Hackney's Local Plan

Authority Monitoring Report 2015

The Planning Service

Hackney

LONDON BOROUGH OF HACKNEY

Authority Monitoring Report 2015

Strategic Policy
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Executive Summary

The Authority Monitoring Report (AMR) monitors and analyses the performance of Hackney's planning policies contained within the Local Plan, covering a range of a topic areas. It provides a clear picture of development trends in the built environment of Hackney, guiding the development of new, improved planning policy documents. It also serves to take stock of the performance of the planning service, determining of planning applications, to the operation of the Community Infrastructure Levy and cooperation with the rest of the Council and neighbouring boroughs.

This document begins with a brief summary of topic areas, before providing in-depth analysis on a range of areas, making use of both qualitative and quantitative data to provide an informative summary of Hackney through the lens of planning.

This report focuses on the 2014/15 monitoring year. As with all London boroughs, the AMR is written in the proceeding year due to planning permission statistics and information on the progress on their implementation becoming available only at this time of year. This information is necessary to make the report more meaningful and to more accurately assess policy performance. Where possible, particularly with the some statistics, neighbourhood planning and the LDS, more up-to-date information on each topic is briefly summarised in each section.

The Council is presently developing a new boroughwide Local Plan. In light of this, this report covers some key indicators from the core strategy Key Performance Indicator (KPI) framework as well as several new indicators, providing insight on issues which will affect the review. In addition, topic areas have been renamed to reflect those forthcoming in the new Local Plan (LP33).

A word on Sustainable Growth

The purpose of planning is to ensure sustainable development, meaning the Planning Service's role extends beyond just the planning process to meeting the needs for supporting infrastructure, (for example education & health) within Hackney, ensuring that there is sufficient capacity to meet the needs of the current and future population by allocating land for these purposes.

This function, is provided by several Council departments and external organisations. In assessing the effectiveness of the Council's planning policies in this regard, infrastructure needs are met partially through planning contributions and the newly adopted Community Infrastructure Levy (CIL) to mitigate the impact of new development and through supporting planned works by various infrastructure providers, the needs for which are determined through continuous co-operation and engagement with them. Council funded/co-funded schemes also contribute towards infrastructure provision in the Borough. The Infrastructure Assessment and Delivery Plan[1] is continually updated to take account of and plan for infrastructure demand and supply.

[1] http://www.hackney.gov.uk/media/3199/Infrastructure-delivery-plan-2013/pdf/Infrastructure-Delivery-Plan-2013

Housing

Key Points: Housing Delivery was above target and those delivered were highly policy complaint.

- Housing policy has been effective at delivering the homes needed by the borough, with 1640 new homes delivered or 141% of its target. 29.8% of homes were in affordable tenures.
- Over the last 5 years, planning has delivered a total of 8,261 new homes. 38% of these were affordable units.
- Dwellings have been delivered over a broad range of sizes, with 29% of dwellings being 3 or larger bed. In addition, there were more 2-beds overall that 1-bed properties (35%).

Challenges: The new Local Plan 2033 will need to respond to higher London Plan targets and continuing falls in housing affordability for residents.

- Alterations to the London Plan has resulted in Hackney's housing target increasing by 37% for 2015-2030 to 1,599 dwellings. We have sufficient development in the pipeline – 9,323 homes, or 114% of this target in the pipeline over the next 5 years, but supply of new sites is less certain beyond 2020.
- Housing affordability continued to decrease year-on-year in Hackney, with the ratio of house prices to incomes almost doubling between 2008 and 2015 despite the great recession, with median prices reaching 15:1 with median earnings. On the most recent evidence, this means planning policy would need to deliver 60% of new housing as socially rented to meet the needs of the borough.

Employment

Key Points: There are large amounts of new employment floorspace in the pipeline and high levels of growth in new businesses within the borough.

