthy, inclusive and safe place to live, spend time and move through for all ages.

High quality new buildings and affordable homes

The historic environment will be preserved through careful management and enhancement of the area's heritage assets and townscape character. Different character areas make up Dalston and any proposals which come forward for the 10 opportunity sites (See page 34) will need to reflect and enhance these character areas. The redevelopment of the opportunity sites will deliver over new homes in Dalston and will be used to maximise affordable housing provision for locals and provide positive benefits for the area as a whole. The redevelopment of the Kingsland Shopping Centre site in particular will improve public realm and provide new accessible walking and cycle-friendly links.

Supporting a vibrant and diverse town centre, with job opportunities

A positive, balanced land use strategy will set the basis for a diverse mix of activities including employment, retail, cultural, leisure and residential uses across the Town Centre, whilst protecting and enhancing the value of the Dalston Quarter as a concentrated area of community, creative and cultural activities. The Council will promote a balanced mix of uses throughout the Kingsland Shopping Centre and other major sites to avoid an overdominance of a particular use.

The Council will help deliver 14,000 sqm additional retail / commercial space / workspace in Dalston by 2033, with at least 10 % of workspace being genuinely affordable. Existing creative, cultural and social organisations, including Ridley Road Market, will be supported and helped to continue to thrive.

Dalston has a gap in what is considered to be competitive leisure, such as bowling, laser tag and other forms of leisure and entertainment that encourages competition. Studies have shown that in order for Dalston to compete within other centres within the Dalston Catchment area development needs to deliver:

- A3 floorspace - between 800 and 1,000 sq.m at 2027, increasing to indicatively between 1,100 and 1,300 sq.m at 2033.
- A4 floorspace - between 400 and 500 sq.m at 2027, and indicatively to between 500 and 600 sq.m at 2033.

Supporting arts, culture and the night-time economy in Dalston, in a safe way

Building on the area's reputation for cultural venues, the evening and night-time economy will be supported, with encouragement for an even more diverse offer, including through the provision of over 700sqm additional community space. The associated disturbances however will be managed, and antisocial behaviour and crime will be addressed to ensure all residents, businesses and visitors feel safe.

All residents will share in the successes of Dalston, seeing an improved quality of life through access to more open space, better movement, high quality and affordable homes, community facilities, skills, training and employment. Importantly, Dalston's vibrance will be enhanced, not lost.

Kingsland High Street is within a designated Special Policy Area, which aims to presume against new night time economy uses unless they can demonstrate that they will not result in negative environmental impacts. The Council will seek to encourage more evening economy activities within the Kingsland Shopping Centre site and cultural and creative uses within Council assets on Dalston Lane and Ashwin Street.

4.2 Objectives

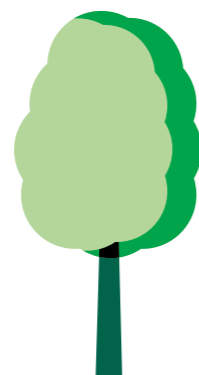
The objectives in this section seek to protect and enhance the attributes that make Dalston special, acting as overarching guidance for the Town Centre. They are to be considered for all development in Dalston, where relevant and are categorised in themes as set out in the adjacent boxes.

The objectives have been developed following careful analysis of our evidence base and extensive consultation with the local community.

Green infrastructure and open space

The green infrastructure and open space objectives aim to protect and enhance the green and open spaces that make Dalston special, acting as overarching guidance for the town centre. The 8 objectives have been clustered into four themes:

1. Existing and new green and open spaces
2. Enhanced links and pockets
3. Environments for all
4. Maintenance and management



Movement, transport and parking

The movement, transport and parking objectives seek to create a more accessible and less vehicle dominated Dalston. The 10 objectives have been clustered into six themes:

1. Improve existing routes
2. New streets
3. Improve cycle infrastructure
4. Greener vehicles
5. Rationalise parking
6. Improved arrival points



Development: Buildings and housing

The development: buildings and housing objectives aim to create more high quality and sustainable buildings and deliver more housing for the area. The 9 objectives have been clustered into four themes:

1. High quality sustainable design
2. Improved public realm
3. Flexible and active ground floor uses
4. More housing



Land uses: workspace and employment, retail, and Ridley Road

The Land uses: workspace, employment, retail and Ridley Road objectives aim to maintain and improve the workspace and retail offer in Dalston and improve facilities and secure the future of Ridley Road Market.

The 20 objectives have been clustered into nine themes:

1. A range of employment uses
2. Support local businesses and workspace
3. Design that works
4. Improve the town centre experience
5. Maintain and increase vibrant mix of town centre uses
6. Activate ground floors
7. Protect the market
8. Support traders
9. Support traders

Culture and Safety

The culture and safety objectives aim to support the growth of the arts, culture and evening and nighttime sector and provide an inclusive and safe environment for all communities.

The 14 objectives have been clustered into seven themes:

1. Maintain town centre vibrancy
2. Inclusive to all
3. Carefully manage venues
4. Design out crime
5. Work in partnership
6. Management and policing
7. Youth spaces



Green infrastructure and open space

Existing and new green and open spaces

- Objective 1:** Continue to protect the Dalston Eastern Curve Garden as an open, enclosed green space and consider the Dalston Eastern Curve Garden a key element when producing plans for development adjacent to it, ensuring it retains sufficient privacy and sunlight.
- Objective 2:** Maintain, activate and improve existing open spaces (Gillett Square, Dalston Square, St Mark's) working with the community to help serve all, including groups of protected characteristics such as children, young people, the elderly and those with mobility issues.
- Objective 3:** Use development as an opportunity to incorporate new open and green space, with potential for the redevelopment Kingsland Shopping Centre site to create a large green public space, or a series of smaller public spaces.

Enhanced links and pockets

- Objective 4:** Identify underperforming and unattractive pocket areas (see Figure 4.1 Potential Green Infrastructure and Public Realm Improvements) to transform into appealing, safe, multifunctional landscaped open spaces. Explore the potential of a series of parklets across the Town Centre to contribute to a continuous and connected network of open spaces for all ages that will support pedestrian movement and social experience, helping to create a network of gathering points.
- Objective 5:** Enhance green links and green infrastructure through additional street trees and in existing open spaces as part of the Council's new tree planting programme. This includes, as well as other forms of urban greening where appropriate, living roofs, window boxes and vertical forests across the Town Centre to help address climate change and improve air quality.

Environments for all

- Objective 6:** Promote opportunities for social interactions between people of all ages, abilities and backgrounds in public spaces through design, taking into consideration guidance found in the Child-Friendly SPD and Ageing Well Strategy. Playful, well-connected and engaging landscapes should filter into key Town Center destinations as well as journeys between them.
- Objective 7:** Ensure all open spaces, i adopt design features that promote an inclusive and accessible environment for all.

Maintenance and management

- Objective 8:** The maintenance and management of any new green and open spaces of all sizes will need to be carefully considered and agreed between the Council, community and / or developer.



Figure 4.1 Potential Green Infrastructure and Public Realm Improvements



Movement, transport and parking

Improve existing routes

Objective 9:

Shift towards a pedestrian priority in areas around Ridley Road, Kingsland High Street and Dalston Lane by improving pedestrian crossings, widening and decluttering pavements and upkeeping maintenance.

Objective 10:

Encourage the use of an alternative and calmer route parallel to Kingsland High Street, especially for pedestrians and cyclists, through the redevelopment of Kingsland Shopping Centre, improved public realm, lighting and increased wayfinding signage on existing routes.

Objective 11:

Create a palette of materials for the public realm across Dalston to connect the varying character areas and produce a coherent look and feel.

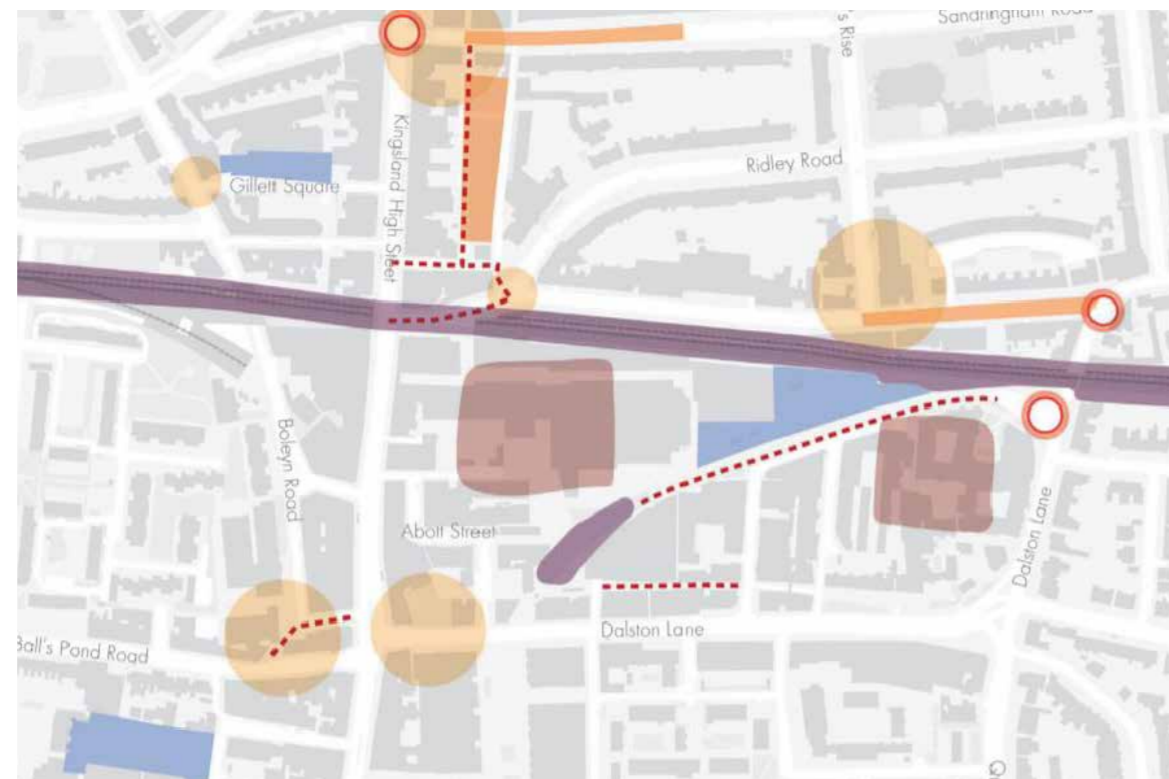


Figure 4.2 Identified hotspots for improvements

Greener vehicles

Objective 14:

Reduce the impact of motor traffic on air quality through the promotion of active and sustainable modes of transport and the introduction of electric charging points for electric vehicles.

Objective 15:

Reduce the movement of goods vehicles along Kingsland High Street and Dalston Lane through the support of sustainable last mile deliveries (collection points / parcel lockers, micro distribution centres including cycle deliveries, and 'green' delivery slots which enable shoppers to pick slots when drivers are already in the area).

Objective 16:

Make good use of available smart technologies to optimise traffic management, reduce pollution and improve pedestrian experience on the high street.

Rationalise parking

Objective 17:

Rationalise parking and identify suitable locations for delivery vehicles and servicing arrangements for shops and businesses within the Town Centre.



New streets

Objective 12:

Recreate the fine grain, lanes and character of Dalston in plans for opportunity sites across the Town Centre, in particular the Shopping Centre, to continue the distinctive character of Dalston with a network of lanes, yards and 'left-over' spaces. Opportunity sites identified for Dalston can also be found in the Local Plan, they are designated sites for development. See page 34.

Improve cycle infrastructure

Objective 13:

Improve cycle links, particularly east-west routes, with Sandringham Road as priority and provide safe lanes and crossings along Kingsland High Street, as well as connecting to Cycle Super Highway 1 on Boleyn road.

Improved arrival points

Objective 18:

Improve arrival points at both Dalston Kingsland and Dalston Junction overground stations.

Objective 19:

Carefully consider the potential introduction of Crossrail 2, its safeguarding and how a new station in the future would interact with any new development proposals in the Town Centre, as well as work to protect key buildings to ensure the character of Dalston is retained.

Opportunities for improving movement through Dalston have been identified across the Town Centre (see Figure 4.2 Identified hotspots for improvements.):

- Ridley Road: Parked cars and difficult delivery/servicing arrangements
- Birkbeck Mews: Parked vehicles impacting deliveries
- Winchester Place: Uninviting but important alternative route to Ridley Road away from the high street.
- Sandringham Road: Well-used by pedestrians and cyclists but suffers from parking, loading and traffic congestion combined with an unsafe junction with Kingsland High Street.
- Tyssen Passage: An uninviting and unsafe link for pedestrians.
- Martel Place junction with Dalston Lane: Unsafe crossing for pedestrians and cyclists, and an uninviting town centre arrival point.

Development: buildings and housing

High quality sustainable design

Objective 20:

High quality, sustainable and contemporary design (See design principles for Character Areas and Opportunity Sites in Section 5 page 72) will seek to add to the varied character of Dalston through appropriate heights, tailoring to local needs and adhering to distinct character areas across the Town Centre (See page 72 onwards).

Objective 21:

The Council will seek to preserve or enhance buildings of heritage value, incorporating them where possible into new development to retain Dalston's character and use as drivers for regeneration.

Objective 22:

Promote sustainability and biodiversity through introducing living roofs, permeable surfaces, SUDs, tree planting and vertical forests, with consideration of maintenance required for upkeep.

Improved public realm

Objective 23:

Redevelopment on the Shopping Centre site should be sensitive to the character of Kingsland High Street, Ridley Road market and the Dalston Eastern Curve Garden with regards to sunlight and architecture, and should be of a grain and character that is tailored to the surrounding context, increasing opportunities for movement.

Objective 24:

New development will contribute to an improved public realm by retaining existing green and open space. Considering the appropriate scale of buildings, the frontage these have to the street and how this facilitates the movement through Dalston with direct safe, accessible and easily recognisable routes (legibility) is key. New green and open space should be incorporated where possible, using a palette of materials consistent with those used throughout the Town Centre to strengthen Dalston's visual identity and improve coherence.

Flexible and active ground floor uses

Objective 25:

The Council will support new developments that can adapt easily between uses to respond to changing demand as a result of the existing, and possible future Pandemics and consumer and business trends.

Objective 26:

New development will be required to have active ground floor uses, recognising Dalston's status as a Major Centre and that LP33 sets policy that in the primary shopping Centres in Dalston all proposals must incorporate a shop front or have an active frontage and contribute to the vitality and viability of the town centre.

More housing

Objective 27:

Seek affordable housing, balancing the needs of the local community whilst respecting the retail and employment-led priority for the Town Centre, which has a primary focus on the provision of retail space, workspace and affordable workspace.

Objective 28:

Ensure the delivery of 'genuinely affordable' homes by having regard to local incomes, including through Hackney Living Rent, to ensure that local people have an opportunity to remain part of the community.

Objective 29:

Optimise housing design throughout Dalston to increase housing and affordable housing.



Land uses: workspace and employment

A range of employment uses

Objective 30:

Mixed-use development in Dalston must carefully balance residential and employment uses, with no net loss of workspace, and support a range of employment such as studio space for artists, light industrial uses and those in the culture and night-time economy sector, across the area. Employment Land Review 2017 data states Dalston has very low availability of B1 (1.2%) versus the borough average (6.9%); a growing demand in smaller office units, 26% of floorspace leased is less than 250sqm.

An additional 9,288sqm (B1a/b) is required to meet future needs of B space floorspace in Dalston. Co-star data indicates that B1 office space peaked at £35 per square foot in 2019 and is averaging at £27 per square foot in 2020-2021, however this could be influenced by the specification of the premises available.

Support local businesses and workspace

Objective 31:

The Council will champion local businesses including SMEs, protect and seek to deliver more affordable workspace in Dalston using both Council land and assets and working with other landowners and developers, and connect residents especially young people to employment and skills opportunities.

Objective 32:

Support existing workspace operators in Dalston to thrive and grow by promoting Dalston as a place to business, developing a stronger network of support for workspace providers on the Council's Approved Workspace Provider list, brokering relationships with developers to maximise opportunity to grow and deliver additional social value, and benefit from local supply chain and economies of scale.

Objective 33:

The Council will, where possible, support SME's by utilising its assets (land, buildings) for affordable workspace, and identify sites for new workspace and affordable workspace.

Design that works

Objective 34:

New workspace will be well designed with a range of unit sizes and types that are flexible, including for occupation by small or independent commercial enterprises.

Objective 35:

The Council will work with existing local groups to better understand the requirements for new workspace for locals and continue to review demand to inform workspace provision.

Objective 36:

The Council will promote ground floor active uses in Dalston Town Centre, to improve passive surveillance to develop a greater sense of community stewardship and explore how adjacent open / street space to workspaces can be activated, working in partnership where possible.

Land uses: retail

Improve the town centre experience

Objective 37:

The Council will seek to improve the town centre experience and accessibility to the physical environment. This will include a response to changing needs due to Covid-19 through introducing a better public realm, occasional specialised or themed pop-up street markets, public art, widened pavements spill-out spaces for cafes and restaurants, more green space, more street trees, more water fountains, step-free and well maintained public toilets (where possible), and a less traffic-heavy streetscape.

Maintain and increase vibrant mix of town centre uses

Objective 38:

The Council will continue to support and collaboratively work with existing businesses, traders and community organisations to maintain the Town Centre's vibrant mix of businesses and help them recover from the pandemic.

Objective 39:

Increase the range and quality of Dalston's non-food retail offer as well as support the existing diverse food retail and restaurant offer (including independent businesses).

Objective 40:

Support Kingsland High Street to continue to be a retail shopping street whilst also enabling flexibility to different uses such as cafes, food and drink, or leisure activities, to respond to changing consumer habits, maintaining active frontages at street level.

Activate ground floors

Objective 41:

Promote a mix of commercial and retail uses on ground floors to provide vibrant and varied street frontages throughout the Town Centre at different times of the day, for a wide range of users. Including the reactivation of Dalston Square and any future plans for Kingsland Shopping Centre.

Objective 42:

Support the promotion of leisure and community uses, including new family friendly leisure uses. Consider shop frontage design which is fun and engaging for children and young people, with the façade and shop window displays at heights that stimulate and interact with all audiences moving through these spaces in line with the Child-Friendly Places SPD.

Land uses: Ridley Road Market

Protect the market

Objective 43:

Maintain and improve Ridley Road market and its character whilst supporting existing traders and their facilities for storage.

Objective 44:

Ensure that any new development on Ridley Road has ground floor uses that add to the offer, character and vibrancy of the street market and the street.

Objective 45:

All residential development proposed in the Ridley Road Character Area will be assessed against the Agent of Change Principle, to avoid any adverse impacts on the character and operation of the market.

Agent of Change Principle: The Agent of Change principle places the responsibility for mitigating the impact of noise firmly on the new development. This means that where new developments are proposed close to existing noise-generating uses, applicants will need to design them in a more sensitive way to protect the new occupiers, such as new residents, businesses, schools and religious institutions, from noise impacts. This could include acoustic and other design measures to mitigate noise, disturbance and other impacts.

Support traders

Objective 46:

Provide business support to existing and new traders to enable them to become more resilient and respond to changing retail patterns.

Objective 47:

Extend market operation hours to meet new consumer demands.

Improve the street

Objective 48:

Implement public realm improvements to improve accessibility, cleanliness, urban greening, better movement around the market and introduce places to sit in line with the Ageing Well Strategy and the Child-Friendly Places SPD.

Objective 49:

Tackle criminal and anti-social behaviour to protect traders through design and community safety initiatives.

Objective 50:

Encourage more customers/visitors to the market through better wayfinding, toilet provision, promotion and marketing.



Culture

Maintain town centre vibrancy

Objective 51:

Protect and promote the continued success of Dalston's arts, culture, evening and night-time economy by supporting and working with local and independent businesses, and in particular with smaller venues. In order to ensure that the Town Centre continues to reflect and serve the local community and visitors alike, and that it retains its vibrancy and status as a cultural destination.

Objective 52:

Ensure that new residential development does not impact negatively on the operation of existing businesses.

Objective 53:

Work with developers to deliver new arts and cultural venues to continue to strengthen Dalston's cultural offer, in consultation with existing operators, and carefully consider existing successful characteristics of independent operators.

Objective 54:

Commitment to work with landlords aiming to ensure all new units are occupied. Considering where possible creative ways of activating frontages.

Objective 55:

Where applicable, new development should support a streetscape that allows for on street activity where appropriate, as currently found in the Town Centre in the form of events, markets and spill out spaces.

Inclusive to all

Objective 56:

Promote a diverse range of arts, culture and evening and night time economy uses to offer opportunities for everyone, including young people, older people and families. With cultural activities that are less focused on alcohol and inclusive of all regardless of age, disability, gender, gender identity, race, religion, sexual orientation or means.

Carefully manage venues

Objective 57:

Carefully manage the design and location of new and existing evening and night-time venues to reduce anti-social behaviour and support natural surveillance, ensuring Dalston remains an area in which people like to live.

Design out crime

Objective 58:

Provide active frontages on the ground floor of new developments and increase commercial (workspace / retail) activity in Gillett Square and Dalston Square for improved natural surveillance and crime deterrence.

Objective 59:

Deliver a series of public realm improvements in areas of identified crime and antisocial behaviour, such as Gillett Square and Ridley Road, taking into account design out crime principles to make them feel safe and inviting.

Safety

Work in partnership

Objective 60:

Deliver a proactive targeted approach in partnership with the police to tackle persistent ASB and criminal activity.

Objective 61:

Work with partners to ensure we promote a safe NTE and promote responsible drinking, to promote the safety and wellbeing of residents and visitors at night.

Objective 62:

Strengthen the relationship with NTE operators through the Dalston Night Time Economy Forum and Late Night Levy Board and other business engagement opportunities.

Management and policing

Objective 63:

Operational management plans will be required for new evening uses.

Objective 64:

Continue to fund additional policing and other initiatives, including tackling homelessness and providing space for young people, that promotes safer socialising and reduces negative impacts on local residents.

Youth spaces

Objective 65:

Promote existing facilities for young people, including Forest Road Youth Club, through better signposting and online presence, and ensure new public realm improvements cater and proactively design for the needs of young people. Refer to the Child-Friendly Places SPD for further guidance.



PART 5. Character Areas and Opportunity Sites in Dalston

5.1 Dalston's Character Areas

Dalston has a varied and unique character, with no two areas alike even within the Town Centre boundary. Therefore, it is important that detailed design guidelines are in place for each distinctive Character Area in Dalston in order to ensure they are individually preserved and enhanced. the Character Areas are identified as follows:

- Kingsland High Street
- Ridley Road
- Ashwin Street
- Kingsland Shopping Centre
- Dalston Lane
- Eastern Curve
- Dalston Square

The boundaries between these areas have been defined based on analysis of both their built form and land-use characteristics. A Character Area Study of prevailing urban grain, building heights, heritage assets and land use in Dalston was undertaken as part of the evidence base for the Plan, which has informed the boundaries of these Character Areas. It is important to note that although the guidelines are specific to Character Areas, the adjacent surroundings will also have an impact on planning and development growth. This will be considered during any planning application.