- Hackney has approved planning applications that if implemented would provide a significant amount of new employment floorspace: a total of around 165,000sqm net new space, mainly B1 (offices) class. This would largely come forward within the borough’s Priority Employment Areas, with Shoreditch topping the list with permissions that would provide a net gain of 150,000 sqm of new B1 floorspace in this area.
- The number of active enterprises, (businesses that had either turnover or employment during 2014) within Hackney, has grown by 14% since 2009/10, faster than neighbouring boroughs and over twice the inner London average, creating increasing demand for floorspace.
- The planning service has secured 7,558sqm of affordable workspace since 2010 through S106 agreements.
- There were no new hotel rooms in completed developments were recorded in the last year, however the pipeline for 2,513 hotel bedrooms in the south of the borough that have received planning permission indicates a high level of economic interest.

Challenge: The new Local Plan 2033 will need to consider options for protecting existing Priority Employment Areas against floorspace losses in the future.

- Overall, priority employment areas lost a net 2,841sqm in 2014/15. This is part of a trend, with losses in the last 5 years totalling -40034sqm. Taken in view of the broader picture of employment losses, policies have been effective - unprotected areas in the rest of the borough recording a loss of 99,589sqm overall (excluding the Olympics media centre).
- There is likely to be continued pressure on employment floorspace in competition with residential land values, and it may

become necessary to enhance protection to safeguard employment land.

Retail and Town Centres

Key Points: Hackney has seen growth in retail and there is a strong pipeline and high occupancy rates in all town and local centres in Hackney.

- Overall there has been an increase of 273sqm of retail (A1) space across the borough, indicating positive growth in the provision of this vital service.
- The pipeline for town centres going forward is positive with a total of 6017sqm new floorspace expected. Dalston, Hackneys major town centre is expected to gain an addition 2,191sqm of retail floorspace, Stoke Newington to gain 1,442sqm and Hackney Central to gain 313sqm. The picture is similar in Local Centres.
- In terms of shopping parades, Dalston, Hackney Central and Stoke Newington High Street perform well, each approximately 60% in retail use, and with very low vacancy levels - Stoke Newington High Street had no vacant units. Secondary frontages were a less positive picture with Dalston, which is a major centre recorded 34% of units in A1 use and 22% vacant units, the highest proportion in a frontage across all town centres.
- Local centres did well, showing average vacancy rates less than 1%.

Challenges: The new Local Plan 2033 will need to consider how to manage growth in retail and town centre uses in Priority Employment Areas and the future of the night-time economy.

- While retail overall is growing in Hackney, this growth is not all within town centres, with a net loss of retail in main town centres Hackney Central losing 269sqm; Stoke Newington, 70sqm, while Dalston gained 140sqm. In contrast Local Centres have seen an overall increase of 406sqm, with 300sqm in Lower Clapton.
- Instead, a large amount of new A1,2,3 uses have happened instead in priority employment areas, with a net increase of

1624sqm in 2014/15. This has been driven by employment-led policies which look for active frontages combined with high levels of new development in these areas, where relatively large sites make complete redevelopment more viable.

- Policies for the night time economy have had mixed results. A3 uses have increased in the centres of Dalston (886sqm), and Hackney Central (266 sqm) but over the same period 7,863sqm of A3 has come forward outside of town centres, notably 1539sqm in Shoreditch PEA and 1122 in Wenlock PEA, which suggests that town centre designations will need to be reviewed.
- There has been a net loss across town centres of A4 (drinking establishments) floorspace, and an acute loss in Dalston of two sites, totalling 750sqm. Outside of centres 5430sqm has been lost. Overall, there has been a modest net increase in A5 (hot food takeaways) floorspace in Town centres of 179sqm, with 4 planning applications in Dalston resulting in an increase of 145sqm. Outside town centres there was a loss of 95sqm – however this is balanced with 291sqm in the pipeline for delivery over following years.