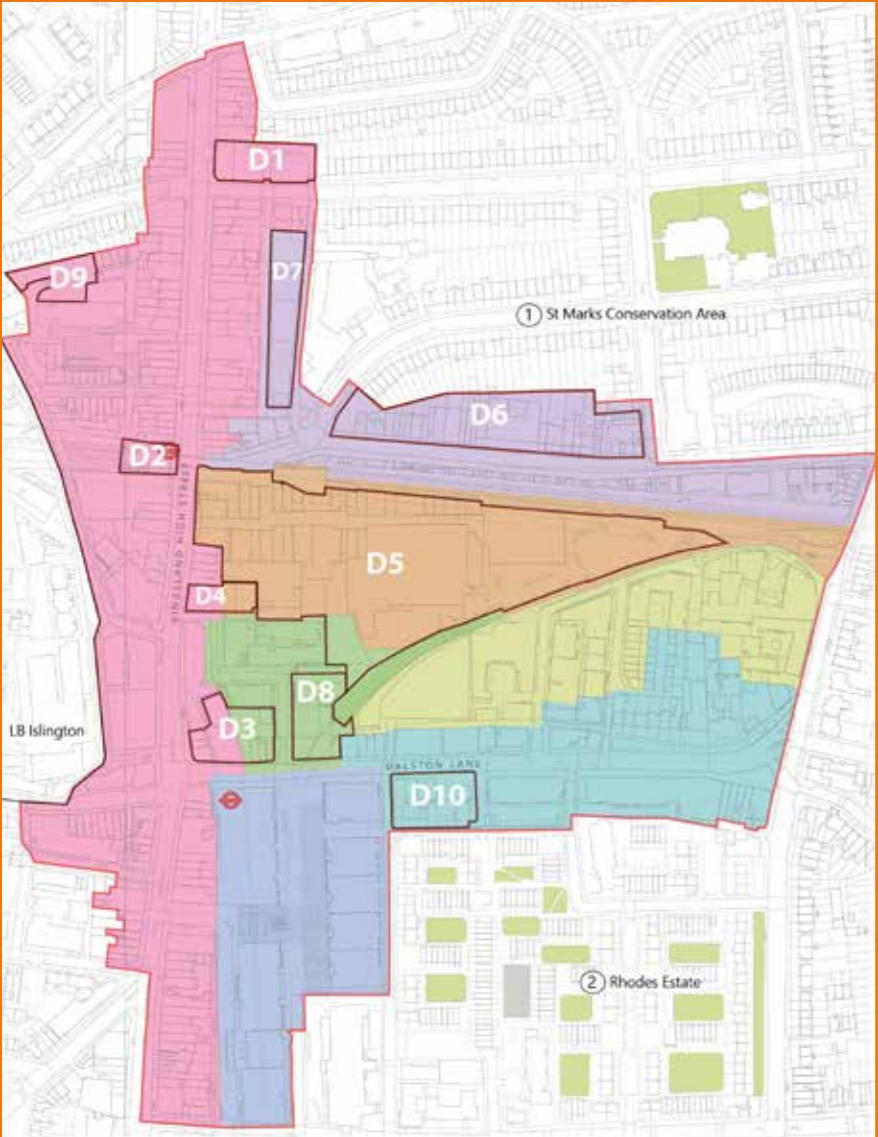
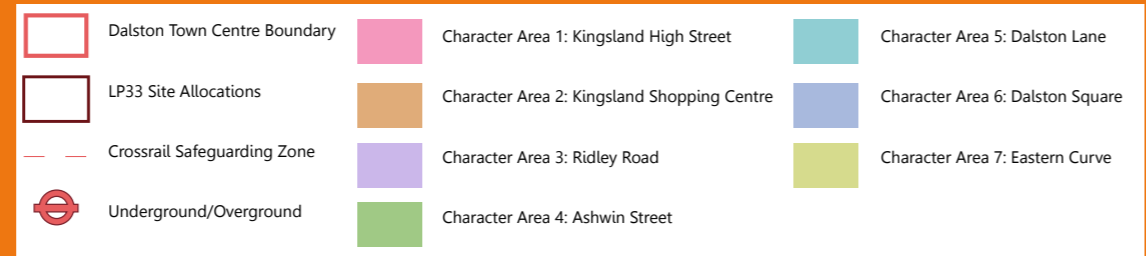


Figure 5.1 Opportunity site clusters organised by Character Area



Kingsland High Street



Kingsland Shopping Centre



Ridley Road



Ashwin Street



Dalston Lane



Dalston Square

5.2 Opportunity Sites in Dalston

This section outlines detailed site guidance for the Opportunity Sites in Dalston Town Centre as identified in the LP33 Figure 5.3 Opportunity Sites & Potential Public realm Improvements. The sites are as follows:

Site	Ownership
D1 - 130 Kingsland High Street and site to the rear 130A Kingsland High Street, current Argos site	Private
D2 - Dalston Kingsland Station and associated works	Network Rail
D3 - 1-7 Dalston Lane and 1-7 Ashwin Street	Mixed - LBH and Private
D4 - 36-42 Kingsland High Street	Private
D5 - Kingsland Shopping Centre	Mixed - Criterion (Kingsland Shopping Centre and car park) and LBH (Abbot Street and V22 car parks)
D6 - Ridley Road	Mixed Private ownership
D7 - Birkbeck Mews	LBH
D8 - 2-16 Ashwin Street, 11-15 Dalston Lane	LBH
D9 - Stamford Works	Private
D10 - Former CLR James Library, 16-22 Dalston Lane, 62 Beechwood Road	LBH

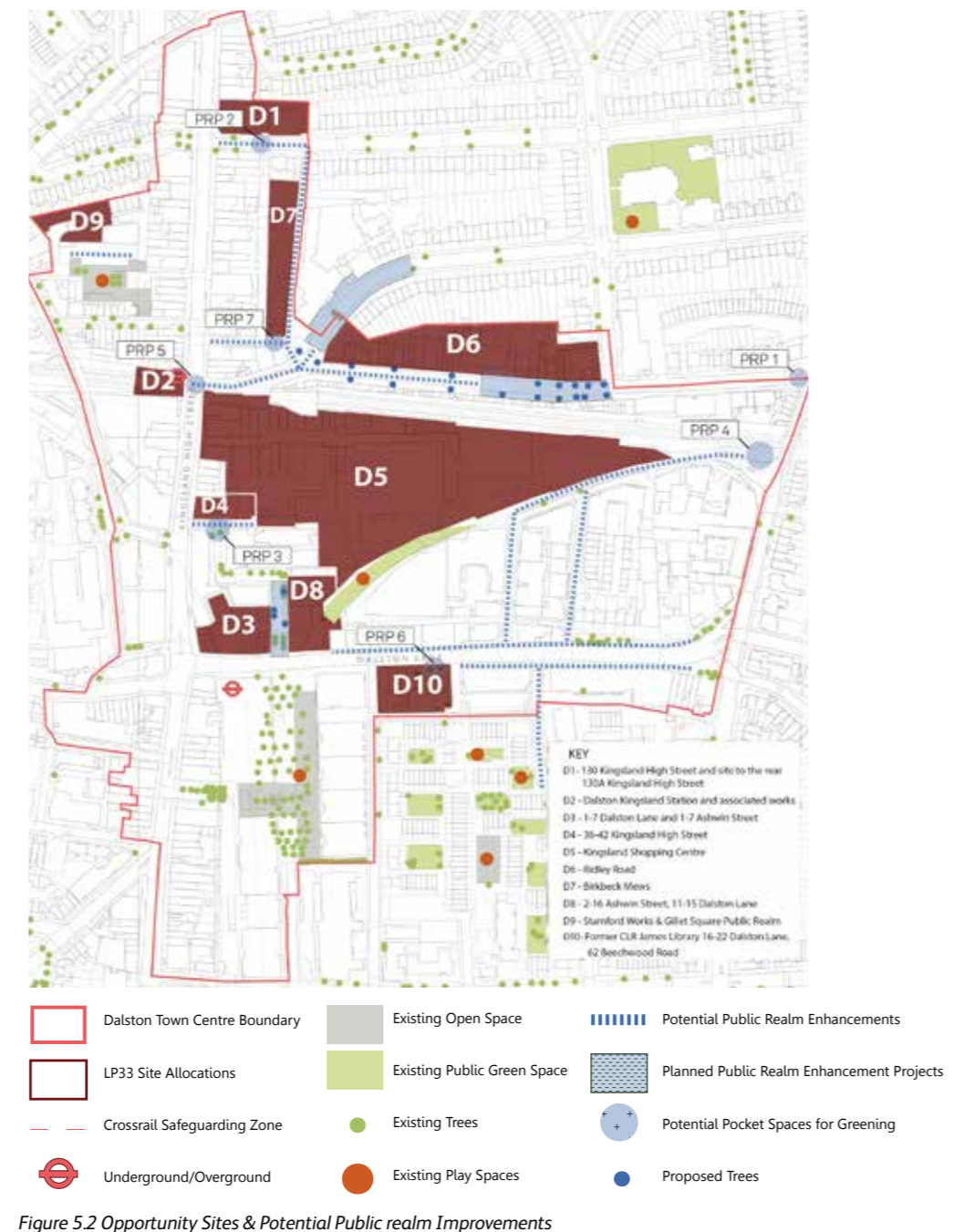


Figure 5.2 Opportunity Sites & Potential Public realm Improvements



D1 - Argos



D2 - Dalston Kingsland Station



D3 - 1-7 Dalston Lane and 1-7 Ashwin Street



D4 - Kingsland High Street



D5 - Kingsland Shopping Centre



D6 - Ridley Road

The sites are clustered in the seven Character Areas (see Figure 5.1). The sites show indicative heights, massing and ground floor uses. It is important to note that the Dalston Plan acts as guidance only, showing just one way the sites could come forward, and agreed future proposals may vary. Key Considerations for Tall Buildings in Dalston are set out in Figure 5.3 and key local views are identified.

5.3 Public Realm Projects in Dalston

Potential Public Realm Projects by Character Area

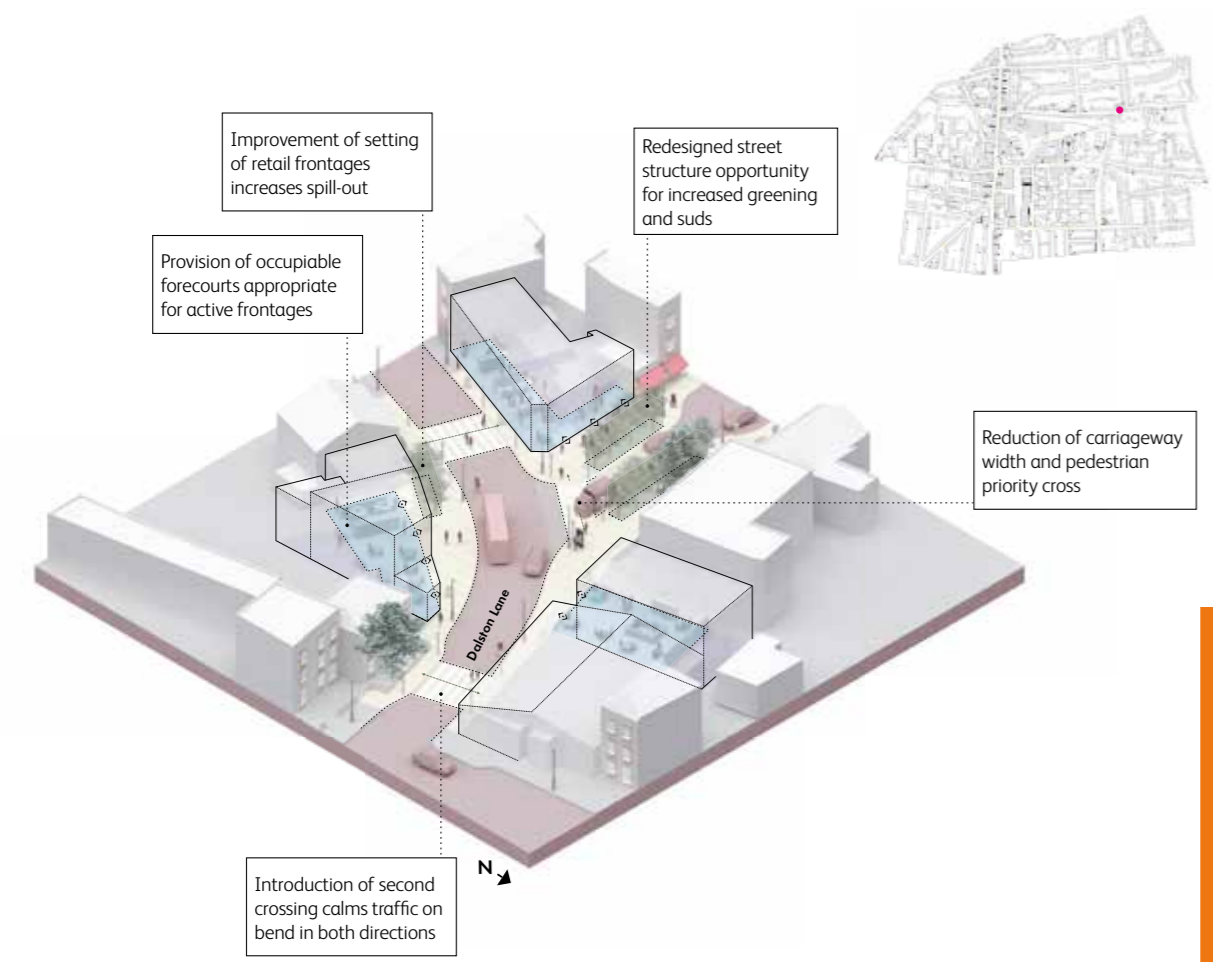
Character Area	Site of improvement	Potential improvements
Ridley Road	PRP 1 - Junction of Ridley Road and Dalston Lane	<ul style="list-style-type: none"> • Reduce Street Clutter • Increase Street Greening • Calm vehicular movements to benefit pedestrians and cyclists • Provide improved crossing opportunities. • Create greater footway space to Ridley Road.
Kingsland High Street	PRP 2 - Junction of Sandringham Road & Kingsland High Street	<ul style="list-style-type: none"> • Increase street greening • Increase pedestrian footway • Encourage active ground floor units to spill-out and animate the street. • Provide a safe crossing opportunity between Sandringham Road and Campbell Road.
Kingsland High Street/ Ashwin Street	PRP 3 - Junction of Abbot Street and Ashwin Street	<ul style="list-style-type: none"> • Increase provision of street greening and pavement widening • Strengthen this as a quiet pedestrian route • Facilitate active frontages and spill out space to Abbott Street • Strengthen the link across Dalston (east to west) through these improvements and the development of site D5 - Kingsland Shopping Centre.
Kingsland High Street	PRP 5 - Connection between Dalston Kingsland Station and Ridley Road	<ul style="list-style-type: none"> • Increase direct pedestrian connections between the station and Ridley Road • Increase street greening.
Dalston Lane	PRP 6 - Space outside site D10, Former CLR James Library	<ul style="list-style-type: none"> • Increase street greening • Opportunity for playful landscape associated with ground floor community uses • Improve transition between Dalston Lane and Woodland Street, towards the Rhodes Estate.
Ridley Road	PRP 7 - Junction between Winchester Place and Birkbeck Road	<ul style="list-style-type: none"> • Increase street greening • Opportunity to work with existing topography changes, to improve pedestrian connections.



5.3 Public Realm Projects in Dalston

Potential Public Realm Projects By Character Area

PRP 1 - Junction of Ridley Road and Dalston Lane

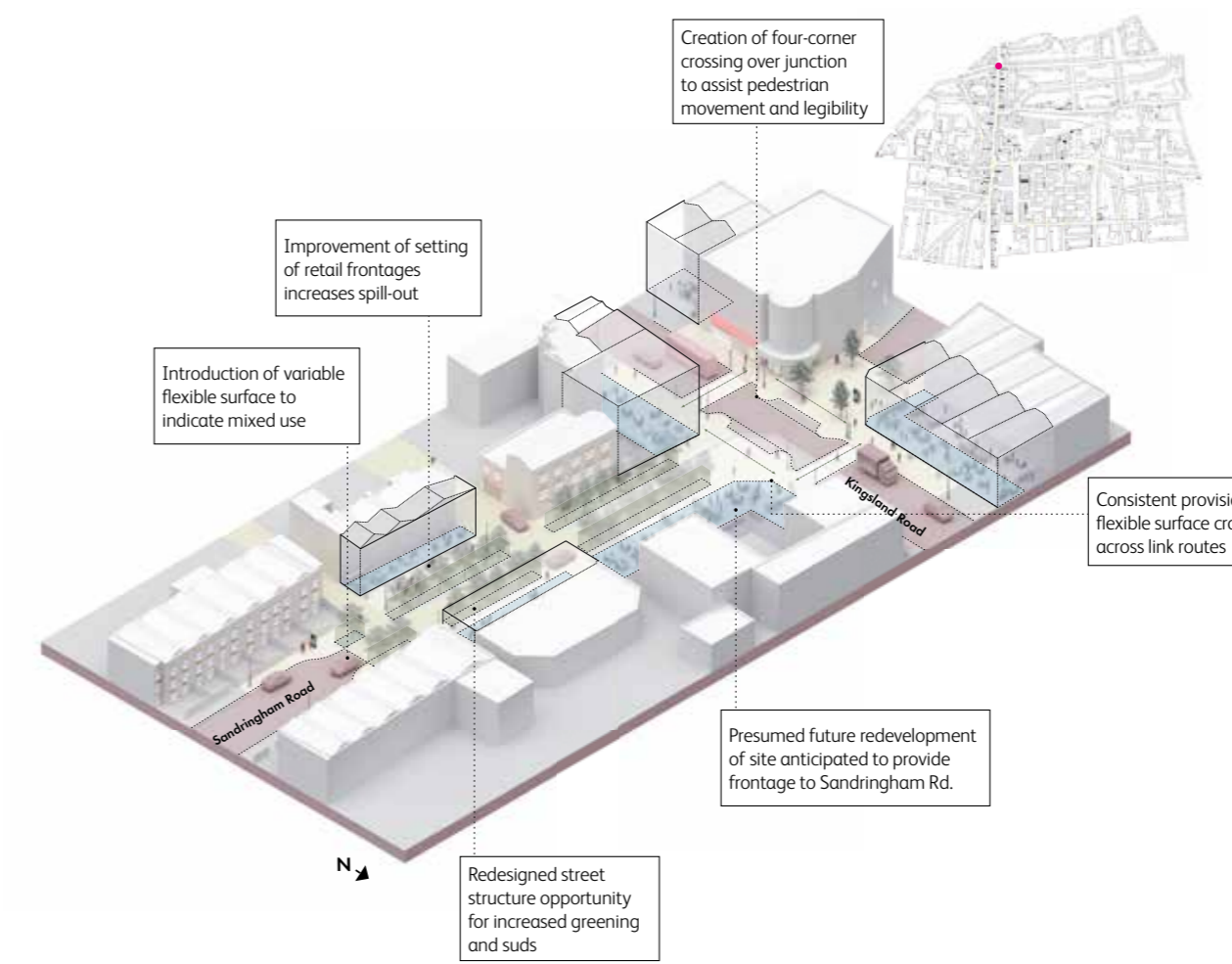


Description:

- Reduce Street Clutter
- Increase Street Greening
- Calm vehicular movements to benefit pedestrians and cyclists
- Provide improved crossing opportunities
- Create greater footway space to Ridley Road

Character Area: Ridley Road

PRP 2 - Junction of Sandringham Road & Kingsland High Street

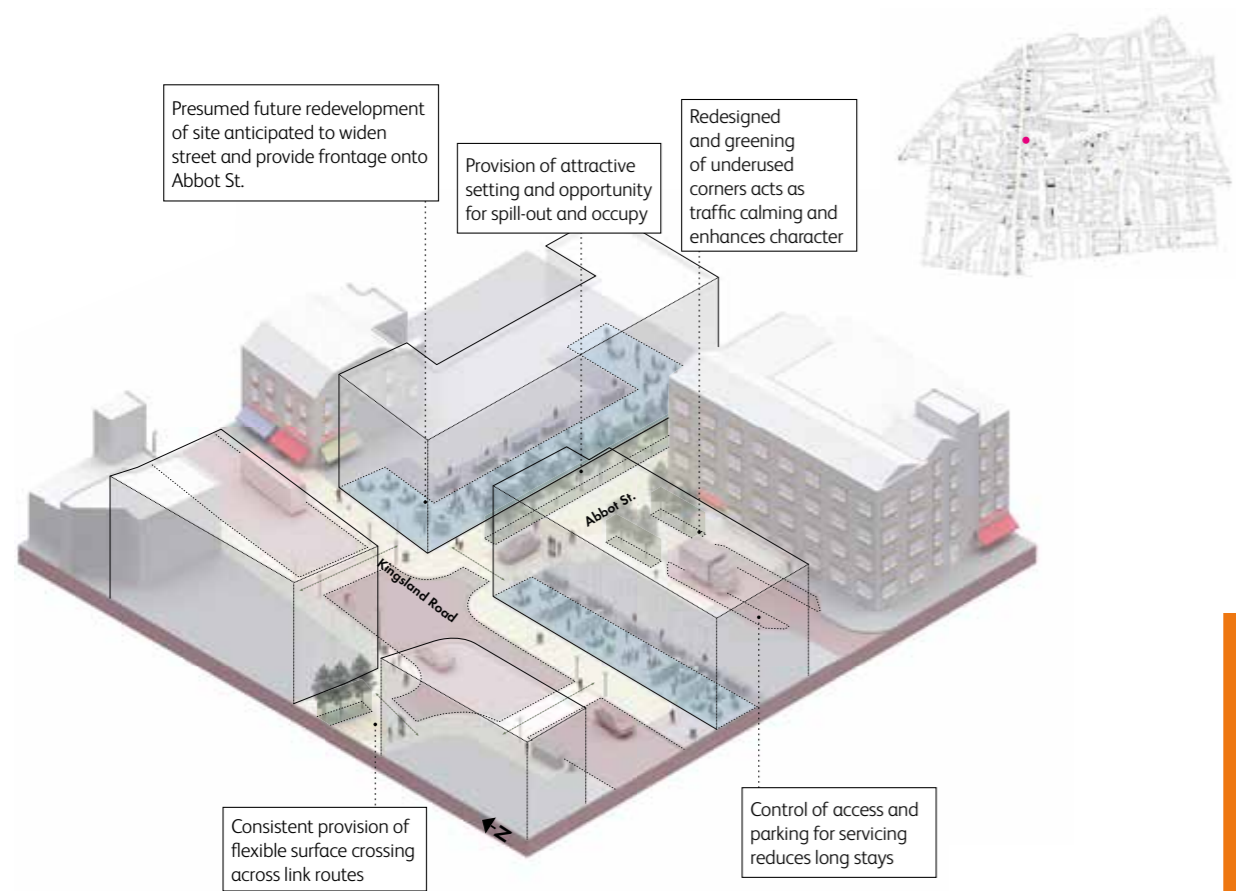


Description:

- Increase street greening
- Increase pedestrian footway
- Encourage active ground floor units to spill-out and animate the street.
- Provide a safe crossing opportunity between Sandringham Road and Campbell Road.

Character Area: Kingsland High Street

PRP 3 - Junction of Abbot Street and Ashwin Street

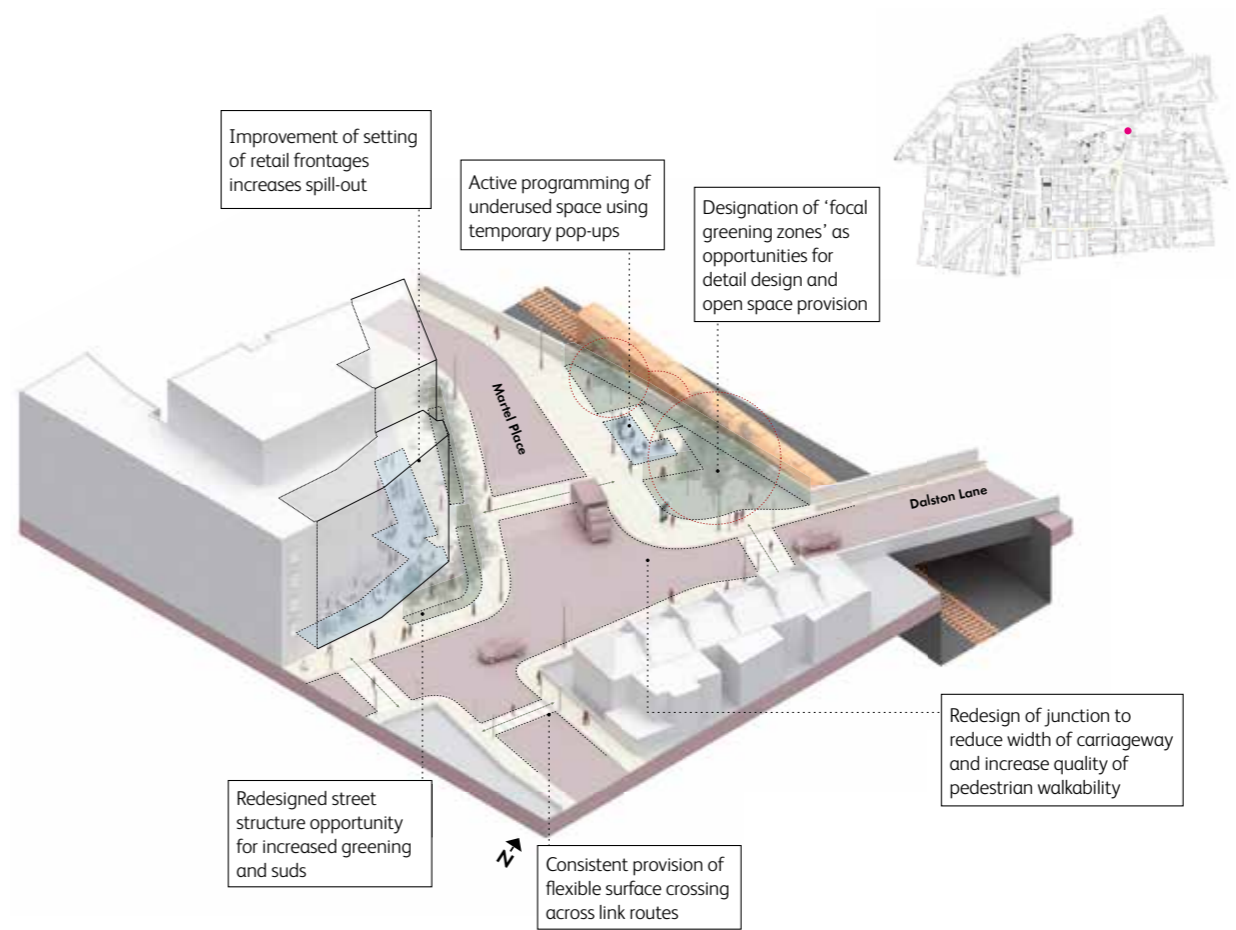


Description:

- Increase provision of street greening and pavement widening.
- Strengthen this as a quiet pedestrian route.
- Facilitate active frontages and spill out space to Abbott Street.
- Strengthen the link across Dalston (east to west) through these improvements and the development of site D5 - Kingsland Shopping Centre.

Character Area: Kingsland High Street/Ashwin Street

PRP 4 - Junction of Dalston Lane and Martel Place



Description:

- Increase street greening
- Create substantial open space and potential for pop-up use by rationalising the street junction and making use of the currently underused space.
- Strengthen the link across Dalston (east to west) through these improvements and the development of site D5 - Kingsland Shopping Centre.

Character Area: Kingsland Shopping Centre



PRP 5 - Connection between Dalston Kingsland Station and Ridley Road

- Description:**
- Increase direct pedestrian connections between the station and Ridley Road
 - Increase street greening

Character Area: Kingsland High Street



PRP 6 - Space outside site D10, Former CLR James Library

- Description:**
- Increase street greening
 - Opportunity for playful landscape associated with ground floor community uses
 - Improve transition between Dalston Lane and Woodland Street, towards the Rhodes Estate.

Character Area: Dalston Lane



PRP 7 - Junction between Winchester Place and Birkbeck Road

- Description:**
- Increase street greening
 - Opportunity to work with existing topography changes, to improve pedestrian connections.

Character Area: Ridley Road/Kingsland High Street



5.4 Height Strategy

Key Considerations

This section sets out a building heights strategy for Dalston, which identifies sites and locations suitable for taller buildings.

LP33 states that taller buildings are defined as:

- any building or structure which is taller than its neighbours (50% taller than the prevailing building height);
- any building that significantly changes the skyline;
- or any building that is 30 metres or more in height.

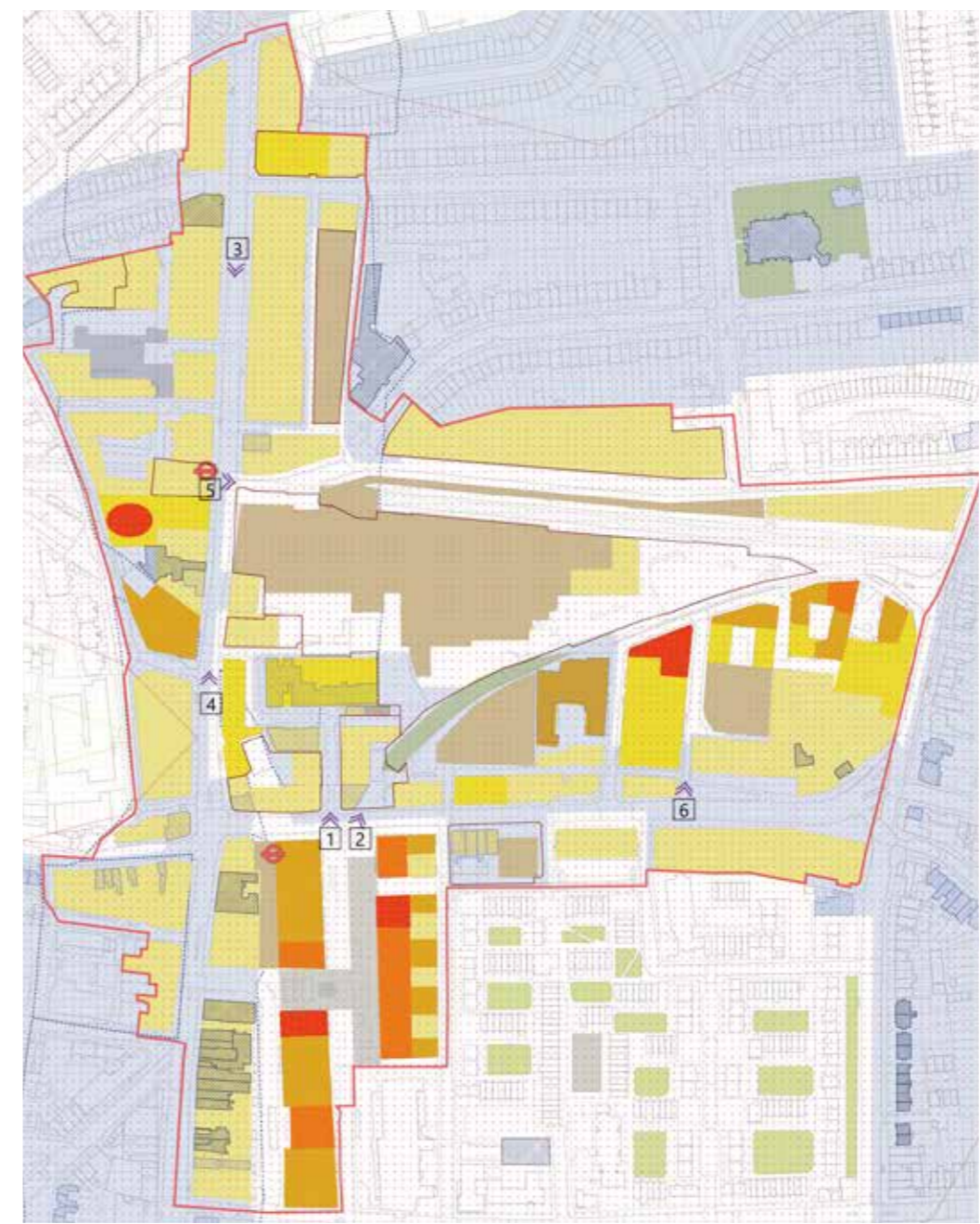
In Dalston and the surrounding area, the prevailing building height is between 3-5 storeys, as outlined in the Borough-wide Characterisation Study. Therefore a 'taller building' is anything above 6 storeys. Proposals for 'Taller Buildings' must comply with Policy LP1 Taller Buildings of LP33.

Policy LP1 also states that area plans must comply with the key considerations outlined in the Borough-wide Characterisation Study. The study sets out a number of key considerations used to assess the suitable location for taller buildings within the borough. These include; the impact of the proposal on the existing urban grain, the prevailing height of the area, the public transport accessibility of the site, together with the impact of the proposal

on the Borough's built heritage, open space and Important Local Views. The majority of land within the Major Town Centre boundary has a PTAL of 6a. The adjacent map sets out these key considerations in relation to the plan boundary and the current built environment in Dalston town centre.

Proposed Height Strategy

At present, taller buildings are predominantly located in close proximity to existing stations, which is positive in terms of townscape legibility and wayfinding. It is considered that there is opportunity for taller buildings within Dalston, however the location of these should be carefully considered in accordance with the key considerations set out in the Borough-wide Characterisation Study. On Site D5 - Kingsland Shopping Centre, there is greater opportunity for taller buildings, however any height distribution should be uniform across the site, in order to reinforce existing townscape legibility. Very tall buildings are not considered to be appropriate, due to the impact to the setting of heritage assets, the impact of overshadowing to the character of Ridley Road, and the impact to Important Local Views.



Dalston Town Centre Boundary		Existing Building Height		PTAL Level	
[Red Outline]	Dalston Town Centre Boundary	[Brown]	1 - 2 Storeys	[Red Dotted Box]	6b
[Black Outline]	LP33 Site Allocations	[Light Yellow]	3 - 4 Storeys	[Orange Dotted Box]	5
[Red Circle with Bar]	Underground/Overground	[Yellow]	5 - 6 Storeys	[Light Green Dotted Box]	4
[Red Dashed Line]	Crossrail Safeguarding	[Dark Yellow]	7 - 8 Storeys		
[Cross-hatch Pattern]	Statutory Listed Buildings	[Orange]	9 - 10 Storeys		
[Blue-hatch Pattern]	Locally Listed Buildings	[Red]	11 - 14 Storeys		
[Light Blue]	Conservation Areas				
[Blue Dashed Line]	Archeological Priority Areas				
[Purple Arrow]	Important Local Views				

Figure 5.3 Key Considerations for Tall Buildings in Dalston

5.5 Important Local Views

Policy LP5 of LP33 states that the Council will protect Important Local Views and that new development must not harm them. As such, some key local views have been identified opposite. These should be key considerations when developing proposals in Dalston, particularly in relation to townscape character and impact to heritage assets. New development must not harm these Important Local Views.



Important Local View 1: View from Ashwin Street looking North to the Colour Works building.



Important Local View 3: View South along Kingsland High Street



Important Local View 5: View looking east towards Ridley Road



Important Local View 2: View North from Dalston Lane towards the Peace Mural, Dalston Eastern Curve Garden and beyond.



Important Local View 4: View North Along Kingsland High Street



Important Local View 6: View North along Ramsgate Street, towards St Marks Church

5.6 Overall Design Principles

New development should comply with Policies LP1 - LP6 of LP33, 'Protecting and Enhancing Heritage and Leading the way in Good Urban Design'. In addition, all proposals should comply with the guidance for the identified Character Areas and any site-specific guidance.

All proposals should seek to achieve an Urban Greening Factor of at least 0.4, in line with LP33 LP48 New Open Space, in order to reduce the current deficit in green space across Dalston. Further guidance is included in this plan on the Urban Greening Opportunities for each site, which could be delivered as part of development.

5.7 Detailed Site Guidance

The detailed guidance for the sites set out below are indicative designs showing what capacity of development is possible on each opportunity site.

The way in which they will come forward may look different to what is shown, as there are a number of ways in which these sites could be developed in order to meet the guidance in this document.

These sites are organised by their respective Character Areas, as set out above in Section 5.1, and will need to be considered in relation to the impact to the Character Area as well as on individual merit.

The guidance will also apply to other sites not allocated or identified in LP33 or in this Plan but which may come forward during the Plan period.

The Growth Corridor: Housing Design and Density Study - Dalston (Jan Kattein Architects 2021) guided the options for development identified in the Draft Dalston Plan SPD.



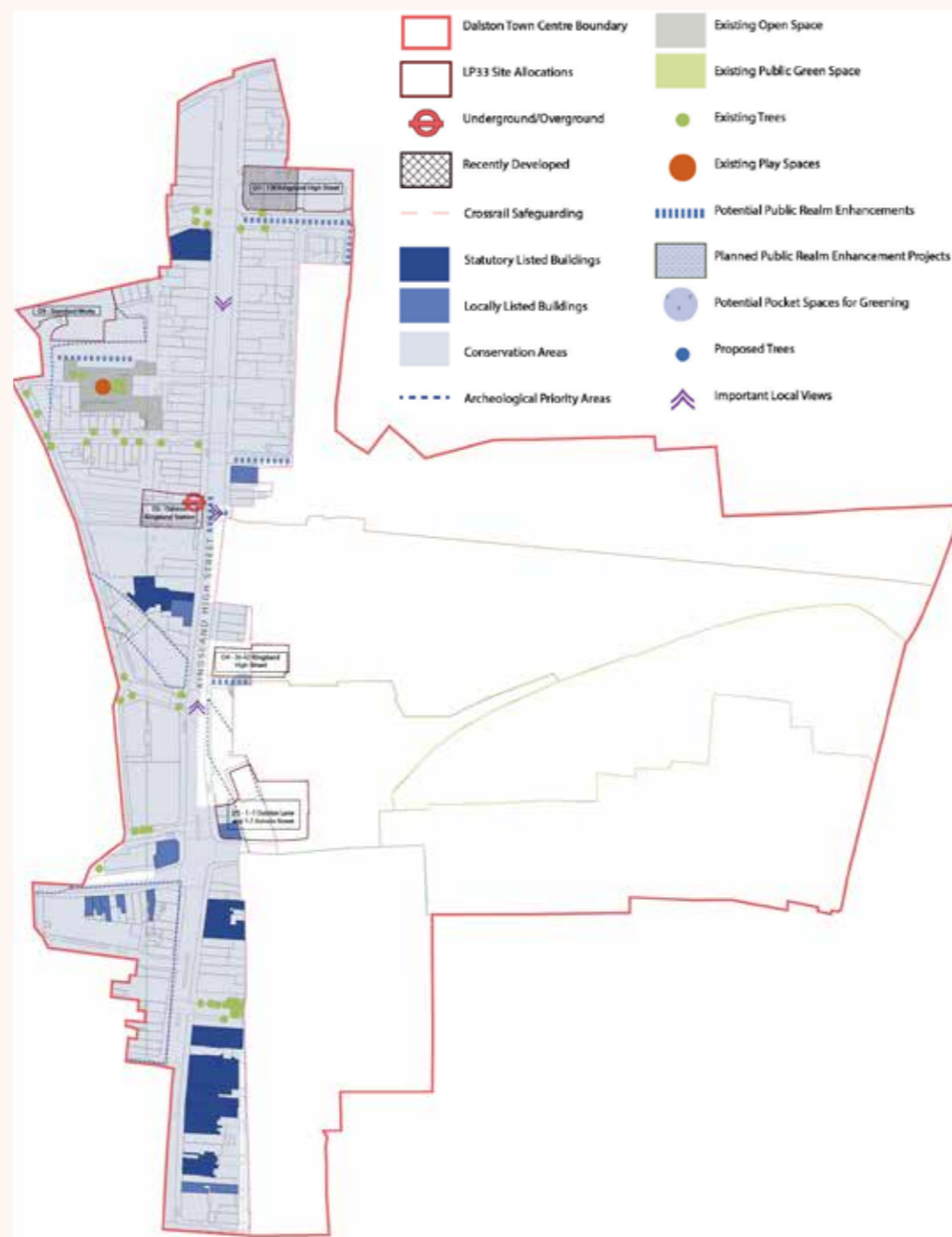
5.7.1 Kingsland High Street Character Area and Opportunity Sites

Kingsland High Street is a busy commercial area, characterised by two, three and four-storey terraced properties, many of which contain ground floor retail uses. Kingsland High Street is currently a busy vehicular and pedestrian high street. It is also home to Dalston Kingsland Overground Station and the main entrance to Kingsland Shopping Centre. The Character Area contains parts of three Conservation Areas, and the detailing and features of some of the buildings is of high architectural quality.

Many of the terraces on the high street however, sit quite close to the pavement, meaning there is not a lot of space for pedestrians at present. There is a high level of footfall on these narrow pavements.

Opportunities

- There is an opportunity to enhance green infrastructure within the existing public realm through increased provision of street trees and urban greening.
- There is an opportunity to improve the public realm along Kingsland High Street through pavement widening and improved pedestrian crossings, especially between Dalston Kingsland Station and Ridley Road.
- Opportunity sites offer the potential to optimise housing delivery, including affordable housing. Proposals should preserve or enhance buildings of heritage value and Conservation Areas.
- There are opportunities to promote a mix of commercial and retail uses on ground floors to provide vibrant and varied active street frontages throughout the Town Centre
- There is an opportunity to support the vibrancy and safety of Kingsland High Street and Gillett Square by encouraging development that retains an active frontage to streets and spaces.



Development proposals within this Character Area can respond to the objectives of the plan through addressing the Character Area Guidelines below:

Objective Themes	Character Area Guidelines Proposals should...
Green infrastructure and open space	<ul style="list-style-type: none"> • Contribute to increased urban greening initiatives within the character area, where appropriate. • Seek to improve the public realm by widening pavements. • Seek to improve the public realm between Winchester Place and Birkbeck Road (PRP 1) • Seek to improve the public realm at the junction of Sandringham Road and Kingsland High Street (PRP 2)
Transport, movement and parking	<ul style="list-style-type: none"> • Provide plans to control movement of goods to reduce congestion. • Improve the public realm outside Dalston Kingsland Overground Station. • Consider the impacts of delivery services with a focus on incorporating sustainable last mile and “green” delivery initiatives.
Buildings and housing	<ul style="list-style-type: none"> • Be developed in accordance with the key considerations for Tall Buildings in Dalston, see page 84. • Respect the area’s fine urban grain • Demonstrate how the character and setting of the Dalston Conservation Area, De Beauvoir Conservation Area and Kingsland Conservation Area will be preserved or enhanced, where applicable. • Carefully consider the Important Local Views within the Character Area (ILV3, ILV4, ILV5) when developing proposals so as to ensure new development does not harm these views.
Workspace, employment and retail	<ul style="list-style-type: none"> • Provide flexible commercial units that can cater towards Small and Medium enterprises. • Support Kingsland High Street to continue to be a retail shopping street (A1 use class) whilst also enabling flexibility.
Arts, culture, evening and night-time economy and safety	<ul style="list-style-type: none"> • Provide active frontages on the ground floor of new developments and increase commercial (workspace / retail) activity, with a focus on reducing antisocial behaviour in Gillett Square. • Require management plans for new evening uses to help manage potential anti-social behaviour.

OPPORTUNITY SITE D1

130 Kingsland High Street and site to the rear 130A Kingsland High Street

Existing Site

- Ownership:** Private
- Area:** 0.192ha
- Existing Use:** Retail
- Planning Considerations:**
 - PP2 Dalston
 - Dalston Major Town Centre (Primary Shopping Frontage)
 - Dalston Conservation Area and St Marks Conservation Area (adjacent)
 - Special Policy Area (Licensing)
 - PTAL 6a

Allocation: Mixed-use - commercial (retail) at ground floor with residential/commercial (employment) above.

Timescale: Medium term (2022 - 2025)

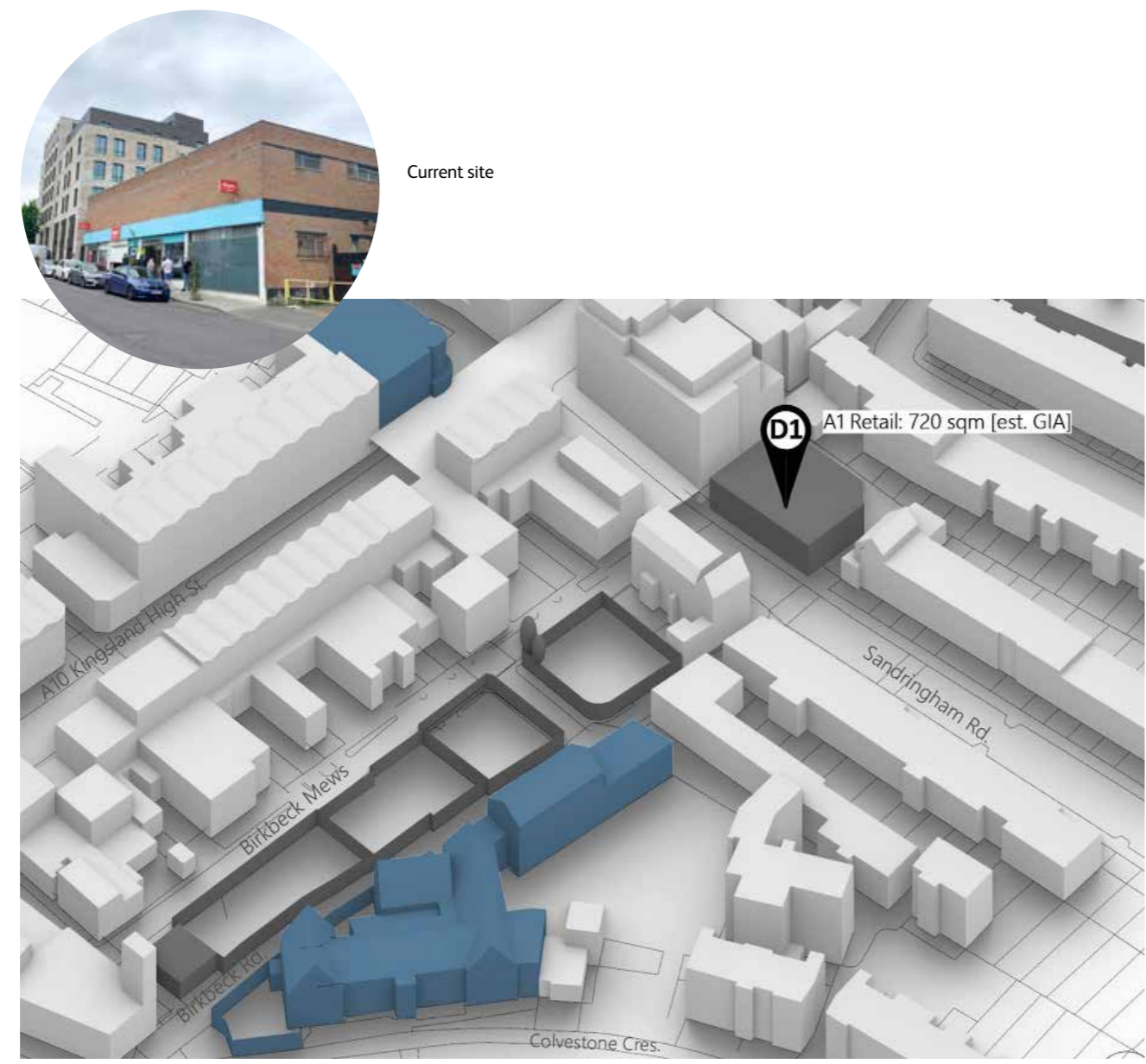


Fig. 5.4 Existing condition of site D1/Argos site (Land Use & Massing)

EXISTING BUILDING STOCK
 OPPORTUNITY SITES

Development Principles

Proposals coming forward on this site should incorporate the following principles:

Land Use

- This site is suitable for retail uses at ground floor level facing onto the Kingsland High Street Primary Shopping Frontage with residential, including genuinely affordable homes, or employment uses above.
- Proposals should incorporate a shop front and contribute to the vitality and viability of the Primary Shopping Area.

Design:

- The height of proposals should be developed, in accordance with the proposed height strategy. An indicative appropriate height for this site is between 3 - 5 storeys.
- Any proposal should step down in height and bulk towards the terrace on Sandringham Road, in order to suitably manage the transition between the building recently completed at 130 Kingsland High Street and the terrace of Sandringham Road. This will help to ensure the setting of the Conservation Area, and the character of Sandringham Road is adequately preserved.
- Proposals should take into consideration sensitivities regarding overlooking and impact to amenity of neighbouring buildings to the north.
- Proposals should preserve or enhance the setting of the St Marks Conservation Area.
- Development should have regard to development plans for Birkbeck Mews Site Allocation D7.

Public Realm:

Proposals should seek to enhance the public realm along Sandringham Road.

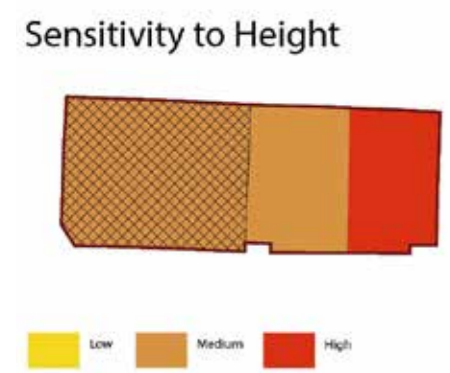
Urban Greening Opportunities:

- Amenity Grassland/ Ground Cover
- First Floor Communal Garden
- Green Roof

Indicative Capacity:

- 600m2 GIA Residential (17 units)
- 5x 1-bed, 6x 2-bed, 6x 3-bed.
- 620m2 GIA Commercial

OPPORTUNITY SITE D1
 130 Kingsland High Street and site to the rear 130A Kingsland High Street



Ground Floor in Context



Proposed Ground Floor Use: Commercial

Fig. 5.5 Site D1 - Key Principles

- Dalston Town Centre Boundary
- LP33 Site Allocations
- Underground/Overground
- Recently Developed
- Crossrail Safeguarding
- Statutory Listed Buildings
- Locally Listed Buildings
- Conservation Areas
- Archeological Priority Areas
- Important Local Views
- Existing Open Space
- Existing Public Green Space
- Existing Trees
- Existing Play Spaces
- Active Commercial Frontage
- Potential Public Realm Enhancements
- Planned Public Realm Enhancement Projects
- Potential Pocket Spaces for Greening
- Proposed Trees
- Potential New Routes



- EXISTING BUILDING STOCK
- OPPORTUNITY SITES
- COMMERCIAL
- LISTED BUILDINGS
- HEIGHT OF PROPOSAL

Possible Look & Feel



Fig. 5.6 Indicative massing for site D1

OPPORTUNITY SITE D2

Dalston Kingsland Station and associated works

Existing Site

Ownership: Network Rail

Area: 0.06ha

Existing Use: London Overground Station

Planning Considerations:

- PP2 Dalston
- Critical Drainage Area
- Dalston Conservation Area
- Special Policy Area (Licensing)
- Crossrail 2 safeguarded site
- Dalston Town Centre (Primary Shopping Area)
- PTAL 6a

Allocation:

Improvements to station plus retail/employment on ground floor

Timescale:

Medium term 10-15 years (2029 - 2033)

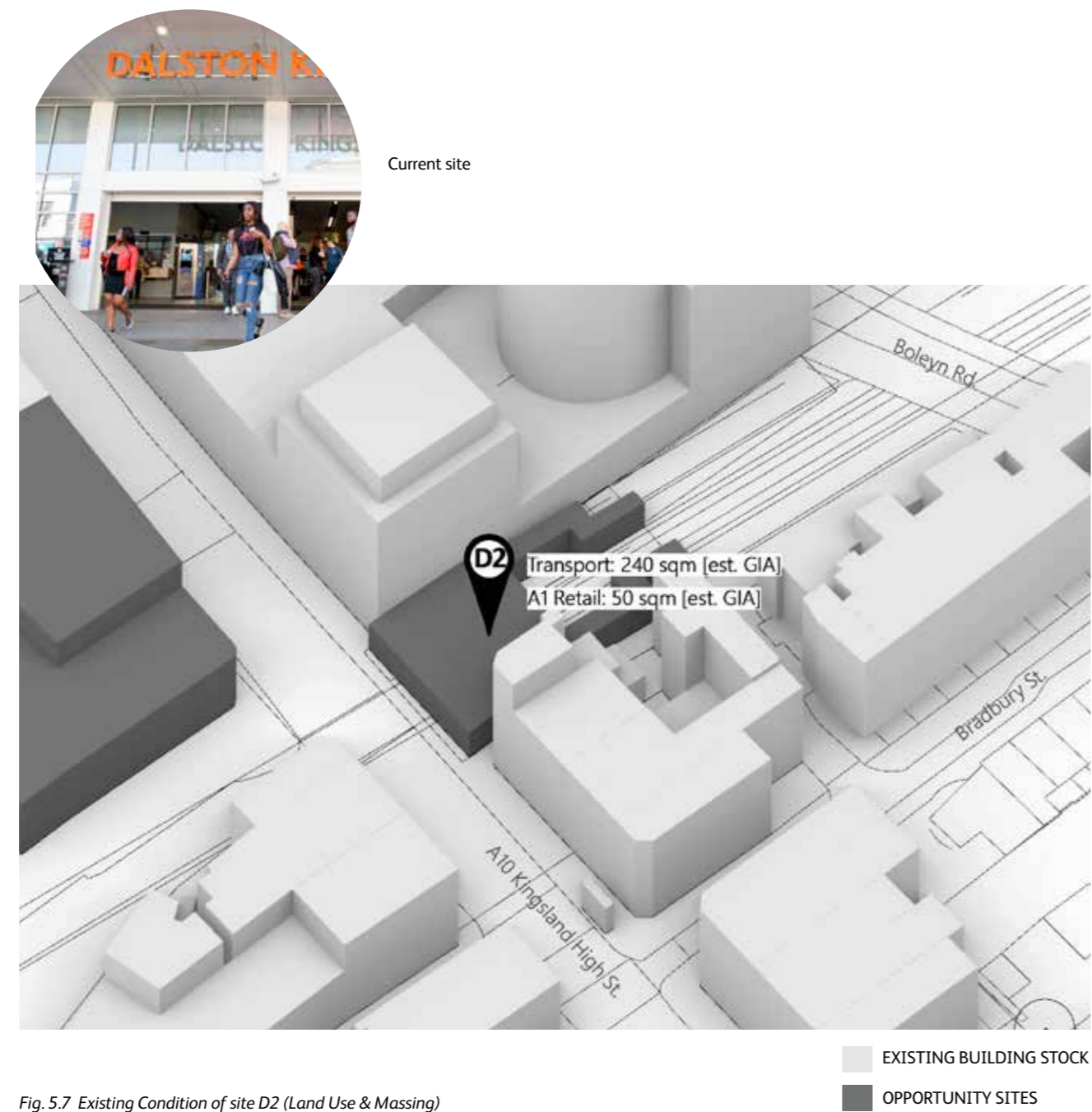


Fig. 5.7 Existing Condition of site D2 (Land Use & Massing)

Development Principles

Proposals coming forward on this site should incorporate the following principles:

Land Use

- Proposals should facilitate and deliver improvements to the station, including enhancements to accessibility.
- There is the opportunity to provide additional retail or commercial floorspace on the ground floor.