Communities, Culture, Education & Health

Key Points: Planning continues to secure large amounts of funding to improve the borough through Planning Obligations, and the Community Infrastructure levy has begun to report revenue

- In 2014/15 the Council received a total of £1.4 million in Section 106 payments, with a total of £925,414 received from agreements signed in that year. The Council also signed agreements worth a total of £32.5 million.
- Hackney received payments, totalling of £1.67 million in May 2016 in CIL receipts, and collected a total of £3.48 million for the Mayoral CIL.
- A total of 140 school places in three new extensions to primary schools were delivered in 2015, enabling provision of adequate school places and a 5% buffer, achieving the objectives of the learning trust. In addition, the planned delivery of 120 new school places in 2016 and 30 in 2019 will meet needs over the forthcoming period. Similarly with secondary schools two new secondary schools in development with the corporation of the city of London will fulfil the need for 12 new forms of entry by 2020.
- Health Infrastructure is presently stable, but there could be pressures within the across the borough as planned growth comes forward, especially that which provides specialist forms of housing with additional healthcare needs.

Transport

Key Points: Continued provision of new transport improvements, and increases in public transport usage.

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- In 2015 transport improvements were delivered for improved accessible bus stops and increased cycle hangers as well as the Hackney Downs/Central link between stations, facilitating pedestrian transfer between these lines
- There were a total of a total of 4.4 million entries/exits at stations in 2015.
- Access levels to key services in the borough are better than surrounding boroughs as well as the inner London average, with key services being an average of 8.2 minutes by bike, the third best times for cycling in London, and 9.1 minutes by walking or public transport.
- In 2015, 88% of completed development were car free, as were 88% of approved developments. Despite this, overall 3.2 car parking (disabled included) spaces were delivered per scheme on average, an increase from -0.7 per scheme in 2014. Cycle space provision has almost doubled from 2720 to 4413 in approved developments.

Challenges: There have been significant increases in London Overground usage placing pressures on this service. The new Local Plan 2033 will need to consider how Crossrail 2 can improve connectivity and facilitate growth.

- Hackney Central and Dalston stations recorded growths of 194% and 106% between 2010/15. On these statistics Dalston Kingsland station is busier than Nottingham train station, and Hackney Central than Ealing Broadway.
- The Council is supportive of proposals for the Crossrail 2 rail project linking North East and South West London, with a new station at Dalston and has stressed the importance of an interchange there. The Council is also supportive of a new station at Hackney Central on an eastern branch and has made representations to Transport for London on all these issues.

Open Spaces, Environment and Climate Change

Key points: Hackney, already the greenest inner London Borough has increased open space in the borough over 2014/15, delivery of the Woodberry down nature reserve

- Overall there has been a net gain of 1065sqm of publically accessible open space in Hackney 2014/15. This resulted from two planning applications, both of which provided green spaces on previously brownfield land.
- Planning obligations secured from development totalled £130,536 in 2014/15, with several projects from previous contributions completing, including Leonard Circus improvements and the Gillett Square and Dalston Community Engagement Programme.
- An additional four parks gained green flag for a total of 19. Furthermore, 88% of Sites of Importance for Nature Conservation are in positive conservation management.
- A new Local Nature Reserve designation was delivered at Woodberry down as part of the planning gain from the regeneration.

Heritage and Design

Key Points: Four sites previously on the heritage at risk register have been restored

- Overall, the number of buildings on the Heritage at Risk register has shrunk by 4 sites or a reduction of around 10%, leaving a total of 30 buildings still at risk in the borough. Three conservation areas remain at risk (Dalston Lane West, Sun Street and Mare Street), although developments in the first two areas are likely to result in their removal from the list.
- The Hackney design wards are held biannually, with the contest currently ongoing. The next AMR will report on the results**.**

Challenges: The new Local Plan 2033 will need to consider how heritage assets can be protected while delivering housing and employment floorspace at higher densities.

- Two tall buildings were completed in Hackney in 2014/5 – Kick Start Site 4 at Woodberry Down in the north of the borough, with a maximum height of 18 stories; and Eagle House on City Road, with a height of 31 Storeys.
- 22 buildings of 10 storeys or greater have been approved since 2010; with an average height of 23 storeys - the tallest of which was 50 stories (Principal Place).
- 17 of 22 buildings approved were in schemes containing residential units, indicating that tall buildings are primarily supported by high residential values – however all developments contained a mix of uses..

Planning Performance

Key Points: Major targets in planning performance were met in 2014/15 and 2015/16. There has been a significant increase in number of planning applications processed and planning performance agreements made providing adequate revenue to support continued excellent performance.