Design:

- The height of proposals should be developed in accordance with the proposed height strategy. An indicative appropriate height for this site is between 3 - 5 storeys.
- There is an opportunity to form an active frontage on Boleyn Road.
- Proposals should preserve or enhance the setting of the Dalston Conservation Area.

Public Realm:

Proposals should seek to improve the public realm outside the station and improve pedestrian connections to Ridley Road Market.

Urban Greening Opportunities:

- Tree Planting
- Perennial Planting
- Amenity Grassland
- Permeable Paving
- Communal Garden

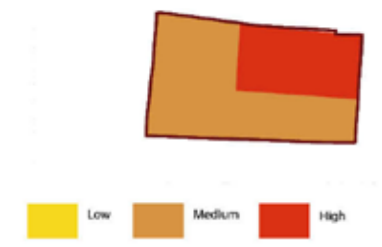
Indicative Capacity:

- 4400m2 GIA Residential (59)
- 19x 1-bed, 20x 2-bed, 20x 3-bed.
- 50m2 GIA Commercial

OPPORTUNITY SITE D2

Dalston Kingsland Station and associated works

Sensitivity to Height



The height of any proposal is most sensitive in the area shown in red.

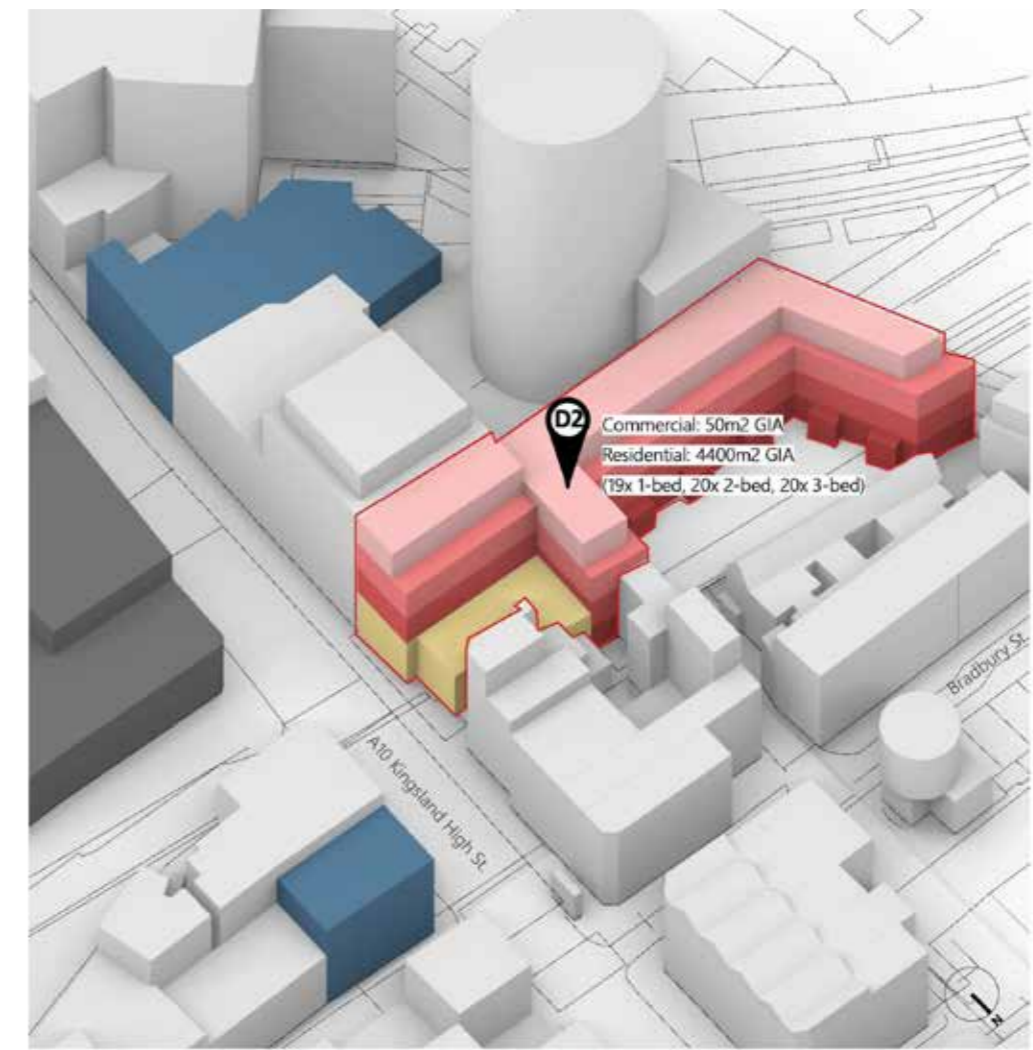
Ground Floor in Context



Proposed Ground Floor Use: Commercial

Fig. 5.8 Site D2 - Key Principles

- Dalston Town Centre Boundary
- LP33 Site Allocations
- Underground/Overground
- Recently Developed
- Crossrail Safeguarding
- Statutory Listed Buildings
- Locally Listed Buildings
- Conservation Areas
- Archeological Priority Areas
- Important Local Views
- Existing Open Space
- Existing Public Green Space
- Existing Trees
- Existing Play Spaces
- Active Commercial Frontage
- Potential Public Realm Enhancements
- Planned Public Realm Enhancement Projects
- Potential Pocket Spaces for Greening
- Proposed Trees
- Potential New Routes



- EXISTING BUILDING STOCK
- OPPORTUNITY SITES
- COMMERCIAL
- [C3] RESIDENTIAL
- LISTED BUILDINGS
- HEIGHT OF PROPOSAL

Possible Look & Feel

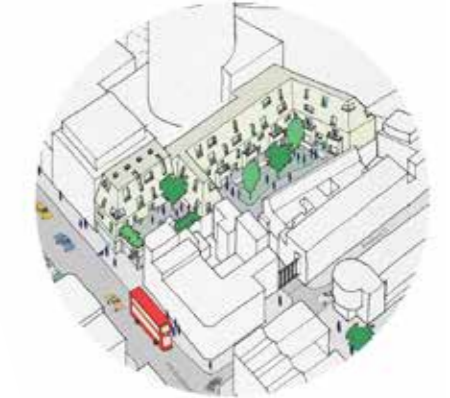


Fig. 5.9 Indicative massing for site D2

OPPORTUNITY SITE D9

Stamford Works

Existing Site

Ownership: Private

Area: 0.1ha

Existing Use: Part car park, part mix of commercial - restaurant and workspaces.

Planning Considerations:

- PP2 Dalston
- Special Policy Area (Licensing)
- Dalston Town Centre (Secondary Shopping Area)
- Dalston Conservation Area
- PTAL 6a

Allocation: Retail, Cultural/Creative, Community and third sector uses alongside residential or commercial at upper levels.

Timescale: Medium term (2022 - 2025)



Fig. 5.10 Existing Gillett Square/Stamford Works site

Development Principles

Proposals coming forward on this site should incorporate the following principles:

Land Use

- There is opportunity for a mixed-use development incorporating employment, retail, cultural, creative and community uses with active frontage facing onto Gillett Square.

Design:

- The height of proposals should be developed in accordance with the proposed height strategy.
- Proposals should seek to preserve or enhance the setting of the Dalston Conservation Area and Non-designated Heritage Assets such as the locally listed building on Boleyn Road, Old Cholmeley Boys Club.

Public Realm:

Proposals should seek to enhance the relationship between the site and Gillett Square, in order to help animate the surrounding public realm and increase the feeling of safety in Gillett Square (See Fig 5.12 Indicative massing for active frontage on Gillett Square on page 103).

Indicative Capacity:

- 80m² Commercial

OPPORTUNITY SITE D9

Stamford Works

Ground Floor in Context



- Dalston Town Centre Boundary
- LP33 Site Allocations
- Underground/Overground
- Recently Developed
- Crossrail Safeguarding
- Statutory Listed Buildings
- Locally Listed Buildings
- Conservation Areas
- Archeological Priority Areas
- ^ Important Local Views
- Existing Open Space
- Existing Public Green Space
- Existing Trees
- Existing Play Spaces
- ▼▼▼ Active Commercial Frontage
- Potential Public Realm Enhancements
- Planned Public Realm Enhancement Projects
- Potential Pocket Spaces for Greening
- Proposed Trees
- ↔ Potential New Routes

Proposed Ground Floor Use: Commercial

Fig. 5.11 Site D9 - Key Principles

Sensitivity to Height



Low Medium High

The height of any proposal is most sensitive in the area shown in red.

The removal of the car park at Gillett Square could enable single storey development along the northern edge of Gillett Square. This can be achieved either by developing the frontage on the stamford works building, and or repurposing and reorienting the existing temporary structures (shipping containers) as indicated above.

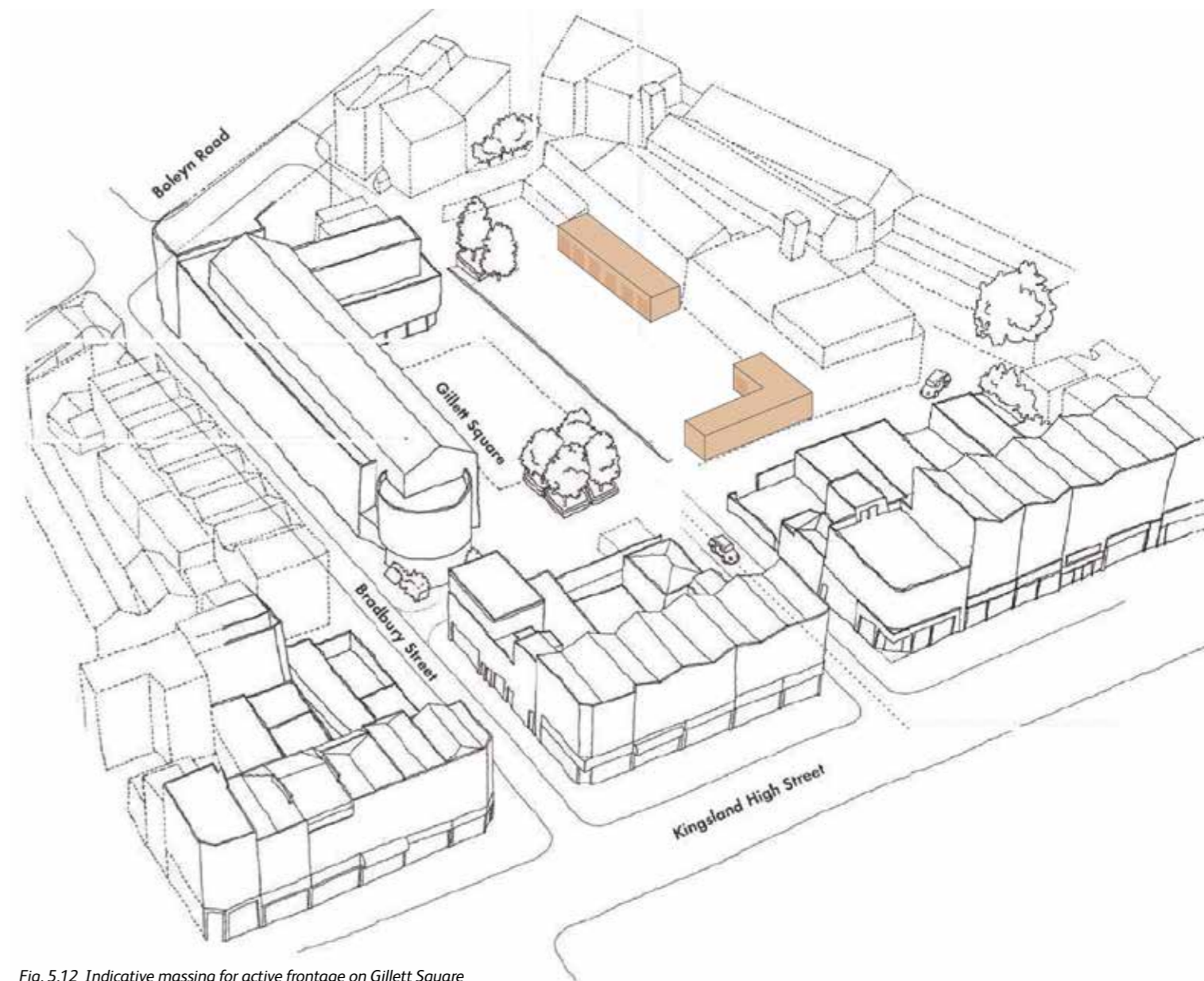


Fig. 5.12 Indicative massing for active frontage on Gillett Square

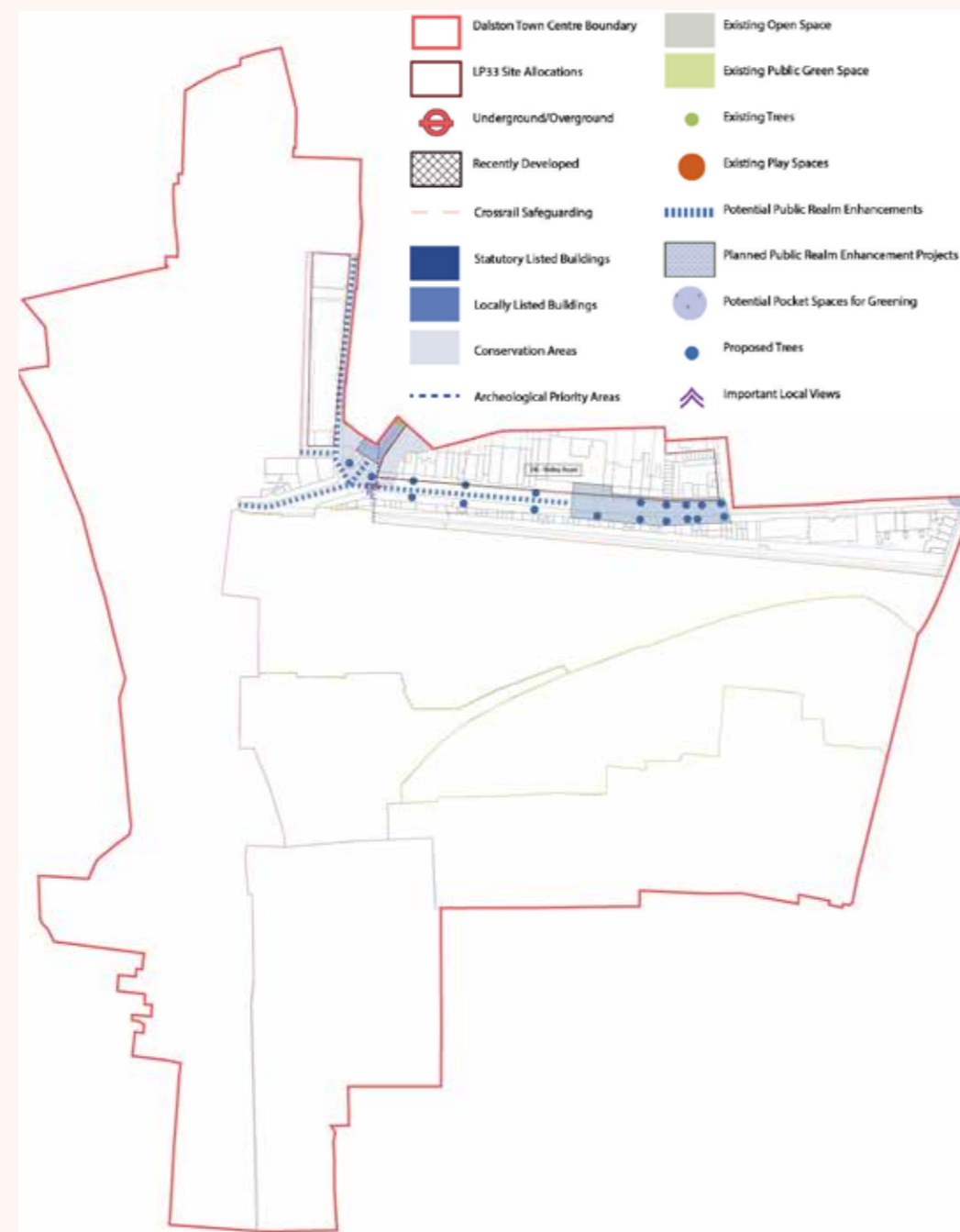
5.7.2 Ridley Road Character Area and Opportunity Sites

Ridley Road is home to a vibrant commercial offer at ground level. The street market is an important space within the Town Centre and should be preserved and enhanced.

Opportunities

- There is an opportunity to provide new street trees to Ridley Road and new greening.
- The implementation of public realm projects identified in the Good Growth Fund will support and encourage sustainable travel on Ridley Road.
- Further public realm projects identified by the Council will support the vibrancy of Ridley Road by retaining and enhancing activation on the ground floors.
- Ridley Road Market will continue to be protected by the Council, and the Council will ensure that the traders have the support to function sustainably.
- Ridley Road Market has been identified as an area for attracting anti-social behaviour (ASB). The Council will work in partnership with stakeholders to tackle persistent ASB.

Development proposals within this character area can respond to the objectives of the plan through addressing the Character Area Guidelines on page 103.



Development proposals within this Character Area can respond to the objectives of the plan through addressing the Character Area Guidelines below:

Objective Themes	Character Area Guidelines Proposals should...
Green infrastructure and open space	<ul style="list-style-type: none"> • Contribute to greater urban greening initiatives within the character area, where appropriate. • Seek to improve the public realm at the Junction between Winchester Place and Birkbeck Road, where appropriate (PRP - 7)
Transport, movement and parking:	<ul style="list-style-type: none"> • Encourage pedestrian priority in the areas around Ridley Road. • Consider the impacts of delivery services with a focus on incorporating sustainable last mile and “green” delivery initiatives.
Buildings and housing	<ul style="list-style-type: none"> • Be developed in accordance with the height strategy set out on page 84. • Demonstrate how the character and setting of the St. Mark’s Conservation Area along with other heritage assets such as Colvestone Primary School (Grade II) will be preserved or enhanced, where applicable. • Be designed so that the impact on the existing character and operation of Ridley Road Market is fully considered, paying particular attention to the Agent of Change Principle. • Enhance and upgrade the single storey, ground floor extensions to Ridley Road, where possible. • Use a complimentary material palette when delivering new public spaces, in order to enhance the planned Ridley Road public realm improvements.
Workspace, employment and retail	<ul style="list-style-type: none"> • Reprovide existing market storage, public toilet and waste processing spaces, particularly on Opportunity Site D7 - Birkbeck Mews. • Ensure new commercial frontages are of a similar scale to those that currently exist, in order to maintain a lively market street that supports small businesses.
Arts, culture, evening and night-time economy and safety	<ul style="list-style-type: none"> • Provide commercial frontages on ground floor, due to the cultural and economic prominence of the Market

OPPORTUNITY SITE D6

Ridley Road

Existing Site

Ownership: Mixed Private

Area: 0.2ha

Existing Use: Retail - predominantly A1

Planning Considerations:

- PP2 Dalston
- Dalston Town Centre - Primary Shopping Area
- Special Policy Area (Licensing) - Partial
- St Marks Conservation Area (Adjacent)
- Street Market
- PTAL 6a

Allocation: Retail/market uses

Timescale: Short-term (2022-2025)



Fig. 5.13 Existing Condition of site D6 (Land Use & Massing)

The Council understands that a careful balance is to be sought when addressing the overwhelming housing need in the Borough and retaining Dalston's character. The redevelopment and infill of smaller sites has been recommended in the London Plan as a sustainable way to boost housing figures, and Ridley Road has been identified by our Housing Capacity study as a suitable site for infill. In turn two options are shown for this site; one which retains the existing building heights on Ridley Road and only proposes development on St Mark's Rise corner, and another that proposes infill housing along the street to meet demand.

Development Principles

Proposals coming forward on this site should incorporate the following principles:

Land Use

- The Ridley Road Market must be retained but there are infill development opportunities to further enhance the retail offer at ground level.
- Residential Proposals should be designed with Agent of Change principles, in order to ensure the viability of the market use is not threatened.

Design:

- Infill development at roof level is considered appropriate on this site, given the eclectic character of Ridley Road.
- The height of proposals should be developed in accordance with the proposed height strategy. An indicative appropriate height for this site is between 3 - 5 storeys.
- There is an opportunity for development on the corner of Ridley Road and St Marks Rise.
- The existing impromptu extensions on the Ground Floor along Ridley Road, have the potential to be formalised and refurbished in order for a new 1 storey elevation to be developed that respects and enhances the current character of the market.

Public Realm:

There is an opportunity for public realm improvements to Ridley Road, providing they preserve the functionality and character of the market use.

Urban Greening Opportunities:

- Tree Planting
- Permeable Paving

Indicative Capacity:

- 1950m² GIA Residential (26 units)
- 8x 1-bed, 9x 2-bed, 9x 3-bed.
- 940m² GIA Commercial

OPPORTUNITY SITE D6 Ridley Road

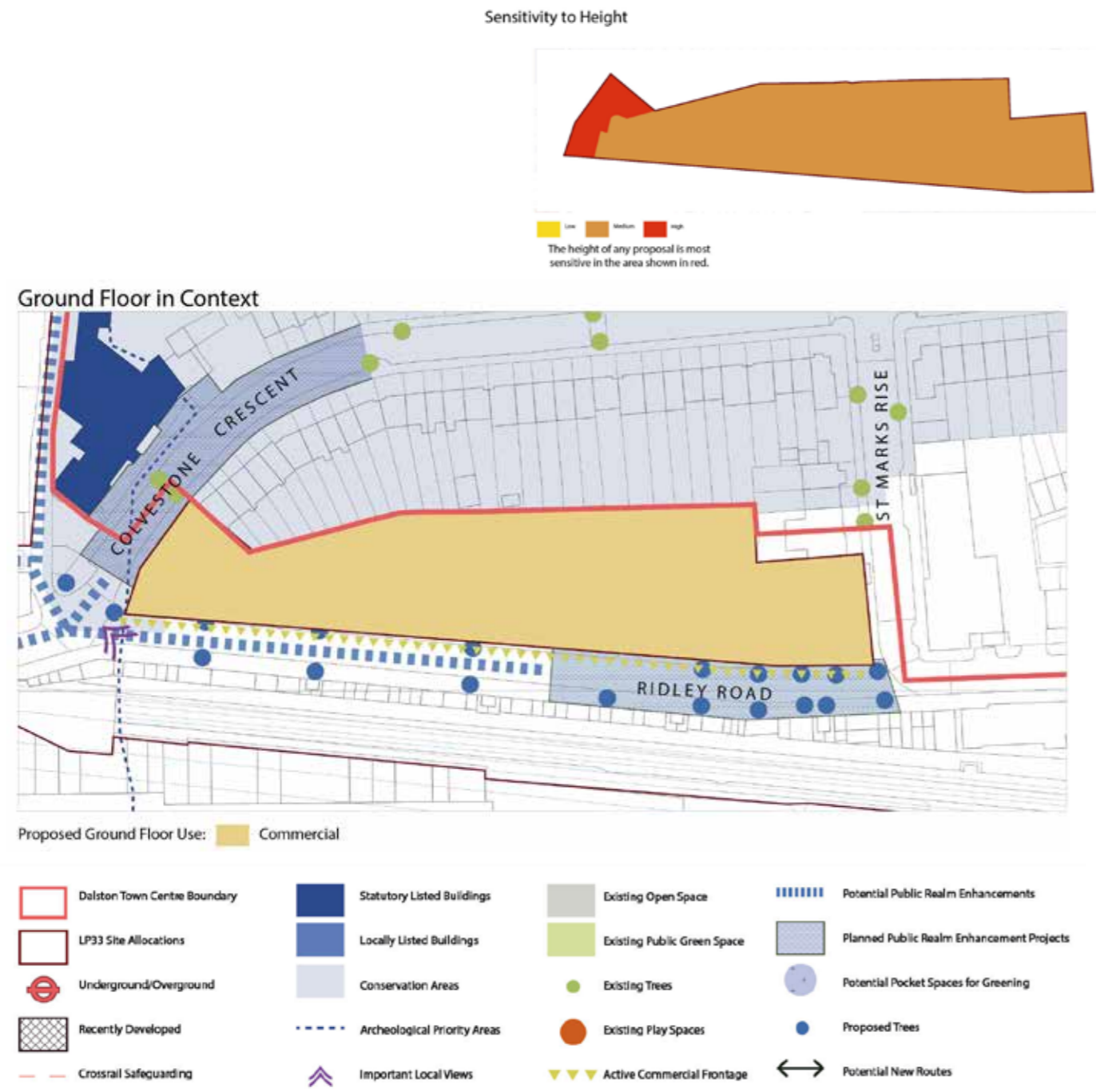


Fig. 5.14 Site D6 - Key Principles

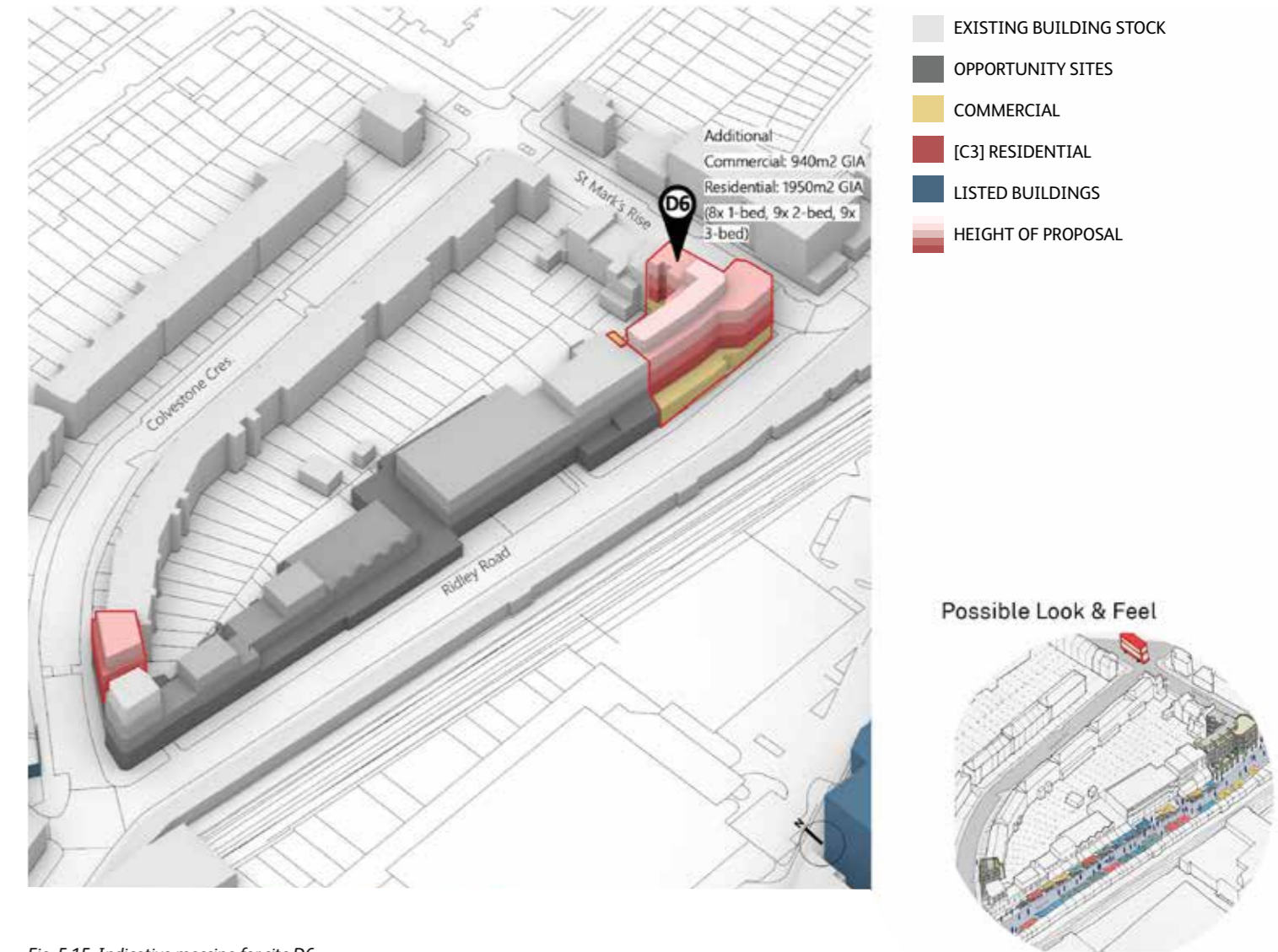


Fig. 5.15 Indicative massing for site D6

OPPORTUNITY SITE D7

Birkbeck Mews

Existing Site

Ownership: London Borough of Hackney

Area: 0.21ha

Existing Use: Storage/Office, Public toilet for Ridley Road market

Planning Considerations:

- PP2 Dalston
- Dalston Town Centre (secondary shopping area)
- PTAL 6a
- Adjacent to Dalston and St Marks Conservation Areas
- Adjacent to Colvestone Primary School - Grade II Listed

Allocation: Retail, Community, Cultural uses, Storage, Commercial or Residential

Timescale: Short-term (2022-2025)



Current site



EXISTING BUILDING STOCK
OPPORTUNITY SITES

Fig. 5.16 Existing Condition of site D7 (Land Use & Massing)

Birkbeck Mews is a council-owned site currently used to store market waste, stalls, the market manager's office and a public toilet associated with Ridley Road Market. The site is underdeveloped with the potential for intensification.

Development Principles

Proposals coming forward on this site should incorporate the following principles:

Land Use

- Proposals will be required to re-provide existing ground floor uses including public toilets and incorporate market trader storage and waste processing at ground level, in order to ensure Ridley Road Street Market can function effectively, unless it can be demonstrated that adequate re-provision is made in the immediate area.
- Proposals must provide sufficient acoustic separation between residential or commercial uses and market storage uses, as the storage will need to be accessed in the early hours.

Design:

- The height of proposals should be developed in accordance with the proposed height strategy. An indicative appropriate height for this site is between 3 - 5 storeys.
- Proposals should seek to preserve or enhance the setting of Grade II Listed Colvestone Primary School. This has been identified in locally important views (section 5.5 Important Local Views)
- Proposals should seek to improve overlooking of the public realm, in order to help animate the surrounding public realm.

Public Realm:

- Proposals should enhance the public realm along Birkbeck Road.
- Proposals should seek to improve the public realm between Winchester Place and Birkbeck Road.

Urban Greening Opportunities:

- Tree Planting
- Perennial Planting
- Rain Garden Sustainable Urban Drainage (SUDs)
- Permeable Paving

Indicative Capacity:

- 800m² GIA Residential (11 units)
- 3x 1-bed, 4x 2-bed, 4x 3-bed.
- 800m² GIA Commercial
- 1000m² B8 Storage

OPPORTUNITY SITE D7 Birkbeck Mews

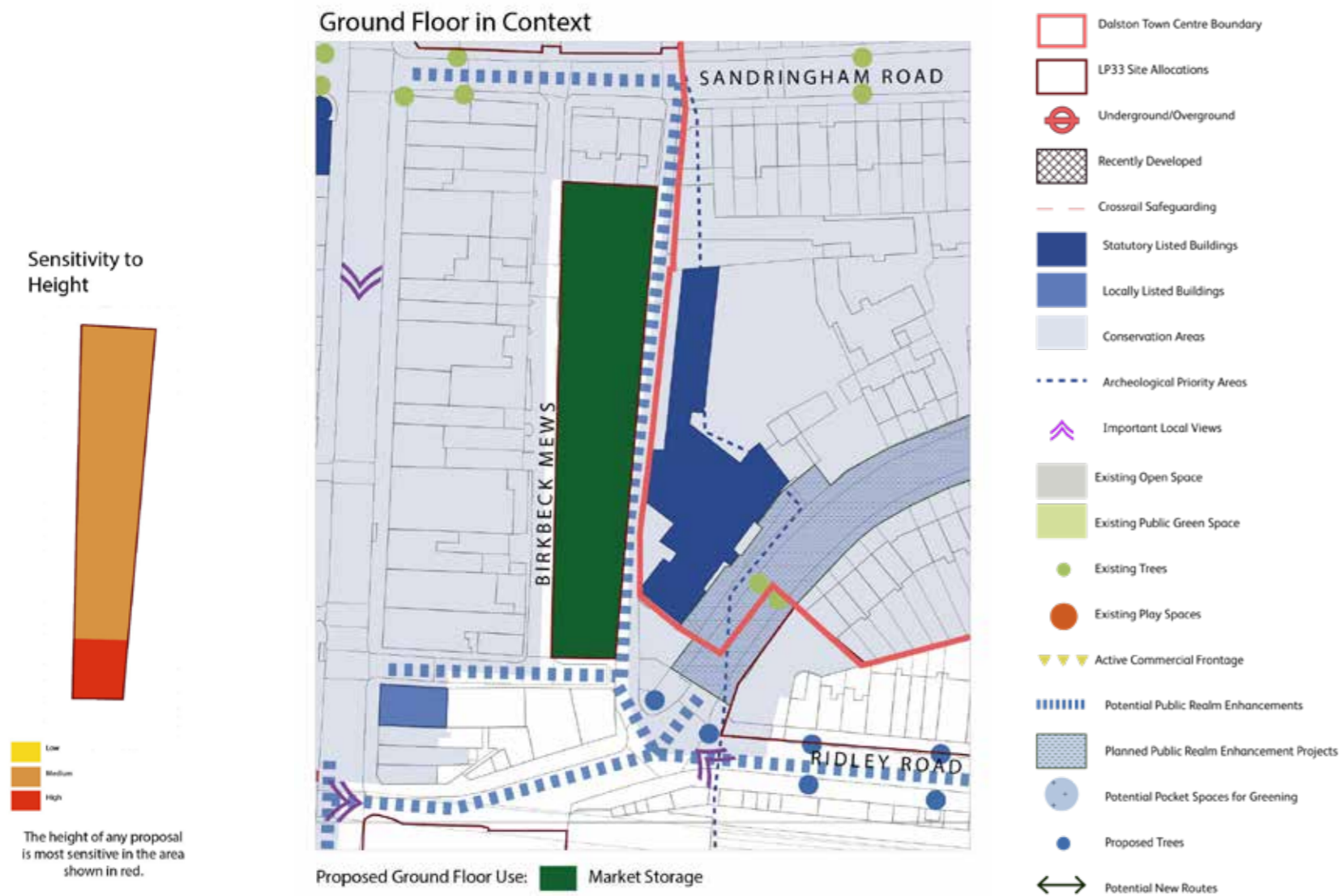


Fig. 5.17 Site D7 - Key Principles



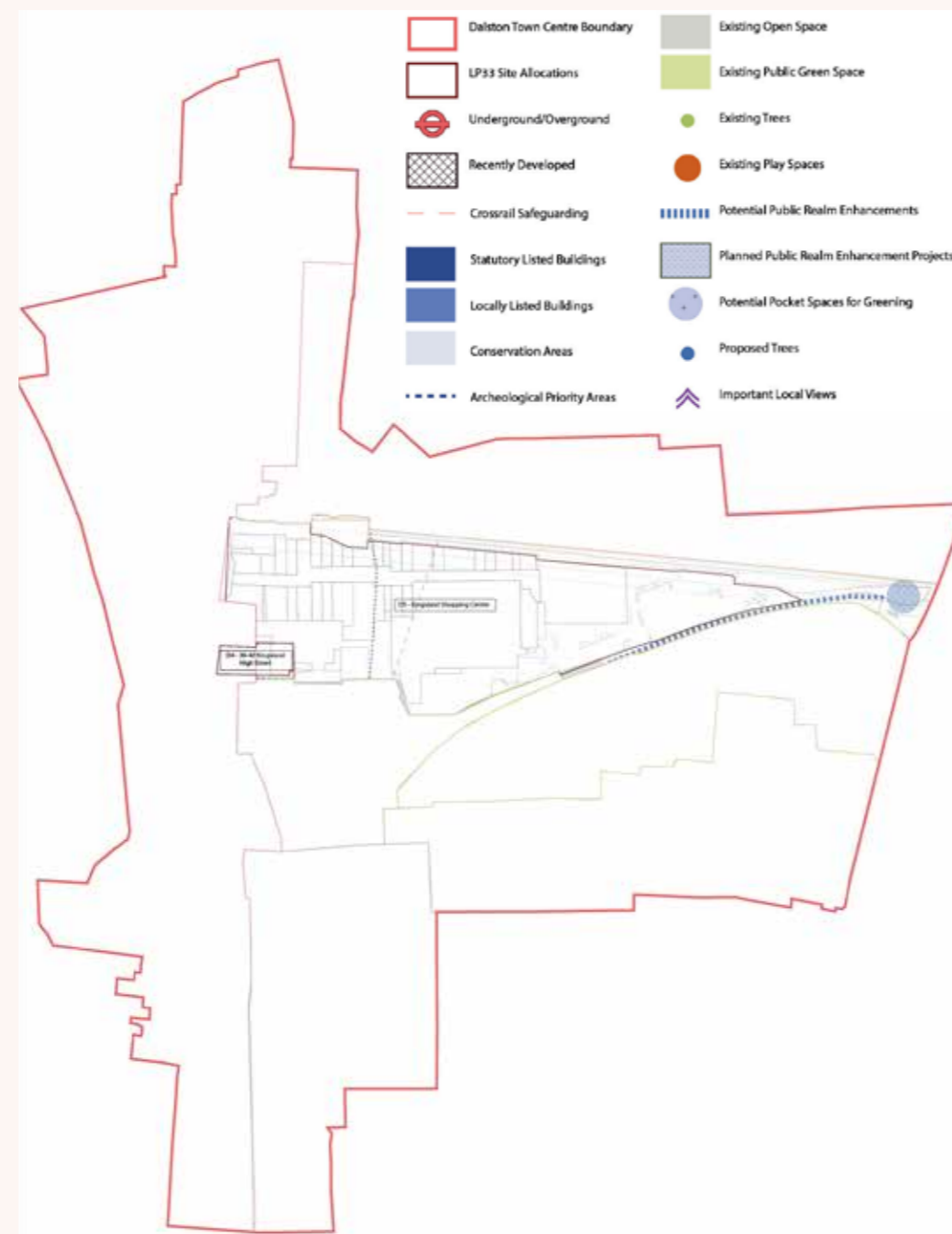
Fig. 5.18 Indicative massing for site D7

5.7.3 Kingsland Shopping Centre Character Area and Opportunity Sites

The current Kingsland Shopping Centre site has a poor relationship with its neighbours, preventing movement across the Town Centre. There is an opportunity with any new development to create new routes, provide new open spaces and better connect the different character areas of Dalston together.

Opportunities

- There is an opportunity for new streets and spaces that come forward as part of the development to offer playful, well-connected and engaging places that offer new green infrastructure.
- There is an opportunity for new development within this Character Area to improve the pedestrian experience, as well as offering improved east-west links between Dalston Lane and Kingsland High Street.
- New development within this Character Area offers a key opportunity to provide significant numbers of new housing units, including affordable housing. A fine grain approach to the Character Area will help to ensure the positive characteristics of Dalston’s built environment are contained within any proposals. Active ground floor uses are encouraged, which can help to enliven these new streets and spaces.
- The redevelopment of the Kingsland Shopping Centre should seek to incorporate mixed uses across the development with a focus on retail and commercial uses on the ground floor.
- The redevelopment of the Kingsland Shopping Centre is an opportunity to grow the creative and cultural hub located on Ashwin Street.



Development proposals within this Character Area can respond to the objectives of the plan through addressing the Character Area Guidelines below:

Objective Themes	Character Area Guidelines. Proposals should...
Green infrastructure and open space	<ul style="list-style-type: none"> • Prioritise the provision of new green infrastructure within the Character Area. • Give regard to the amenity of the Dalston Eastern Curve Garden.
Transport, movement and parking	<ul style="list-style-type: none"> • Improve pedestrian permeability across the site, in order to improve mobility within Dalston. • Facilitate a potential future pedestrian route from St Marks Rise, to the south of the Character Area on Ramsgate Street, across the railway line. • Consider the impacts of delivery services with a focus on incorporating sustainable last mile and “green” delivery initiatives.
Buildings and housing	<ul style="list-style-type: none"> • Be developed in accordance with the height strategy set out on page 84. Taller buildings are generally considered appropriate for this Character Area, however these need to be carefully designed, as outlined in the Height Strategy and site specific guidance. • Focus on a street-based approach to form and massing, in order to enhance the existing network of streets and lanes across Dalston • Give regard to the setting of Heritage Assets, including surrounding Conservation Areas. • Carefully consider Important Local Views (ILV5, ILV6) when developing proposals so as to ensure new development does not harm these views. • Ensure that any development preserves or enhances the character of Ridley Road Market to the north, paying particular attention to townscape impact and overshadowing.
Workspace, employment and retail	<ul style="list-style-type: none"> • Seek to provide affordable workspaces whilst working with the council to help identify potential local businesses. • Provide a range of unit sizes that are flexible for a range of commercial uses.
Arts, culture, evening and night-time economy and safety	<ul style="list-style-type: none"> • Incorporate a range of uses that cater to a mix of communities based in Dalston that are less focused on alcohol consumption. • Consider the impact of new evening and nighttime uses to reduce anti-social behaviour and support natural surveillance.

OPPORTUNITY SITE D4

36-42 Kingsland High Street

Existing Site

Ownership: Private

Area: 0.078 hectares

Existing Use: Retail

Planning Considerations:

- PP2 Dalston
- Dalston Town Centre - Primary Shopping Frontage
- Critical Drainage Area
- Adjacent to Dalston and Dalston Lane West Conservation Areas.
- Special policy area (Licensing)
- PTAL 6a

Allocation: Mixed-use including residential

Timescale: Medium - Term (2025-2029)

Part of this site is also located within the Kingsland High Street Character Area and should also respond to the guidance for that Character Area accordingly.



Current site

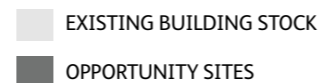
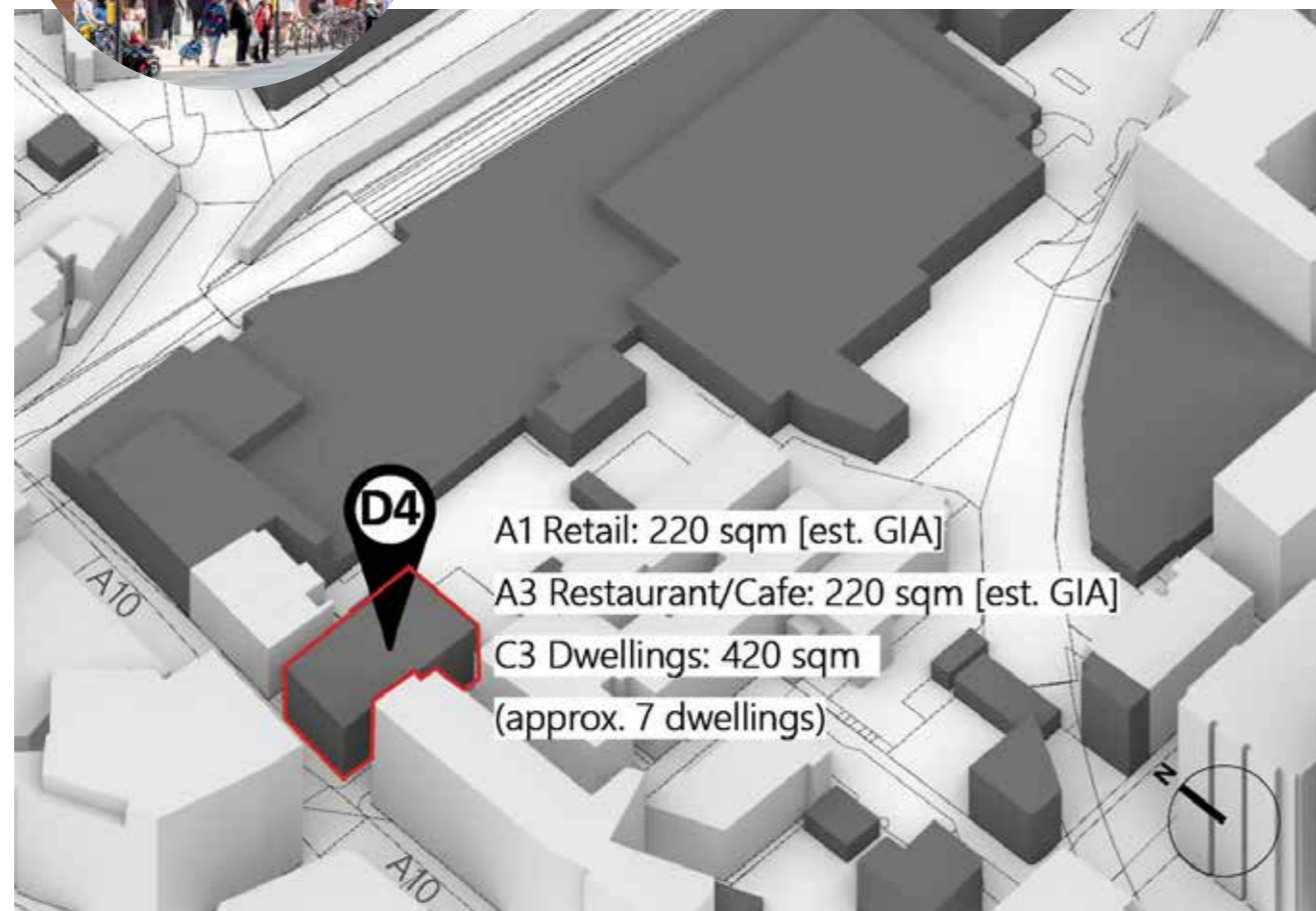


Fig. 5.19 Existing condition of site D4 (Land Use & Massing)

Development Principles

Proposals coming forward on this site should incorporate the following principles:

Land Use

- This site is appropriate for residential or commercial uses on the upper floors, including maximising the provision of genuinely affordable homes.
- Retail and active frontage at ground floor level should be retained.

Design

- New development should respect the building line and architectural context of adjacent buildings on Kingsland High Street.
- The height of proposals should be developed in accordance with the proposed height strategy. An indicative appropriate height for this site is between 3 - 5 storeys, with height being most sensitive towards Kingsland High Street.
- The proposal should seek to preserve or enhance the setting of the Dalston Conservation Area.

Public Realm:

- There is an opportunity to improve the public realm along Abbot Street.
- There is the potential for any improved route along Abbot Street to tie into any development at Opportunity Site D5 - Kingsland Shopping Centre.