- In 2015/16, 74% of Major Planning Applications were determined in accordance with agreed timescales, beating a target of 70%. A total of 34 major applications were processed.
- 79% of minor applications were determined within 8 weeks, also beating the target of 75%
- 87% of other applications were processed within their 8 week deadline, beating a target of 80%
- 70% of appeals to planning decisions were dismissed, hitting the 70% target. There was a total of 86 appeals against decisions.
- 72% of Planning Applications were validated within 5 days. This was below target (80%).
- 67% of planning searches were carried out in 10 working days, slightly below target (80%).
- Building control has increased their market share for certification by 4% moving up to 38% of all developments.
- 77% of building control applications were processed within 3 days, just below target at 80%
- 93% of site inspections were undertaken within 1 day of request, significantly above target.

Challenges: Significant incoming changes to the planning system through the Housing and Planning Act 2016, which increase demands on planning performance and introduce a new type of permission process, permission in principle.

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1. Introduction

1.1 Hackney's Planning Service seeks to deliver the Council's spatial objectives through development and implementation of planning policy via the development management process. This report evaluates and demonstrates the effectiveness of planning policy and decision-making, and to identify areas where objectives aren't being met and where local plans and policies, or the internal development management process needs to be reviewed.

1.2 This year is Hackney's twelfth Authority Monitoring Report (AMR) (formerly known as Annual Monitoring Report) since the Local Development Framework was introduced in 2004. Section 35 of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to prepare an annual monitoring report, however, section 113 of the Localism Act 2011 amends section 35 in respect of the requirements to prepare Monitoring Reports.

1.3 The new requirements for the AMR, set out in The Town and Country Planning (Local Planning) (England) Regulations 2012 (hereby known as "The Regulations"), give local authorities more freedom to choose what to monitor in relation to the current local plan and to focus on local priorities and goals. The AMR monitors the performance of Local Development Documents and draws conclusions about their effectiveness.

1.4 This AMR mainly covers the period from 1 April 2014 to 31 March 2015 reporting on the performance of planning policy across key topic areas, and progress of the Local Development Scheme (LDS), the Core Strategy and Area Action Plans (AAPs), as well as neighbourhood planning, the Council's 'Duty to Co-operate', the Community Infrastructure Levy and other issues pertinent to measuring the effectiveness of Hackney's Planning Service. Monitoring indicators, (for example, housing completions) are by nature historic with information on implementation becoming available only at the end of the period. However, where possible more up-to-date information is used in order to be as useful as possible. This is especially true for updates to the Local Development Scheme, and the performance of the Development Management Team.

1.5 In light of Hackney's forthcoming new Local Plan 'LP33' , this years report has a new structure. It continues to monitor some Key Performance indicators (KPIs) from the core strategy, the Local Development Scheme (LDS) and compliance with the Duty to

Cooperate, but includes new indicators which will give insight to support policies to be developed. This data is restructured to reflect the topic areas of LP33.

1.6 The report also provides the first reporting on Hackney's newly adopted Community Infrastructure Levy.

1.7 Data sources for the AMR come from a range of Local and National Indicators. All data on developments in the borough is sourced from the London Development Database (LDD). The report also relies on summaries and information from a range of council teams, and Strategic Planning would like to thank involved parties for their cooperation.

Structure of the Report

1.8 The report is divided into the following sections:

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- Chapter 1: **Introduction**
- Chapter 2: **Hackney in Context**

Planning Policy Update

- Chapter 3: **Planning Policy Updates**
- Chapter 4: **Neighbourhood Planning & Duty to Cooperate**.