Urban Greening Opportunities:

- Green roof

Indicative Capacity:

- 1700m² GIA Residential (23 units)
- 7x 1-bed, 8x 2-bed, 8x 3-bed.
- 200m² GIA Commercial

OPPORTUNITY SITE D4 36-42 Kingsland High Street

Sensitivity to Height



The height of any proposal is n sensitive in the area shown in

Ground Floor in Context



Proposed Ground Floor Use: Commercial

Fig. 5.20 Site D4 - Key Principles

- Dalston Town Centre Boundary
- LP33 Site Allocations
- Underground/Overground
- Recently Developed
- Crossrail Safeguarding
- Statutory Listed Buildings
- Locally Listed Buildings
- Conservation Areas
- Archeological Priority Areas
- Important Local Views
- Existing Open Space
- Existing Public Green Space
- Existing Trees
- Existing Play Spaces
- Active Commercial Frontage
- Potential Public Realm Enhancements
- Planned Public Realm Enhancement Projects
- Potential Pocket Spaces for Greening
- Proposed Trees
- Potential New Routes

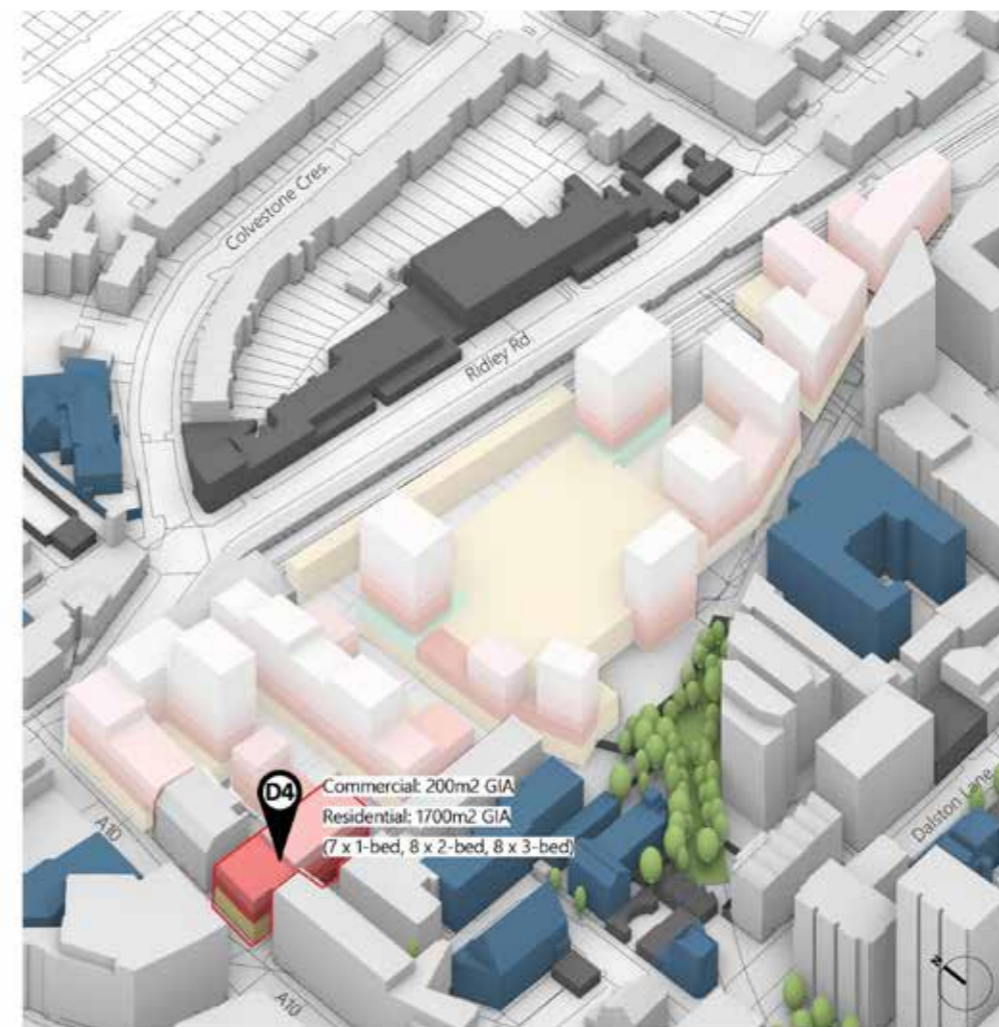


Fig. 5.20 Indicative massing for site D4

- EXISTING BUILDING STOCK
- OPPORTUNITY SITES
- COMMERCIAL
- [C3] RESIDENTIAL
- LISTED BUILDINGS
- HEIGHT OF PROPOSAL

Possible Look & Feel



OPPORTUNITY SITE D5

Kingsland Shopping Centre

Existing Site

Ownership: Private

Area: 2.6ha

Existing Use: Retail

Planning Considerations:

- PP2 Dalston
- Dalston Major Town Centre - Primary Shopping Area
- Special Policy Area (Licensing) - Partial
- Crossrail 2 Safeguarding
- Adjacent to the Dalston Conservation Area
- PTAL 6a

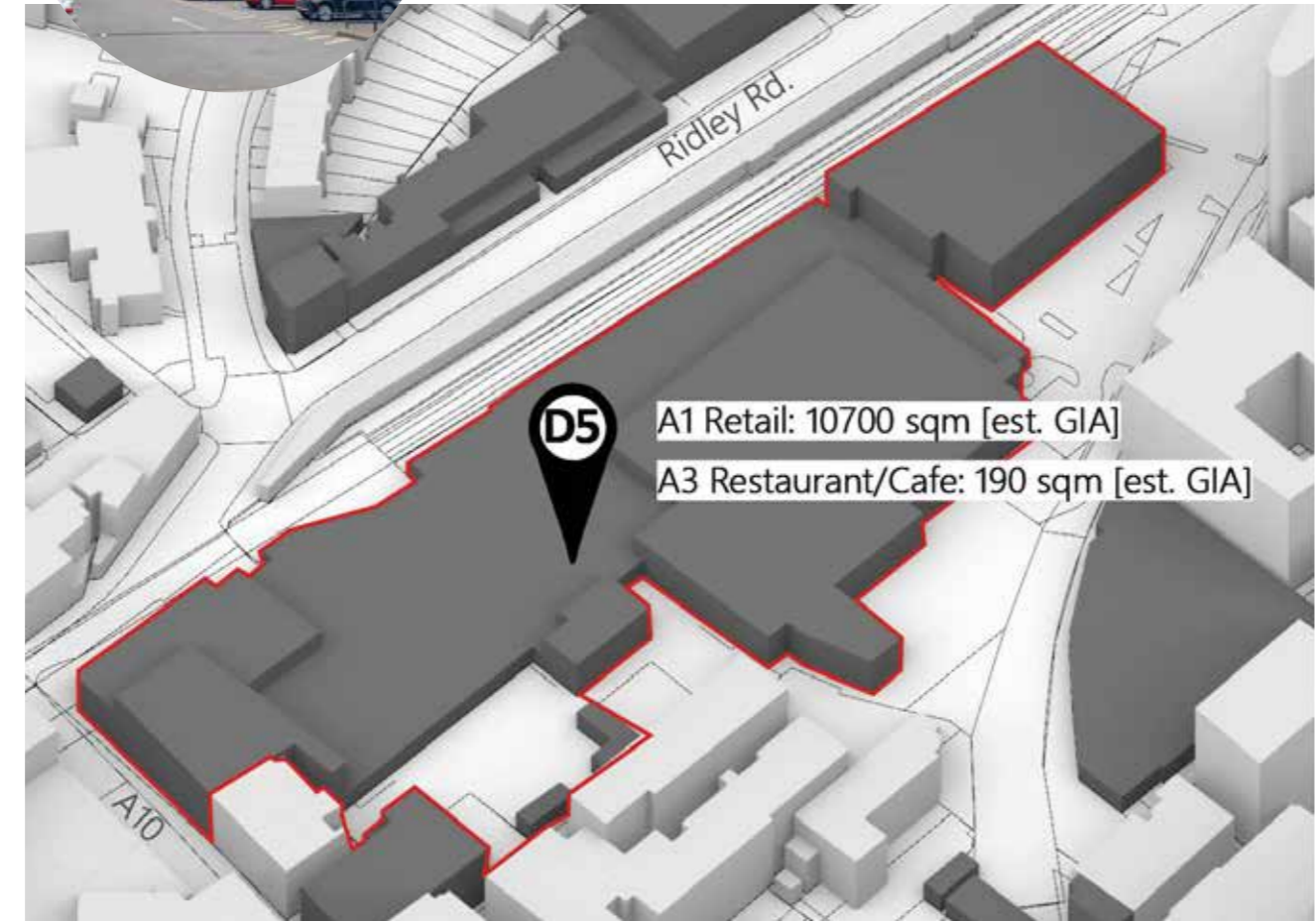
Allocation: Mixed-use development with retail, commercial and residential

Timescale: Medium-term (2025-2029)

Part of this site is also located within the Kingsland High Street Character Area and should also respond to the guidance for that Character Area accordingly.



Current site



EXISTING BUILDING STOCK
 OPPORTUNITY SITES

Fig. 5.21 Existing condition of site D5 (Land Use & Massing)

Part of this site is also located within the Ashwin Street Character Area and this part should also respond to the guidance for that Character Area accordingly. The redevelopment of the site as a whole is also dependent on finding a solution to the retention of the Sainsbury's store (located in the centre of the site) and in turn two indicative options are shown; one with Sainsbury's retained as is and the other with it being redeveloped.

Development Principles

Proposals coming forward on this site should incorporate the following principles:

Land Use

- The comprehensive redevelopment of the Kingsland Shopping Centre will be encouraged and must re-provide the equivalent or greater quantum of A1 retail floor space.
- The site is suitable for residential development at upper floors.

Design:

- Improve permeability across the site, in order to improve mobility across Dalston.
- Facilitate the possibility of a pedestrian route from St Marks Rise, to the south of the Character Area on Ramsgate Street.
- Focus on a street-based approach to form and massing, in order to enhance the existing character of streets and lanes across Dalston.
- Taller buildings are generally considered appropriate for this site, however these need to be carefully designed, as outlined in the Height Strategy.

- Ensure that any development preserves or enhances the character of Ridley Road Market to the north, paying particular attention to townscape impact and overshadowing.
- Give regard to the setting of Heritage Assets, including surrounding Conservation Areas.
- Give regard to the amenity of the Dalston Eastern Curve Garden.

Public Realm:

- Prioritise the provision of new public space on the opportunity site, both in relation to consolidated spaces but also through creating high quality new routes that encourage activity.
- New streets and public spaces should incorporate the TFL Healthy Streets Principles, and the design guidance outlined within the upcoming Child Friendly Places SPD.

Urban Greening Opportunities:

- Natural vegetation retained
- Green roof

Indicative Capacity Option 1:

- 23,000m2 GIA Residential (314 units)
- 101 x 1-bed, 107 x 2-bed, 103 x 3-bed.
- 10,500m2 GIA Commercial
- 670m2 GIA Community/Cultural Use

Indicative Capacity Option 2:

- 36,000m2 GIA Residential (484 units)
- 156 x 1-bed, 165 x 2-bed, 163 x 3-bed.
- 11,000m2 GIA Commercial
- 400m2 GIA Community/Cultural Use

OPPORTUNITY SITE D5 Kingsland Shopping Centre

Ground Floor in Context

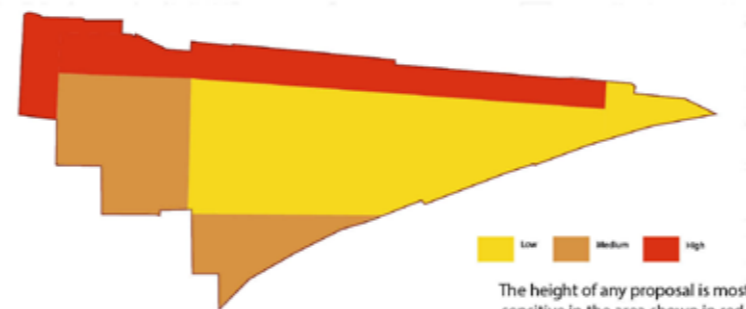


Proposed Ground Floor Use: Commercial



Fig. 5.22 Site D5 - Key Principles

Sensitivity to Height



Low Medium High

The height of any proposal is most sensitive in the area shown in red.



Possible Look & Feel



Fig. 5.23 Indicative massing for site D5, that retains the Sainsbury's site (Option 1)



Possible Look & Feel



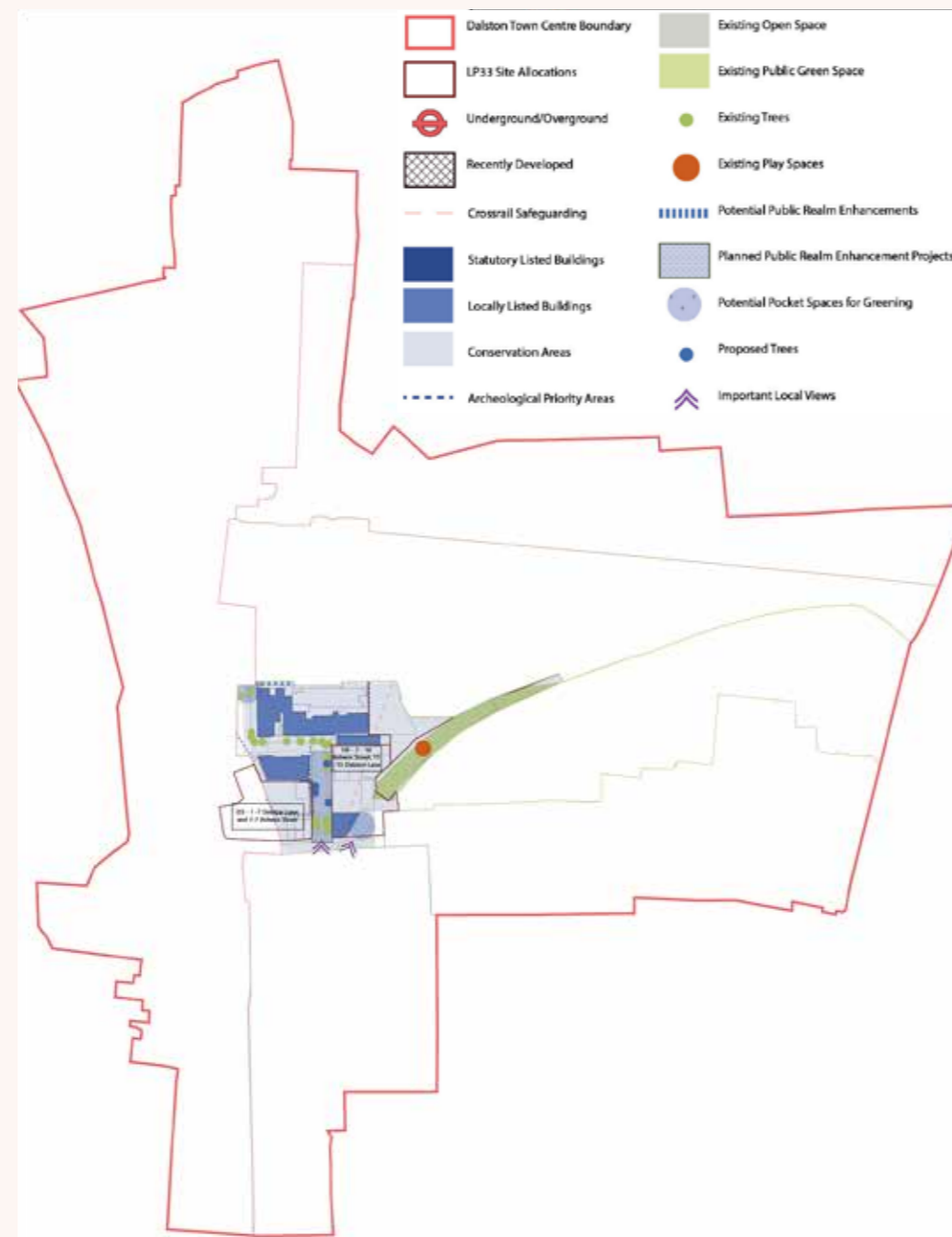
Fig. 5.24 Indicative massing for site D5, entire site developed (Option 2)

5.7.4 Ashwin Street Character Area and Opportunity Sites

Ashwin Street has a unique character, which is largely defined by the high quality locally listed buildings at 18-22 Ashwin Street, the Shiloh Pentecostal Church, 16 Ashwin Street and 11 Dalston Lane, as well as the public realm and vibrant cultural uses at ground level. The employment in the area caters to the creative industries. Ashwin Street is a hub for the arts, culture and creative industries.

Opportunities

- The Dalston Eastern Curve Garden must be protected as an open, enclosed space.
- There is an opportunity to improve the public realm, in order to enhance Ashwin Street as a quiet alternative route, and increase the accessibility of walking and cycling.
- The public realm to Ashwin Street will be improved as outlined in the Implementation and Delivery Plan (Section 6). New development can help to further activate Ashwin Street, enhancing the street edge and character of this area.
- There is an opportunity to enhance the existing commercial offering which will help maintain a busy active frontage. Existing workspace should be retained.
- There is an opportunity to further preserve and enhance the existing offering for the arts, culture and creative industries.



Development proposals within this Character Area can respond to the objectives of the plan through addressing the Character Area Guidelines below:

Objective Themes	Character Area Guidelines Proposals should..
Green infrastructure and open space	<ul style="list-style-type: none"> • Seek to enhance the existing pedestrian environment through further greening, traffic calming and creating spill out spaces for commercial units. • Give regard to the amenity of the Dalston Eastern Curve Garden.
Transport, movement and parking	<ul style="list-style-type: none"> • Use a palette of materials that enhances and complements the existing streetscape. • Consider the impacts of delivery services with a focus on incorporating sustainable last mile and “green” delivery initiatives.
Buildings and housing	<ul style="list-style-type: none"> • Be developed in accordance with the height strategy set out on page 84. • Demonstrate how the character and setting of the Dalston Lane (West) Conservation Area will be preserved or enhanced. • Carefully consider the Important Local Views (ILV 1, ILV 2) within the Character Area when developing proposals so as to ensure new development does not harm these views.
Workspace, employment and retail	<ul style="list-style-type: none"> • Retain active frontage on the ground floor catering to retail and commercial uses. • Engage in early conversation with the Council to understand the range of workspaces required in the area with a focus on supporting the creative industry. • Provide affordable and low space workspaces.
Arts, culture, evening and night-time economy and safety	<ul style="list-style-type: none"> • Consider the Agent of Change principle so that new residential development does not impact negatively on the operation of existing businesses. • Collaborate with the Council to ensure that new arts, cultural, evening and night-time uses are delivered carefully. Considering the impacts on existing businesses and its effects on antisocial behaviour. • Support the delivery of new arts, culture and evening and night-time uses that caters to all communities in Dalston. • Support the Council in identifying partners to grow Ashwin Street as the Creative Quarter. • Provide operational management plans for new evening and night-time uses.

OPPORTUNITY SITE D3

1-7 Dalton Lane and 1-7 Ashwin Street

Existing Site

Ownership: Mixed - London Borough of Hackney and Private

Area: 0.22ha

Existing Use: Retail, residential and temporary uses

Planning Considerations:

- PP2 Dalston
- Dalston Lane Conservation area
- Dalston Town Centre (Secondary Shopping Area)
- Critical Drainage Area
- Special policy area (Licensing)
- Crossrail 2 safeguarded site
- PTAL 6a

Allocation: Mixed-use including residential

Timescale: Medium-Term (2025-2029)

Please Note: Part of this site is also located within the Kingsland High Street Character Area and this part should also respond to the guidance for that Character Area.



Current site

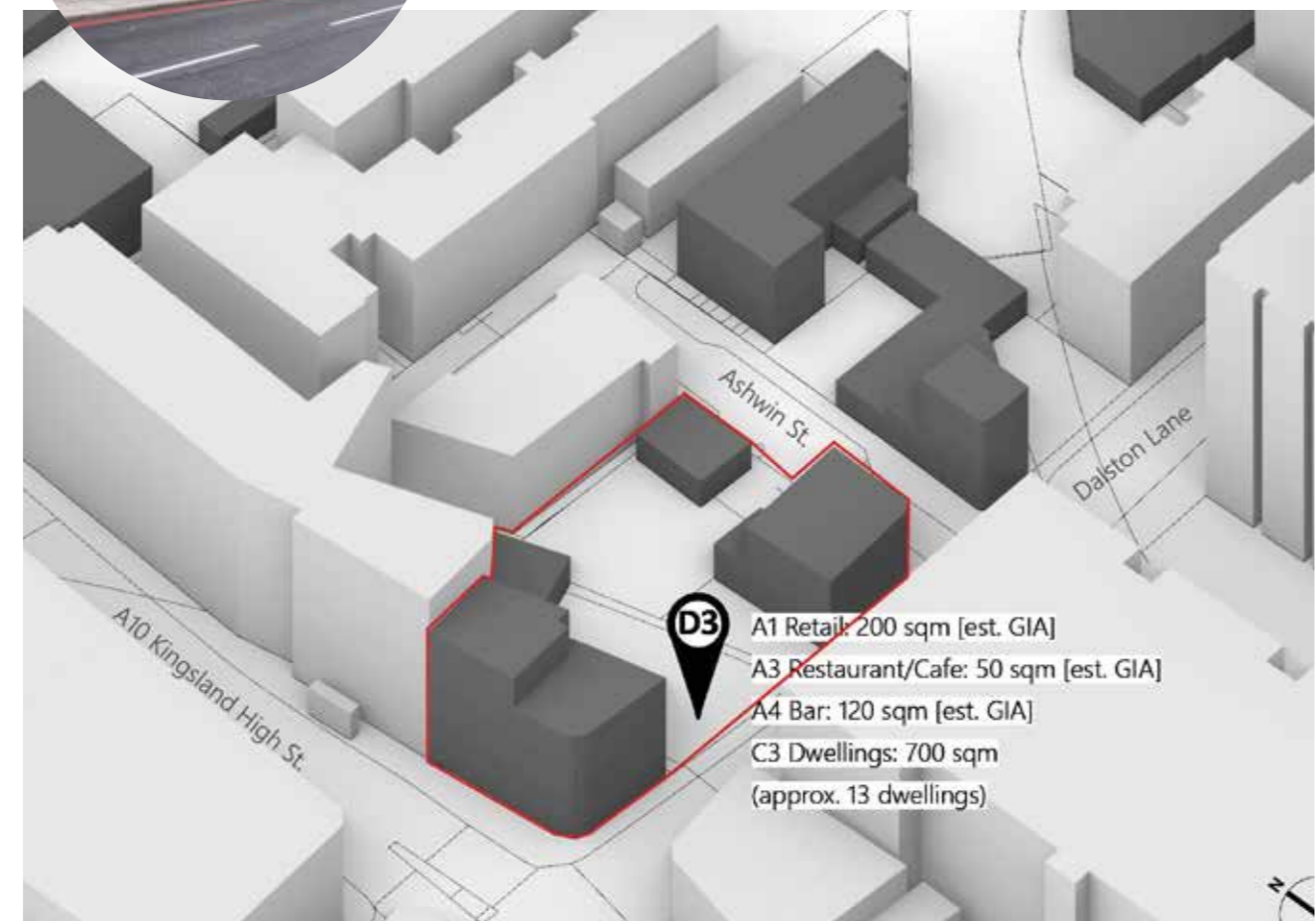


Fig. 5.25 Existing condition of site D3 (Land Use & Massing)

Development Principles

Proposals coming forward on this site should incorporate the following principles:

Land Use

- This site is appropriate for retail, community, cultural and employment uses at ground floor level with residential above, including maximising the provision of genuinely affordable new homes.

Design:

- The height of proposals should be developed in accordance with the proposed height strategy. An indicative appropriate height for this site is between 3 - 5 storeys.
- The proposal should preserve or enhance the setting of the Dalston Lane (West) and Dalston Conservation Areas.
- Sensitive infill development can help to enhance the local character on the corner of Dalston Junction and the streetscape of Dalston Lane.

Public Realm:

- There is potential for a new North/South pedestrian connection to the rear of the Shiloh Pentecostal Church

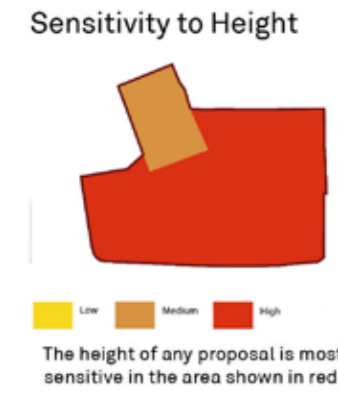
Urban Greening Opportunities:

- Green Roof
- Tree Planting
- Perennial Planting
- Rain Garden Sustainable Urban Drainage (SUDs)
- Amenity Grassland
- Permeable Paving

Indicative Capacity:

- 1000m2 GIA Residential (12)
- 4x 1-bed, 4x 2-bed, 4x 3-bed.
- 320m2 GIA Commercial
- 200m2 GIA Workspace/Makerspace

OPPORTUNITY SITE D3 1-7 Dalton Lane and 1-7 Ashwin Street



Ground Floor in Context



Proposed Ground Floor Use: ■ Commercial ■ Residential ■ Workspace/Makerspace

Fig. 5.26 Site D3 - Key Principles

- Dalston Town Centre Boundary
- LP33 Site Allocations
- Underground/Overground
- Recently Developed
- Crossrail Safeguarding
- Statutory Listed Buildings
- Locally Listed Buildings
- Conservation Areas
- Archeological Priority Areas
- Important Local Views
- Existing Open Space
- Existing Public Green Space
- Existing Trees
- Existing Play Spaces
- ▼▼▼ Active Commercial Frontage
- Potential Public Realm Enhancements
- Planned Public Realm Enhancement Projects
- Potential Pocket Spaces for Greening
- Proposed Trees
- Potential New Routes

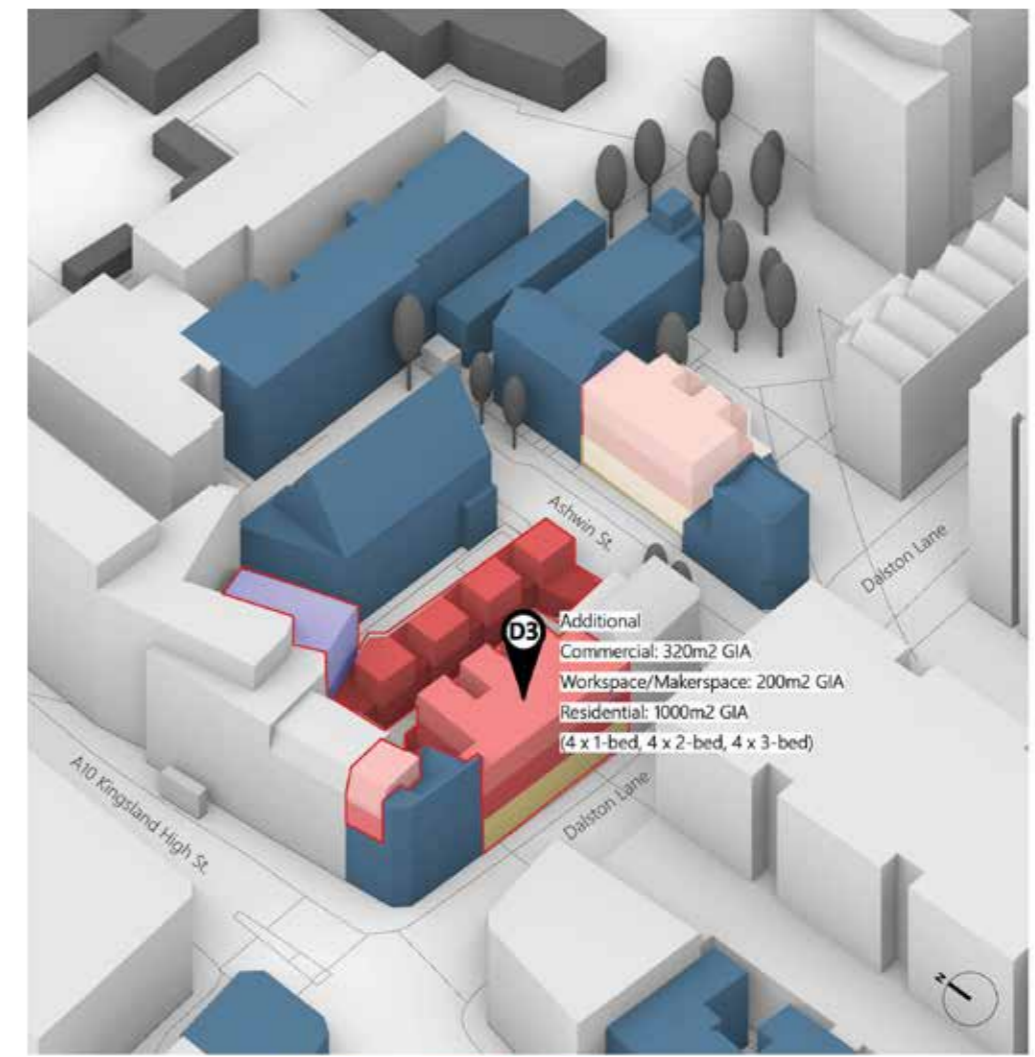
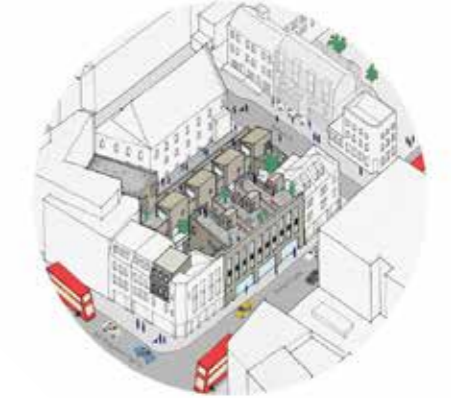


Fig. 5.27 Indicative massing for site D3

- EXISTING BUILDING STOCK
- OPPORTUNITY SITES
- COMMERCIAL
- [C3] RESIDENTIAL
- LISTED BUILDINGS
- [B2] WORKSPACE/MAKERSPACE
- HEIGHT OF PROPOSAL

Possible Look & Feel



OPPORTUNITY SITE D8

2-16 Ashwin Street and 11-15 Dalston Lane

Existing Site

Ownership: London Borough of Hackney

Area: 0.18ha

Existing Use: Mix of buildings with commercial and residential, community garden, storage and temporary uses

Planning Considerations:

- PP2 Dalston
- Dalston Town Centre
- Special Policy Area (Licensing)
- Local Open Space
- Dalston Lane (West) Conservation Area
- Locally Listed buildings - 16 Ashwin Street and 11 Dalston Lane
- PTAL 6a

Allocation: Open space and mixed use development including residential

Timescale: Medium-Term (2025-2029)



Current site

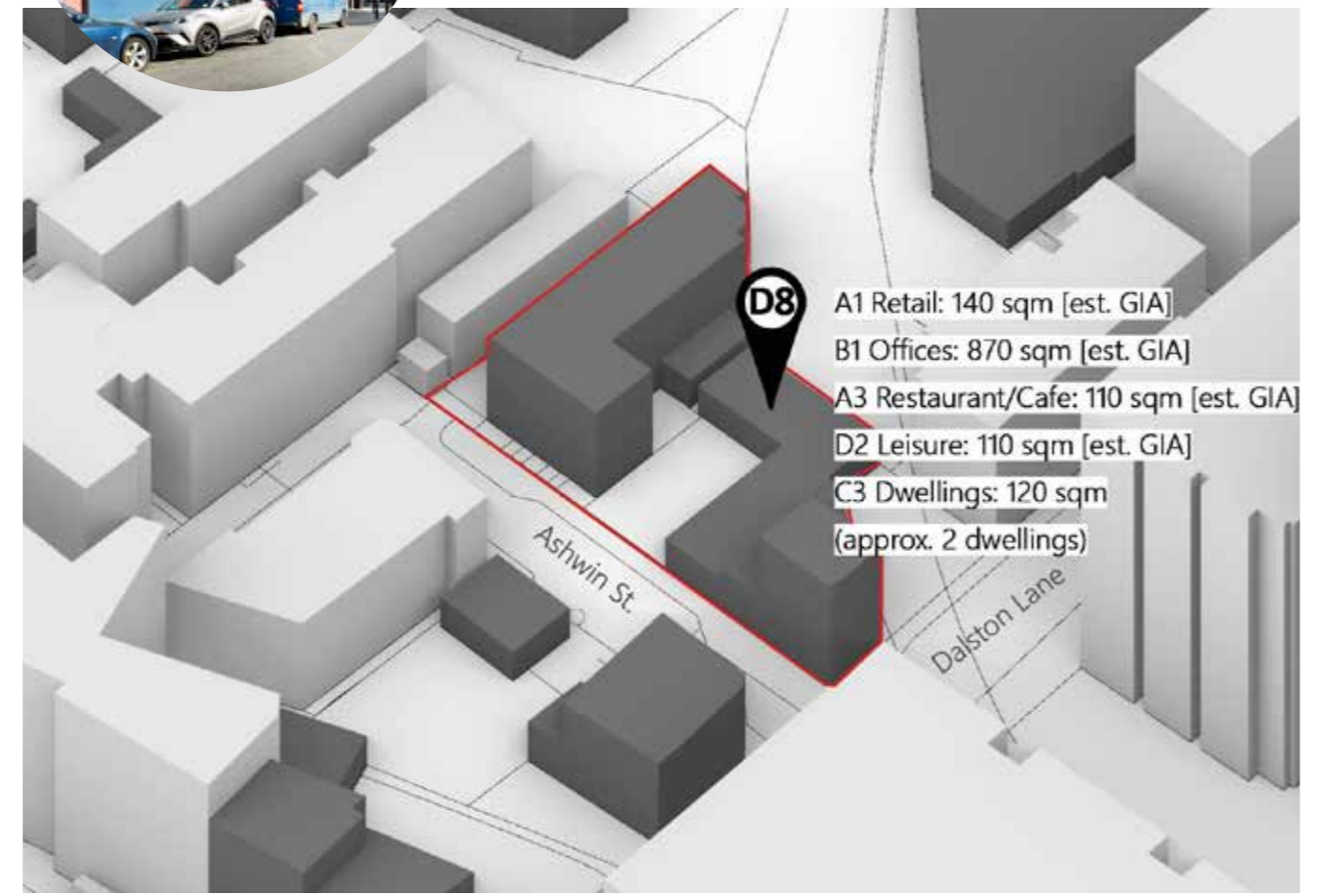


Fig. 5.28 Existing condition of site D8 (Land Use & Massing)

Development Principles

Proposals coming forward on this site should incorporate the following principles:

Land Use

- There are opportunities for mixed use development including residential, incorporating maximising the provision of genuinely affordable new homes.

Design

- The height of proposals should be developed in accordance with the proposed height strategy. An indicative appropriate height for this site is between 3 - 5 storeys.
- The proposal should preserve or enhance the setting of the Dalston Lane (West) Conservation Area.
- Sensitive infill development can help to improve the street edge of Ashwin Street
- Development should give regard to the amenity of the Dalston Eastern Curve Garden

Public Realm:

- The designated open space on site (Dalston Eastern Curve Garden), should be protected and retained in this area which is deficient in access to public open space.

Urban Greening Opportunities:

- Natural vegetation retained at Dalston Eastern Curve Garden
- Green roof

Indicative Capacity:

- 350m2 GIA Residential (5 units)
- 1x 1-bed, 2x 2-bed, 2x 3-bed.
- 180m2 GIA Commercial

OPPORTUNITY SITE D8 2-16 Ashwin Street and 11-15 Dalston Lane

Sensitivity to Height



The height of any proposal is most sensitive in the area shown in red.

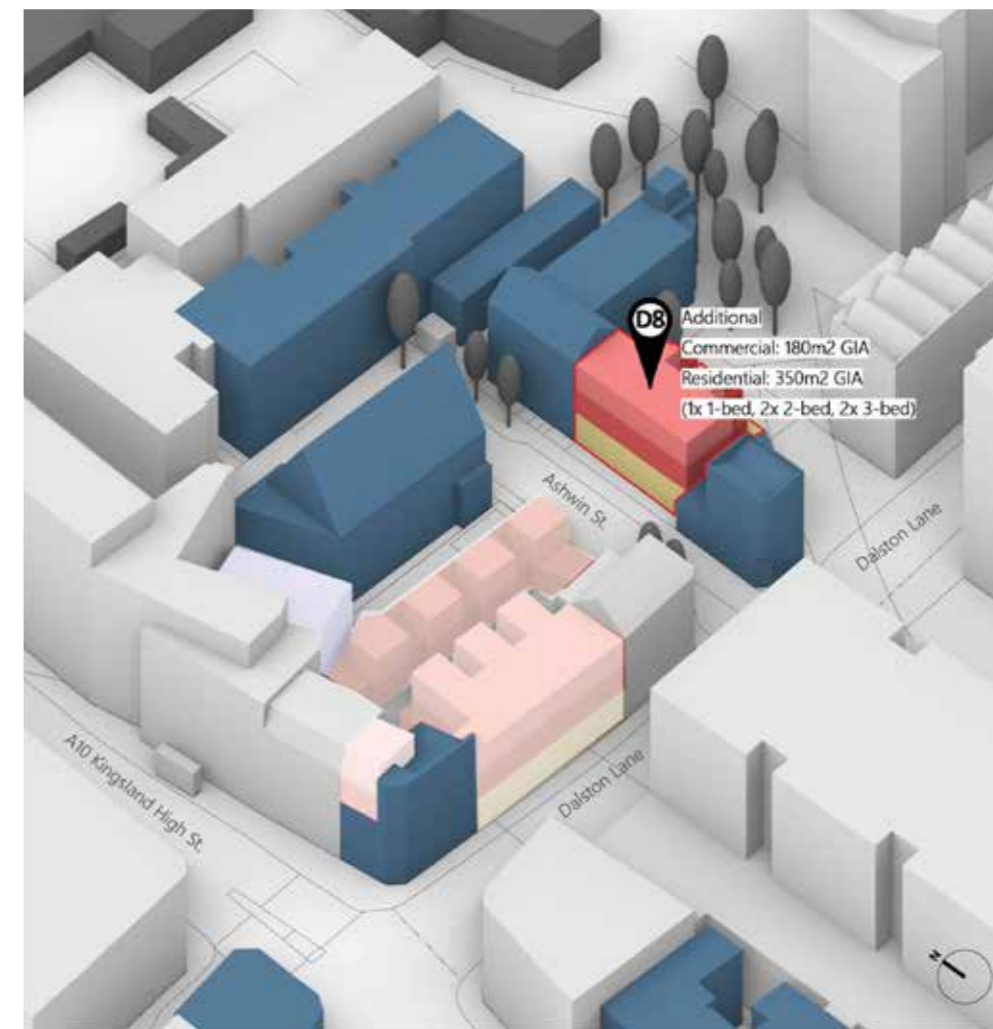
Ground Floor in Context



Proposed Ground Floor Use: Commercial Commercial

Fig. 5.29 Site D8 - Key Principles

- Dalston Town Centre Boundary
- LP33 Site Allocations
- Underground/Overground
- Recently Developed
- Crossrail Safeguarding
- Statutory Listed Buildings
- Locally Listed Buildings
- Conservation Areas
- Archeological Priority Areas
- ^ Important Local Views
- Existing Open Space
- Existing Public Green Space
- Existing Trees
- Existing Play Spaces
- ▼ Active Commercial Frontage
- Potential Public Realm Enhancements
- Planned Public Realm Enhancement Projects
- Potential Pocket Spaces for Greening
- Proposed Trees
- ↔ Potential New Routes



- EXISTING BUILDING STOCK
- OPPORTUNITY SITES
- COMMERCIAL
- [C3] RESIDENTIAL
- LISTED BUILDINGS
- HEIGHT OF PROPOSAL

Possible Look & Feel



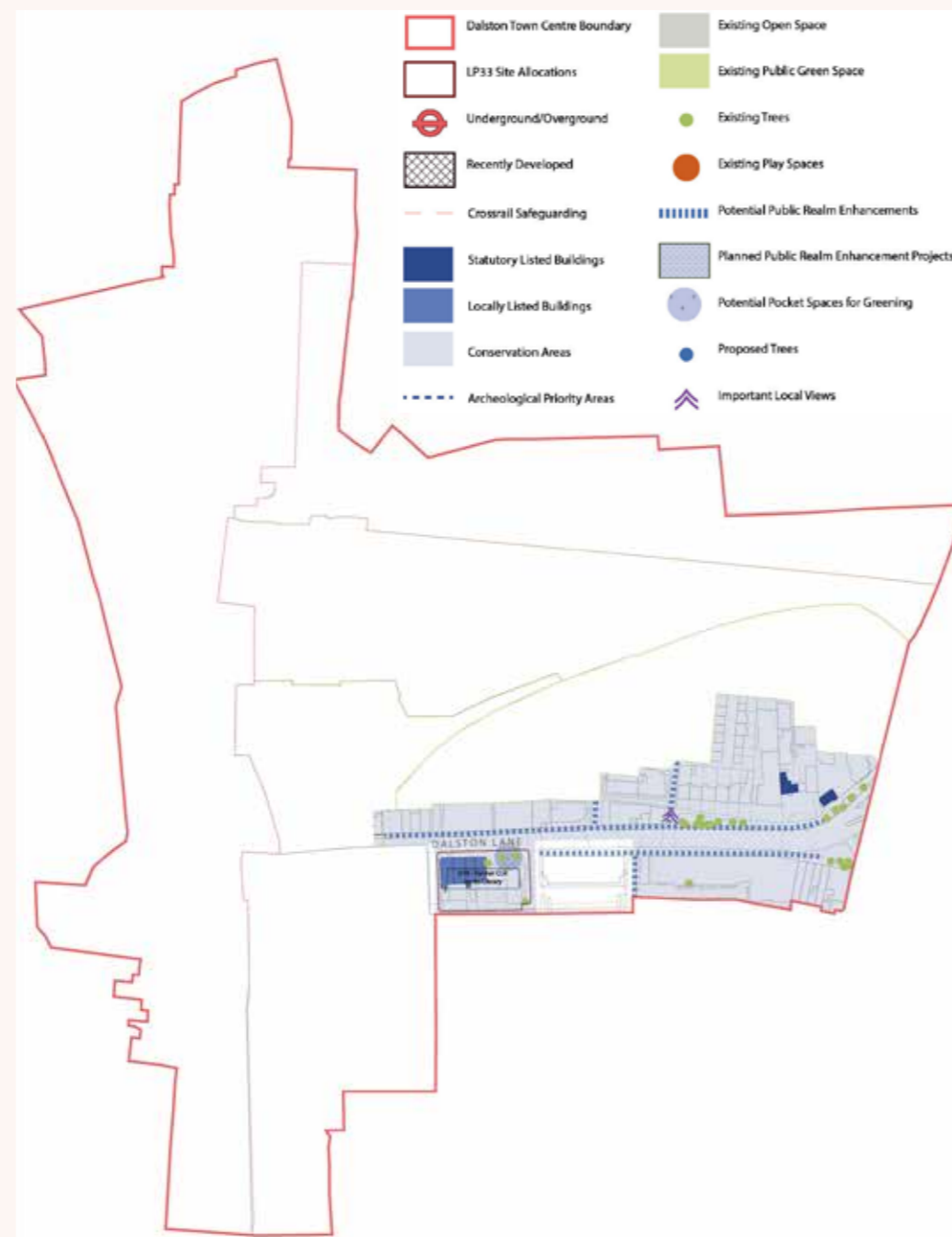
Fig. 5.30 Indicative massing for site D8

5.7.5 Dalston Lane Character Area and Opportunity Sites

The Dalston Lane Character Area is based upon the historic route from Dalston to Hackney. It features numerous buildings of heritage value and this character area is located within the Dalston Lane (West) Conservation Area. It has also been subject to numerous developments over recent years, which have not always been so successful.

Opportunities

- The existing pedestrian routes can be improved in order to provide greater green infrastructure such as street trees, helping to make the street environment more pleasant to pedestrians.
- Development in the Dalston Lane Character Area has the opportunity to enhance sustainable transport while improving the public realm to make it a pleasant environment.
- New development should enhance the character of the existing buildings of heritage value and preserve or enhance the character of the Conservation Area. There is the possibility of delivering greater housing capacity on opportunity sites, with active ground floor frontage.
- Mixed-use development on Dalston Lane Character Area will be supported to provide new commercial and community uses that cater to a range of businesses and communities in the area.
- There are community uses in the areas that will need to be retained and opportunities to increase the natural surveillance by implementing improvement to the public realm.



Development proposals within this Character Area can respond to the objectives of the plan through addressing the Character Area Guidelines below:

Objective Themes	Character Area Guidelines Proposals should...
Green infrastructure and open space	<ul style="list-style-type: none"> • Seek to enhance urban greening within the Character Area.
Transport, movement and parking	<ul style="list-style-type: none"> • Improve the pedestrian streets on Dalston Lane by widening, decluttering and providing street lighting. • Contribute towards upgrading the cycling infrastructure on Dalston Lane. • Incorporate public realm improvements that use a palette of materials that relates to the surrounding area. • Consider the impacts of delivery services with a focus on incorporating sustainable last mile and “green” delivery initiatives.
Buildings and housing	<ul style="list-style-type: none"> • Be developed in accordance with the height strategy set out on page 84. • Demonstrate how the character and setting of the Dalston Lane (West) Conservation Area will be preserved or enhanced. • Carefully consider the Important Local Views within the Character Area (ILV6) when developing proposals so as to ensure new development does not harm these views. • Adhere to the established building lines on Dalston Lane.
Workspace, employment and retail	<ul style="list-style-type: none"> • Provide workspaces that are genuinely affordable for small and medium-sized businesses. • Incorporate commercial spaces that are flexible for change of use.
Arts, culture, evening and night-time economy and safety	<ul style="list-style-type: none"> • Re-provide and enhance the existing community uses at Opportunity Site D10. • Seek to enhance the public realm with development contributions towards Council initiatives.

OPPORTUNITY SITE D10

Former CLR James Library,
16-22 Dalston Lane,
62 Beechwood

Existing Site

Ownership: London Borough of Hackney

Area: 0.19ha

Existing Use: D1 (former Library) with retail frontage

Planning Considerations:

- PP2 Dalston
- Dalston Town Centre (Secondary Shopping Area)
- Dalston Lane (West) Conservation Area
- Locally Listed Building (16 -22 Dalston Lane)

Allocation: Mixed use - retail, cultural / creative, third sector and / or community uses with employment and/or residential above.

Timescale: Short-Term (2022-2025)

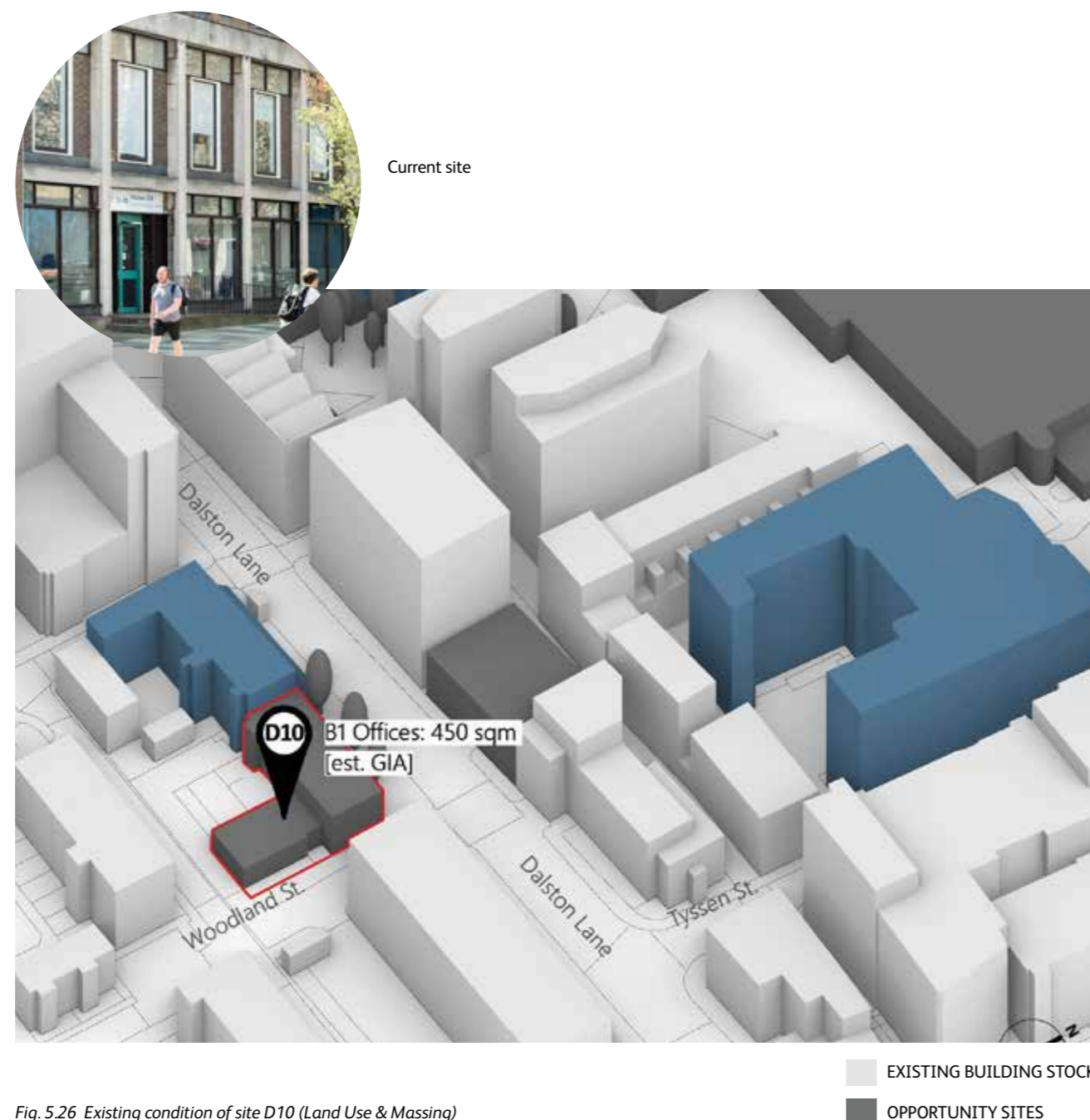


Fig. 5.26 Existing condition of site D10 (Land Use & Massing)

Development Principles

Proposals coming forward on this site should incorporate the following principles:

Land Use

- A community use should be retained at ground floor level and the active frontage should be retained along Dalston Lane.
- There is opportunity to incorporate cultural/creative/third sector uses on the site and potential for employment or residential above, including maximising the provision of genuinely affordable homes.

Design:

- The height of proposals should be developed in accordance with the proposed height strategy. An indicative appropriate height for this site is between 3 - 5 storeys.
- Proposals should seek to preserve or enhance the setting of the Dalston Lane (West) Conservation Area and non-designated heritage assets such as the locally listed terrace at 16 - 22 Dalston lane.

- Proposals should respect the established building line above first floor level, to protect existing trees and the setting of the non-designated heritage assets.
- To the south of the site, proposals should limit the impact to residential units to the south on Crosby Walk.

Public Realm:

- Proposals should seek to improve the public realm surrounding the proposal.

Urban Greening Opportunities:

- Trees retained
- Green Roof
- Permeable Paving

Indicative Capacity:

- 950m² GIA - Residential (17)
- 5x 1-bed, 6x 2-bed, 6x 3-bed
- 180m² GIA - Community/ Leisure

OPPORTUNITY SITE D10

Former CLR James Library,
16-22 Dalston Lane,
62 Beechwood

Sensitivity to Height



Low Medium High

The height of any proposal is most sensitive in the area shown in red.

Ground Floor in Context



Proposed Ground Floor Community/Leisure Residential to Rear

Fig. 5.27 Site D10 - Key Principles

- Dalston Town Centre Boundary
- LP33 Site Allocations
- Underground/Overground
- Recently Developed
- Crossrail Safeguarding
- Statutory Listed Buildings
- Locally Listed Buildings
- Conservation Areas
- Archeological Priority Areas
- Important Local Views
- Existing Open Space
- Existing Public Green Space
- Existing Trees
- Existing Play Spaces
- Active Commercial Frontage
- Potential Public Realm Enhancements
- Planned Public Realm Enhancement Projects
- Potential Pocket Spaces for Greening
- Proposed Trees
- Potential New Routes



- EXISTING BUILDING STOCK
- OPPORTUNITY SITES
- [D1] USE
- [C3] RESIDENTIAL
- LISTED BUILDINGS
- HEIGHT OF PROPOSAL

Possible Look & Feel

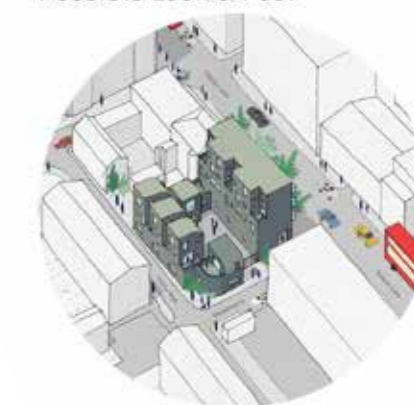


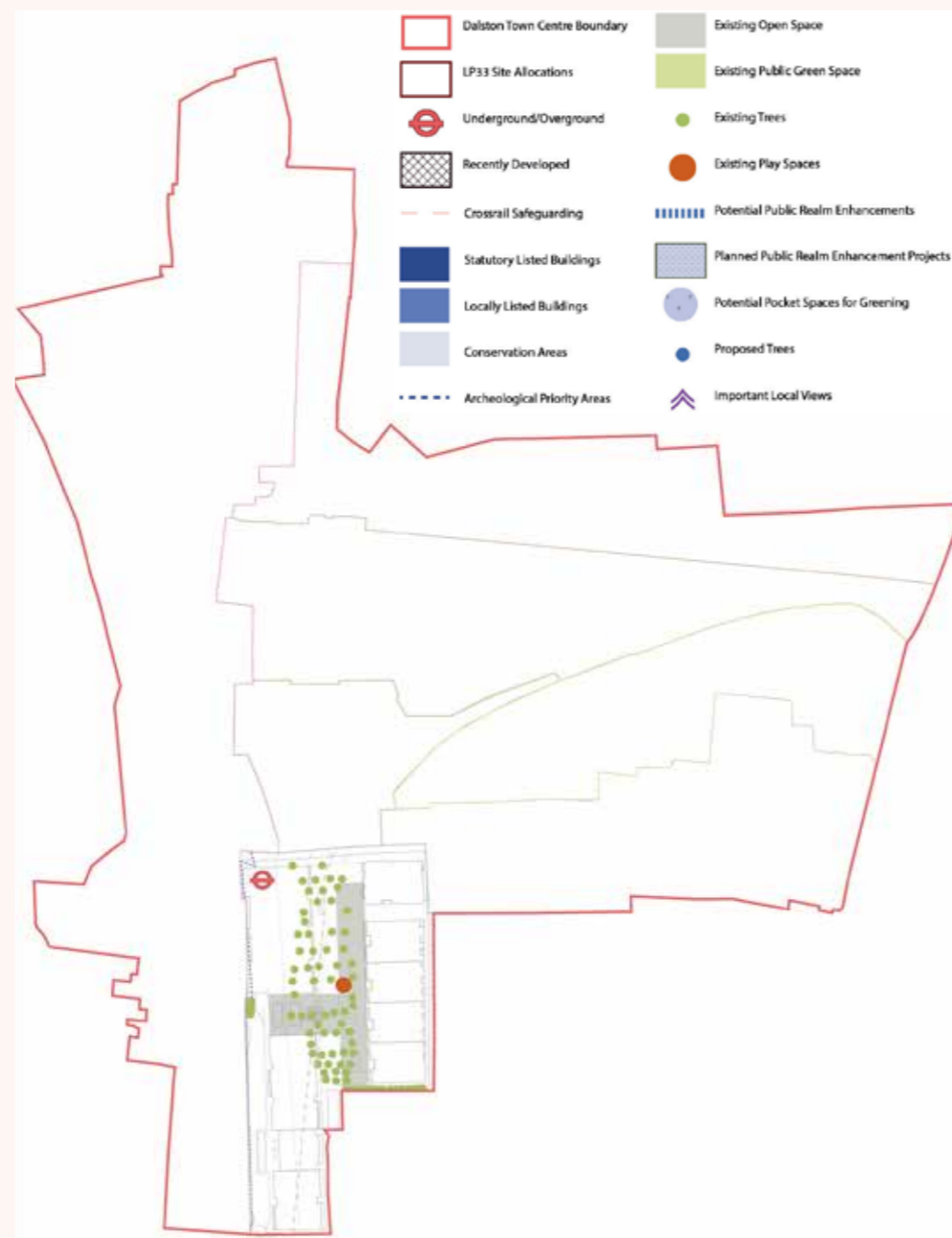
Fig. 5.28 Indicative massing for site D10

5.7.6 Dalston Square Character Area

The Dalston Square Character Area comprises the recent Dalston Square development and associated public realm. Due to the extent of recent development, it is considered unsuitable for additional substantial development, however there is opportunity to improve and enhance the existing character. Dalston Square Character Area is a hub for commercial businesses predominantly located on the ground floor.