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- Chapter 5: **Housing**
- Chapter 6: **Employment**
- Chapter 7: **Retail and Town Centres**
- Chapter 8: **Communities Culture, Education and Health**
- Chapter 9: **Transport**
- Chapter 10: **Open Space**
- Chapter 11: **Design and Heritage**
- Chapter 12: **Climate Change and the Environment**

Planning Performance

- Chapter 13: **Planning Performance Report**

Appendix

- Appendix 1: Progress on delivery of SALP Sites
- Appendix 2: Progress on delivery of Area Action Plan Sites

2. Hackney in Context

2.1 Hackney's Corporate Policy Team annually update a profile[2] of the London Borough of Hackney and the people living and working here. Some of the key facts and figures for Hackney from the 2014 Profile are summarised below:

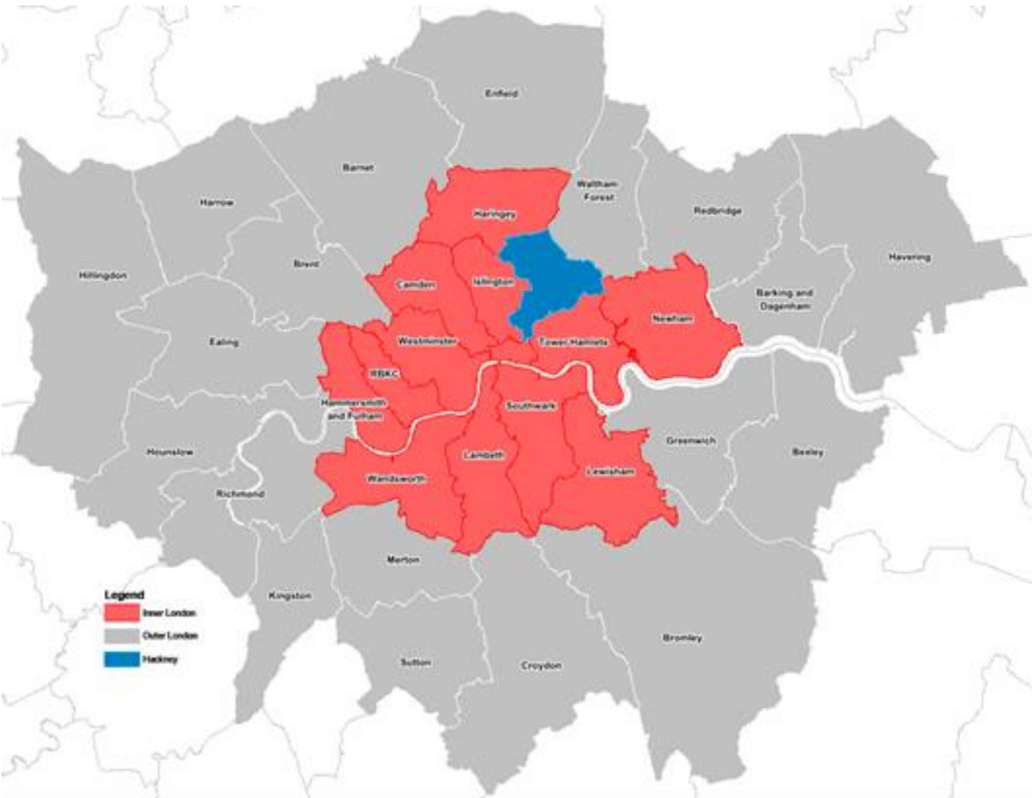
Location

2.2 Hackney is one of 14 inner London boroughs, situated in East London. The Borough, as per the London Plan, is part of the East London sub-region, which comprises nine other London Boroughs: Barking & Dagenham; Bexley; Greenwich; Havering; Lewisham; Newham; Redbridge; Tower Hamlets and Waltham Forest.

2.3 London, together with its immediate hinterland of south east England, contributes over a third of UK GDP. Over the last decade, Hackney's proximity to the multi-national financial institutions and their wealth has started to make a difference in the Borough.

2.4 Hackney occupies a pivotal location to the north east of the City of London. As shown in Map 1 below, Hackney shares boundaries with Islington, Newham, Haringey, Waltham Forest, Tower Hamlets and the City of London.