Opportunities

- There is an opportunity for increased greening to Dalston Square through any improvements to the public realm.
- There is an opportunity to utilise the public square as a route for pedestrians, and for more cycle infrastructure.
- Active uses at ground level are encouraged to contribute to the vitality of this space.
- Opportunities to work with the Council to support flexible uses for new and existing businesses.
- There are opportunities within the Dalston Square Character Area to support cultural events catering to different communities in Dalston.



Development proposals within this Character Area can respond to the objectives of the plan through addressing the Character Area Guidelines below:

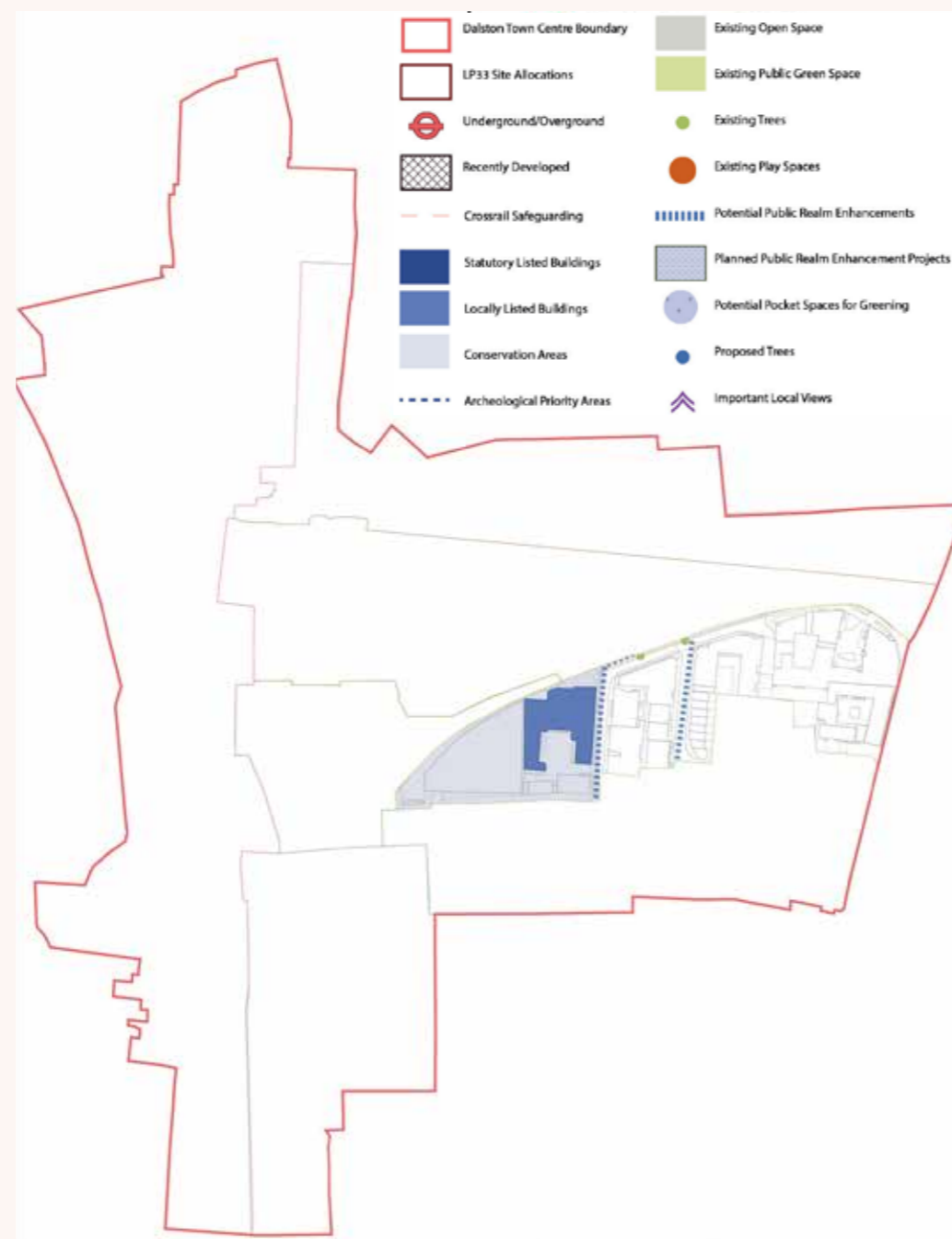
Objective Themes	Character Area Guidelines Proposals should...
Green infrastructure and open space	<ul style="list-style-type: none"> • Seek to enhance urban greening opportunities • Seek to improve the existing open space at Dalston Square.
Transport, movement and parking	<ul style="list-style-type: none"> • Seek to increase cycle parking to encourage sustainable travel. • Consider the impacts of delivery services with a focus on incorporating sustainable last mile and “green” delivery initiatives.
Buildings and housing	<ul style="list-style-type: none"> • Be developed in accordance with the height strategy set out on page 84. • Seek to enhance the public realm at ground level, through active frontages.
Workspace, employment and retail	<ul style="list-style-type: none"> • Collaborate with the Council in seeking new local businesses to occupy units. • Retain ground floor activation even if the retail units are not occupied, by allowing pop-ups and window displays.
Arts, culture, evening and night-time economy and safety	<ul style="list-style-type: none"> • Provide active frontages with spill-out space to contribute to the vitality of the public square, including during events. • Collaborate with the Council to support new events that support new business.

5.7.7 Eastern Curve Character Area

The Eastern Curve Character Area comprises predominantly 6 - 8 storey blocks that help define the adjoining streets including Ramsgate Street and Tyssen Street. To the west of the Character Area, sites are bounded to the north-west by the Dalston Eastern Curve Garden. Although there are no Opportunity Sites identified within this Character Area, should development come forward proposals should adhere to the Character Area Guidelines in the table.

Opportunities

- Any development should carefully consider its impact on the Dalston Eastern Curve Garden, in order to preserve this space.
- There are opportunities for development to support new routes for walking and cycling in this area.
- New proposals should be of high quality and enhance the character of this area. There is the potential for public realm improvements to streets.
- The Eastern Curve Character Area is located in a Priority Office Area as identified in Hackney’s Local Plan 2033.
- Development within the Eastern Curve Character Area has an opportunity to enhance existing routes, so they feel safe and accessible at all hours.



Development proposals within this Character Area can respond to the objectives of the plan through addressing the Character Area Guidelines below:

Objective Themes	Character Area Guidelines Proposals should...
Green infrastructure and open space	<ul style="list-style-type: none"> • Give regard to the amenity of the Dalston Eastern Curve Garden.
Transport, movement and parking	<ul style="list-style-type: none"> • Seek to incorporate public realm improvements that encourage walking and cycling. • Consider the impacts of delivery services with a focus on incorporating sustainable last mile and “green” delivery initiatives.
Buildings and housing	<ul style="list-style-type: none"> • Be developed in accordance with the height strategy set out on page 84. • Demonstrate how the character and setting of the Dalston Lane (West) Conservation Area will be preserved or enhanced, where applicable. • Seek to improve the pedestrian experience through public realm improvements that encourage pedestrian movement between Dalston Lane and the Kingsland Shopping Centre Opportunity Site.
Workspace, employment and retail	<ul style="list-style-type: none"> • Provide affordable office spaces that are consistent with the LP33 Policy - LP26 Employment Land and Floorspace. • Provide flexible office space that can cater to a range of businesses to support the local economy.
Arts, culture, evening and night-time economy and safety	<ul style="list-style-type: none"> • Contribute towards public realm improvements such as increased provision of street lighting. • Provide active frontages to improve natural surveillance and crime deterrence.

PART 6. Implementation Strategy

Most development requires planning permission (other than that allowed under ‘permitted development rights’) and a key mechanism for delivering the Dalston Plan will be the Council’s decisions on planning applications in the area. The policies in the Borough-wide Local Plan (LP33), alongside guidance in this Dalston Plan, once adopted, will provide the local policy framework for these decisions.

The delivery of the Opportunity Sites in Part 5 will play a key role in achieving the identified employment, housing, retail and infrastructure needs for Dalston. For further information on delivery and up to date schemes, refer to the Council’s Infrastructure Delivery Plan (IDP) which can be found online at <https://hackney.gov.uk/planning-policy>

Viability & Deliverability

It is important that the planning policies and guidance set out for Dalston are viable to ensure that policies and guidance are realistic, and that the total cumulative cost of all relevant policies and guidance will not undermine deliverability of plans. The policies set out for Dalston, in the Local Plan 2033, were supported by a robust viability assessment.

The Council will continue to work with developers to ensure that sites are deliverable and are brought forward for development - through the plan making and decision making processes.

The site guidance set out in this plan is subject to viability. In some cases planning applications may be accompanied by detailed financial viability assessments which are a material consideration in the determination of applications. The detailed viability assessments submitted with planning applications take into account the value generated by a development and the detailed costs of developing the site such as reasonable land acquisition costs, construction cost, contributions towards infrastructure, and site remediation.

Working in partnership

The Council does not have the resources to implement the Dalston Plan alone. The Dalston Plan provides the necessary framework for coordinating a large number of development proposals, along with objectives for infrastructure, with a variety of development partners across the Town Centre. Implementation and delivery of the sites will require the Council to work closely with partners including landowners and developers, as well as infrastructure providers, the Greater London Authority and Transport for London, to ensure a coordinated approach is achieved.

Monitoring

The performance of the Dalston Plan will be monitored to enable an understanding of the extent to which its guidance delivers the Council’s vision and objectives for the area. The Council will monitor the effectiveness of the Plan by regularly assessing its performance against a series of quantitative indicators. The Council’s performance will be reported in the annual authority monitoring report (AMR).

Implementation and phasing plan

The Dalston Plan is a strategy for guiding development and investment in Dalston to 2033. An Implementation Plan is crucial in order to help deliver on the objectives of the Dalston Plan, coordinating the delivery of key infrastructure and other projects and tasks with development.

A number of projects/ actions or tasks have been identified which need to be bought forwards and delivered in the following timeframes which relate to the phasing.

Table.6 The implementation and Phasing Plan identifies the projects/ actions or tasks. This includes projects/ actions or tasks that will be delivered through a combination of sites and other projects.

Table.6 The Implementation and Phasing Plan

PROJECT	SHORT-TERM (0-5 YRS)	MEDIUM-TERM (5-10 YRS)	LONG-TERM (10-15 YRS)
Public realm and green infrastructure			
<p>Ridley Road The Council will deliver the following public realm improvements at Ridley Road:</p> <ul style="list-style-type: none"> • Create a Market Garden area to the east of the market; • Create wider spaces between stalls to enable people to move more freely through the market; • Introduce new seating areas throughout the market; • Improve the visual significance of the entrances by introducing new signage; • Implement green infrastructure into the market such as trees to improve the environment for traders and visitors. 			
<p>Ashwin Street Ashwin Street is the gateway to Dalston’s creative and cultural quarter and where many people start their journey into the Town Centre. Improvements to Ashwin will deliver:</p> <ul style="list-style-type: none"> • New footpaths and road surfacing; • Increased greening through tree planting; • Declutter of old street furniture and infrastructure; • New gateway signage. 			
<p>Dalston Square and Gillett Square Deliver the following public realm and management interventions:</p> <ul style="list-style-type: none"> • Design and implement new seating that is more suitable for all people including older people and people with disabilities; • Incorporate interactive play that doubles up as a windbreaker and extend play features throughout the square; • Increase, where possible, soft landscaping and planting; • Improve maintenance; • Improve the existing layout, furniture and services to respond to the needs of the local community and to discourage large dominant group gatherings; • Increase passive surveillance through the introduction of more ground floor active uses offering goods and services to wide sections of the community. 	1-3 years		

PROJECT	SHORT-TERM (0-5 YRS)	MEDIUM-TERM (5-10 YRS)	LONG-TERM (10-15 YRS)
<p>Colvestone 21st Century Street</p> <p>The Colvestone Crescent 21st Century Street is the first of its kind in Hackney. Building on the success of Hackney's 40 play streets and various parklet public realm schemes across the Borough, the 21C Street will be the Borough's first permanent play street. The project will remove a stretch of parking bays and redundant guardrails and bollards to adapt the street into a green space for the whole community. The initiative will encourage active and sustainable travel and explore the ways in which streets can adapt to help tackle the climate crisis.</p> <p>Proposed elements of the Colvestone Crescent design include:</p> <ul style="list-style-type: none"> • New play elements • An Increased green area • A new tree strategy including cooling trees • Cycle hangar/covered bike storage • Electric Vehicle charge point(s) • Sheffield cycle stands • Dockless cycle bay • Other planting including resident owned/managed • Sustainable urban drainage systems 	1-2 years		
<p>Enhance existing and introduce new public realm</p> <p>with a focus on design that creates accessible and inclusive spaces that improves pedestrian movement, increases and creates a green network of spaces, provides places to dwell, and promotes social cohesion. Dalston Square, Gillett Square, Ridley Road, and Ashwin Street will all benefit from improved public realm.</p>			
<p>Kingsland Shopping Centre - introduce more green and open spaces for the whole community integrated within opportunity sites such as the Kingsland Shopping Centre, and Council owned sites on Ashwin Street and in the public realm in Colvestone Crescent.</p>			
Transport and Movement			
<p>Transport and movement across Dalston Town Centre will be delivered through a number of interconnected projects. The aim is to promote sustainable transport within the town centre and improve east west and north south pedestrian and cycle routes between main parts of the town centre.</p> <ul style="list-style-type: none"> • Redevelop Kingsland Shopping Centre and other sites to create new routes across the Town Centre • Improve streets for walking and cycling and connect to Cycle Super Highway 1 • Improve wayfinding and signposting • Reduce motor traffic through the extension of the Ultra Low Emission Zone (ULEZ) into Dalston Town Centre, the introduction of new cycle parking facilities, and the introduction of Low Traffic Neighbourhood interventions in streets surrounding the town centre. • Support the introduction of a new Crossrail 2 station 	Ongoing		

PROJECT	SHORT-TERM (0-5 YRS)	MEDIUM-TERM (5-10 YRS)	LONG-TERM (10-15 YRS)
Building and Housing			
<ul style="list-style-type: none"> • Introduce high quality, sustainable design within Council owned assets, and influence non Council owned sites such as Kingsland Shopping Centre and other opportunity sites to follow the same principle. • Retain heritage and character by reviewing and updating local listings and conservation area boundaries, ensuring that the historic and architectural interest of buildings that are of local importance is taken account of during the planning process. • Create active ground floor frontages on the Kingsland Shopping site, Council owned sites on Dalston Lane and Ashwin Street, in Gillett Square and other appropriate sites identified in the Site Allocations Plan. • Build new homes in Dalston by 2033 with 50 % affordable on the following sites see Site Allocation list below. • Ensure new homes are genuinely affordable and a mix of sizes. 	Ongoing		
Workspace, employment and retail			
<p>Kingsland Shopping Centre</p> <p>The Council will encourage the development of a mixed use scheme which will bring forward retail and commercial workspace supported by housing. The space requirements will reflect the demand for space outlined within the evidence section. Kingsland Shopping Centre provides the right conditions to deliver a variety of retail units catering for smaller independent boutiques and medium to large format retailing to address comparison goods spend leakage.</p>			
<p>Ridley Road</p> <p>Local Plan Policy protects Ridley Road Market from impacts of development on Ridley Road. All development will be sensitive to the operations of the Market, there is a presumption against loss of retail relating to the market which includes the loss of stalls for development and active ground floor uses.</p>	Ongoing		
<p>Council Owned Sites</p> <p>The Council owned sites will provide a mix of small retail at ground floor, small office units less than 250sqm and homes. The exact amount of homes and workspace will be determined through the feasibility process which is due to commence in early 2021.</p>	1-7years		
<p>Dalston Square</p> <p>Continue to work with and lobby the landlord, when required to occupy the vacant units. Where required and appropriate, support the change in use to bring a varied mix of uses to support the sustainability and vitality of the square. Encourage vibrant shop fronts to bring added vibrancy to the square.</p>	Short-term - ongoing		

PROJECT	SHORT-TERM (0-5 YRS)	MEDIUM-TERM (5-10 YRS)	LONG-TERM (10-15 YRS)
Opportunity sites Deliver new office, retail and leisure floorspace in Council owned assets on Dalston Lane, Ashwin Street, Birkbeck Mews and privately owned opportunity sites such as Kingsland Shopping Centre.	Ongoing		
Support local entrepreneurship and business growth Promote the Hackney Business Toolkit, support and inform businesses of new opportunities via the Hackney Business Network, encourage market traders to access business support from the Trading Places programme of support, promote policy compliant development that delivers affordable workspace.	Short-term - ongoing		
New Commercial Space Provision Provide a range of well designed and flexible retail and commercial spaces and deliver 10 % of all new employment floorspace at an affordable rate which currently is 60 % of market rate in Dalston. Support the high street and existing businesses, whilst increasing the non-food offer.	Ongoing		
New Markets Identify new spaces for pop-up markets to support Dalston's creative and entrepreneurial culture.	Ongoing		
Ridley Road Market Protect Ridley Road Market and support the market traders by targeted market campaigns and promotions, implementing Local Plan policies aimed at protecting against the loss of stalls for development, and supporting existing and new traders through the Trading Places business support programme. <ul style="list-style-type: none"> • Provide free access to WIFI for Ridley Road and Ashwin Street 	1-3yrs		
Culture and Safety			
Gillett Square - implement an ASB action plan to reduce incidents and crime by increasing Police and warden presence, and reviewing and improving CCTV where required.			
Develop and deliver cultural programming to activate the square and encourage interaction between communities.			
Support Dalston's cultural and creative organisations to ensure Dalston retains its status as an evening and night time economy destination.	Ongoing		
Create a governance structure that includes Council, business stakeholders and local residents to oversee management and maintenance of the squares and promote activities that increase visitor footfall.			

PROJECT	SHORT-TERM (0-5 YRS)	MEDIUM-TERM (5-10 YRS)	LONG-TERM (10-15 YRS)
Protect and promote Dalston's art, culture, evening and night-time economy by developing new affordable workspace suitable for artists and businesses that focus on servicing the evening economy within new development identified in site allocations plan. <ul style="list-style-type: none"> • Deliver new venues that continue to strengthen the offer • Ensure new residential development does not impact on existing businesses • Carefully managing the impact of venues on residents • Encourage venues that are inclusive to all, including young people • Work in partnership with Police and local businesses to manage anti-social behaviour and crime any particular areas to focus on reducing the impacts of the NTE on local residents 	Ongoing		
Site Allocations			
Kingsland High Street and site to the rear 130A Kingsland High Street (Site Allocation D1)			
Dalston Kingsland Station and associated works (Site Allocation D2)			
1-7 Dalston Lane and 1-7 Ashwin Street (D3 Site Allocation D3)			
36-42 Kingsland High Street (Site Allocation D4)			
Kingsland Shopping Centre (Site Allocation D5)			
Ridley Road (Site Allocation D6)			
Birkbeck Mews (site allocation D7)			
2-16 Ashwin Street, 11-15 Dalston Lane (Site Allocation D8)			
Stamford Works (Site Allocation D9)			
Former CLR James Library, 16-22 Dalston Lane, 62 Beechwood Road (Site Allocation D10)			

PART 7. Next Steps

The public consultation on the draft Dalston Plan will run until 20 August 2021. Following the consultation, the draft document will be revised to address feedback received before being adopted by the Council in Autumn/Winter 2021.

Following the adoption of the Plan, the Council will work with internal and external partners and with the community to deliver improvements to the town centre.

Appendix.1 Glossary

Activation: Term is used to describe the enhancement of a design and functionality of an under utilised space, while connecting it to the wider landscape infrastructure.

Active Travel: Term is used to describe journeys dependent on physically active means i.e. Walking or cycling.

Agent of Change: The Agent of Change principle places the responsibility for mitigating the impact of noise firmly on the new development. This means that where new developments are proposed close to existing noise-generating uses, applicants will need to design them in a more sensitive way to protect the new occupiers, such as new residents, businesses, schools and religious institutions, from noise impacts. This could include acoustic and other design measures to mitigate noise, disturbance and other impacts.

Alternative Routes - Term used to describe a connecting route that is predominantly away from the main high streets, usually designed as a new pedestrian route or cycle lane.

Affordable Workspace: New-build employment floor space, providing affordable space for small businesses to occupy, often operated and managed by a workspace provider.

Championing Businesses: Term used to describe a local business receiving representation by the Council to gain employment and financial opportunities.

Commercial Use: Term used to describe a building operating in the activity of goods, merchandise, or services for sale or involving a rental fee.

Crossrail 2: A new proposed railway linking the national rail networks in Surrey and Hertfordshire via an underground tunnel through London. The new railway would stop at key locations throughout the city centre including a new station in Dalston. A detailed business case has been submitted to the Secretary of State for Transport and the project is awaiting Government approval.

Dwell: Term is used to describe a place of residence for people to live, usually in the form of a flat, studio, house, and so forth.

Evening and night-time economy: The term is used to describe the economic market from a wide range of activities

taking place in the evening such as eating, drinking and entertainment.

Genuinely Affordable Housing: Social rented, Affordable Rented and intermediate Housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local housing prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. Policy LP13 in the Local Plan 2033 sets out Hackney's preferred genuinely affordable tenures.

Ground Floor uses: The term is used to describe buildings with active frontages that are occupied by retail, commercial or leisure uses.

Heritage Value: Term is used to describe the worth or importance of places based on its aesthetic, evidential, communal or historical value.

Late Night Levy: A contribution that the Council collects from businesses that are licensed to sell/supply alcohol. The contributions are used to support additional policing and control the late night alcohol related crime and disorder.

Leisure Uses: Term is used to describe a space that provides facilities for a range of leisure pursuits, such as a sports hall, café, and meeting rooms

Maintaining: Term is used to describe the maintenance of preserving buildings and amenity spaces.

Major Town Centre: As identified in the London Plan under Policy SD8 Town centre network, Major Centres normally serve the whole of the Borough and beyond. They generally contain over 50,000sqm of retail, leisure and service floor space with a high amount of shops for items such as clothes compared to food shopping. They may also have significant employment, leisure, service and civic functions.

Makers / Maker Spaces: Maker spaces are creative, self-directed learning work spaces where people create or invent things, either using traditional crafts or technology.

Opportunity Site: Term is used to describe a site that has been allocated to bring development growth in a specific area, accommodating new residential, commercial and leisure floor space, while incorporating green spaces.

Optimising Housing: Term is used to describe affective design, that optimises resources to increase the quality and numbers of housing on site.

Palette Of Materials: Term is used to describe the wide-selection of materials used for the construction of buildings, such as clay, cement, wood, and so forth.

Recreate The Character: Term is used to describe recreating and preserving the original aspects of cultural and historical value in the townscape.

Sensitive To The Character: Term is used to describe a new development that respects and preserves its adjacent surrounds by not jeopardizing the urban environment and inhabitants.

Sustainable: Term is used to describe resources that can withstand longevity without jeopardising future generations.

Sustainable Locations For Delivery Services: Term is used to describe locations suitable for services to off-load and deliver goods to businesses.

Tech city: The Tech City is defined in the Mayor of London's City Fringe Opportunity Area Planning Framework (OAPF) 2015, as defined as the digital-creative cluster of businesses in inner East London

Unattractive: Term is used to describe a building or amenity design that lacks visual and aesthetic attributes.

Urban Greening: A planning tool to identify the appropriate amount of urban greening required in new major developments.

Urban Grain: Term is used to describe the arrangement of buildings and street designs within the built form.

Utilising assets: Term is used to describe the effective use of resources to increase beneficial outcomes.