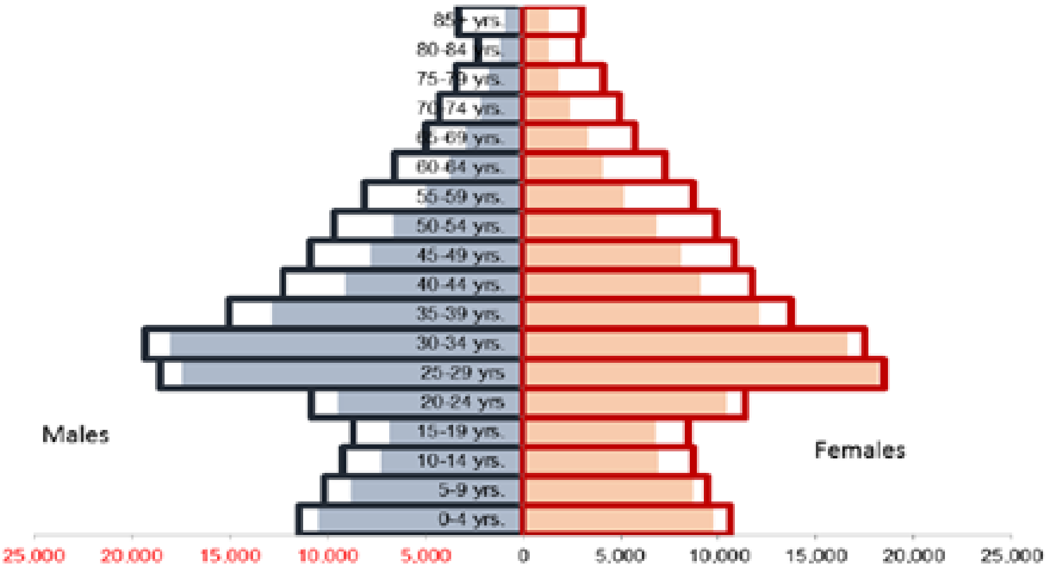
Map 1: Hackney in a Regional Context



[2] http://www.hackney.gov.uk/Assets/Documents/Hackney-Profile.pdf

Population

2.5 Hackney's population is estimated to have increased by 2.2% over the year to 263,150 people. A quarter of its population is under 20 and the proportion of residents between 20-29 years has grown in the last ten years and now stands at 21%. By contrast, those aged over 55 make up less than a fifth (18%) of the population, making Hackney a relatively young borough.

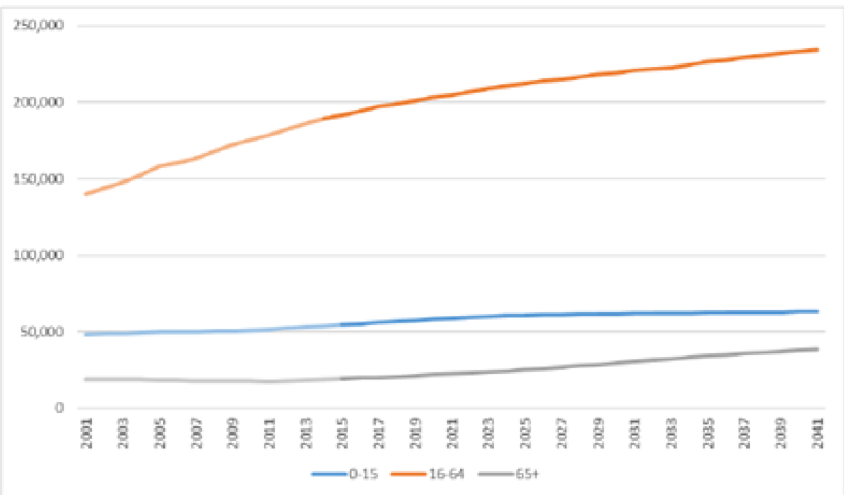


2.6 Hackney is a culturally diverse area, with significant 'Other White', Black and Turkish Communities, as well the largest Charedi Jewish Community in Europe focused in the North East of the Borough. 9/10 residents say groups get on well with each other.

2.7 Hackney has a significant immigrant population, with the most recent groups made up of Australian and Western European Immigrants.

2.8 In 2011, 14.5% of Hackney residents said they were disabled or hand a long-term limiting illness.

2.9 Hackney's population is growing very rapidly, and is now likely to exceed 300,000 people by 2027 – 7 years sooner than was reported in the last AMR. The biggest contributor to this trend is the working age group (See below).



Source: GLA Projections 2014 Round, Housing Trajectory Based (BPO)

Health and Wellbeing

2.10 Life expectancy has once again increased for men and women, and is now 78.5 (compared to 77.7) years for men and 83.3 (82.8) years for women. However, life expectancy for men and women in Hackney remains below the London average (79.6; 83.8 years), especially for men.

Deprivation

2.11 Hackney remains the eleventh most deprived local authority in England on the Government's Indices of Multiple Deprivation with 17% of Lower Super Output Areas in the top ten per cent most deprived in the country. It should be noted these positions have improved in comparison to the rest of England.

2.12 The majority of deprivation domains showed an improvement in 2015, compared with levels in 2010, with percentages falling from 42% to 17% in the number of Lower Super Output Areas (LSOAs) experiencing high levels of deprivation, with improvements in the health, employment, housing and deprivation effecting children. The crime domain experienced an increase in relative deprivation.

Education

2.13 There was a slight improvement in secondary education, with 58.8% (vs. 58.1%) of pupils obtaining five or more GCSE's grade A* - C including English and Maths in 2015, up from 43% in 2008. This remains in a similar position below the London average, 61.5%, and well above the England average of 53.4%.

Housing

2.14 The proportion of households who rent from a private landlord has more than doubled in the past 10 years. Nearly a third of all households are now private renters; 45% of all households in Hackney rent from a social landlord. Those in social housing tend to have higher unemployment and lower average incomes than people living in other tenures.

Environment and Transport

2.15 Hackney is the third most densely populated borough in London, but it is also one of the 'greenest' with falling levels of car ownership. Nitrogen dioxide levels can be high, especially around main roads and the borough has several air quality action plans in place.

Crime and Community Safety

2.16 The overall crime rate in Hackney is the lowest in 10 years. Incidents of crime reported to the police have declined by over a third in that time, or approximately 13,000 fewer victims of crime.

Growth and Change

2.17 There is significant growth and development pressure in the Shoreditch area of the borough, and the North London Line continues to drive growth in Dalston and Hackney Wick.

3. Planning Policy

3.1 Hackney continually works to keep its policy current by conducting research and developing new policy for the borough, as well as incorporating and applying changes to National and London-level planning policy.

Local Development Scheme

Core Strategy

3.2 The Core Strategy is the key planning policy document, setting out the broad strategy for sustainable growth of Hackney. The Core Strategy and Proposals Map were adopted November 2010. The strategy was the key document in developing the Development Management Plan and Site Allocations Local Plan, detailed below.

Hackney Development Management Local Plan (DMLP)

3.3 The Development Management Local Plan (DMLP) is a Borough-wide planning policy document, essentially containing a range of policies which expand on the Core Strategy to help determine planning applications. DMLP policies need to be considered in parallel with other Local Plan documents, the Core Strategy and detailed area-based AAP policies, and the emerging Site Allocations Local Plan.

3.4 The Council formally adopted the Development Management Local Plan (DMLP), including the policies map, on 22 July 2015. The DMLP policies replaced the saved UDP policies that had been saved until this document is adopted.

Hackney Site Allocations Local Plan

3.5 The SALP identifies key strategic development sites in the Borough, and provides site-specific policy as well as allocating a particular use for those sites. Allocating sites is part of a strategic approach to guiding and managing development and growth in the Borough. This provides site specific policy on a number of key strategic sites in the Borough on which change and development is expected, to assist in the delivery of the priorities for the Borough (such as housing and employment uses) by safeguarding and allocating uses for these sites. The document will present land use allocations and other policies where appropriate for key sites in the Borough that are not already covered by

Area Action Plans. It will also quantify the amount of housing and other types of land use it could bring forward to help meet the Borough's needs.

3.6 **The Site Allocation Local Plan (SALP) is scheduled for adoption in July 2016.**

Local Plan 2033 (LP33)

3.7 The Local Plan contains the objectives and principal policies for planning within the borough. It will incorporate core strategic policies; which set out the overall planning strategy, and detailed development management policies; which guide development within the borough. The vision, delivery strategy and policies of the Local Plan will provide an integrated and coordinated approach to planning within the borough and the Local Plan should therefore be read as a whole.

3.8 The production of the new Local Plan will be informed by several rounds of public consultation, together with evidence gathering and sustainability appraisal of policy options. The Plan must be consistent with national policy and in general conformity with the London Plan.

3.9 **Work on the new Local Plan has commenced with adoption programmed for the end of 2018.**

The North London Waste Plan (NLWP)

3.10 North London Waste Plan. The North London Waste Plan is being jointly prepared by seven north London boroughs: Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest. The plan will identify a range of suitable sites for the management of all north London's waste up to 2032 and include policies and guidelines for determining planning applications for waste developments. When adopted, the Plan will form part of the suite of documents that make up the Local Plan/Development Plan for each of the North London boroughs. The Plan is currently at the evidence gathering, stakeholder engagement and drafting stage.

3.11 **The NLWP is programmed for adoption in 2018.**

Area Action Plans (AAPs)

3.12 Hackney has three adopted area action plans, which set out specific strategies and policies for their areas. The AAPs cover Dalston, Hackney Central and Manor House, and allocate sites for development. The progress on delivery of these sites can be found in appendix 1.

3.13 Stamford Hill is a specific area where there are evident development and growth pressures that require management through area-based planning policies. Initial evidence gathering and stakeholder engagement is underway and two separate consultation bodies have been established to oversee the Plan making process: a Cross Party Steering Group to manage the project and a Community Panel made up of Ward Councillors and Community leaders to advice on the consultation process; the indicative programme for production of this document is set out in the Local Development Scheme (2016-2019) with an adoption date programmed for July 2018.

3.14 **The Stamford Hill AAP is currently expected to be adopted in July 2018**

Shoreditch Area Action Plan

3.15 Shoreditch is an area experiencing high levels of growth and is identified as an Area of Intensification in the London Plan. The Area Action Plan will provide a comprehensive planning framework for Shoreditch to manage development pressures and balance objectives of maintaining the historic character and identity of the area whilst encouraging and facilitating development that contributes to the economic growth of the Borough and the role of Shoreditch in accommodating the expansion of the city in the City Fringe Area.

3.16 **The Shoreditch AAP is programmed for adoption in February 2019.**

Implementation of Hackney's CIL

3.17 The Council's CIL charging schedule was adopted following an examination by an independent planning inspector, and was implemented in April 2015. The CIL sets out a floorspace based charge on new floorspace in developments of over 100sqm, with charges varying for different uses in different areas (for example, £190/sqm on new residential in zone A).

3.18 **Hackney will review its CIL Charging Schedule and Planning Contributions SPD alongside the preparation of the LP33.**

3.19 Planning Contributions SPD (S106) sets out the Council's policy for securing Planning Contributions, from new developments that require planning permission. The SPD details the Council's approach in securing Planning Contributions and how it will be implemented alongside the CIL. It also provides clarity to developers, development management officers, stakeholders and local residents regarding the basis on which Planning Contributions will be sought. S106 negotiations can still be used for site specific mitigation or local infrastructure provision that is not covered by CIL. The SPD will be reviewed again following any revision to the CIL charging schedule.

3.20 **The Planning Contributions SPD was adopted in November 2015**

Sustainable Design and Construction SPD

3.21 Sustainable Design and Construction SP provides planning guidance on how sustainable design and construction can be achieved.

3.22 **The Sustainable Design and Construction SPD is scheduled for adoption in July 2016.**

Neighbourhood Planning

3.23 Neighbourhood Plans can be produced by designated Neighbourhood Forums for designated Neighbourhood Areas. The Council has approved an Area and Forum for an area around Chatsworth Road, enabling a Neighbourhood Plan to be brought forward. Neighbourhood Plans need to be in conformity with the Council's Local Plan policies, and regional and national planning policies.

3.24 Further area-based and site specific planning guidance may be developed by the Council during the next few years. Please see chapter 4 for a detailed update on Neighbourhood Plans in the borough.

Article 4 Directions

3.25 Article 4 Directions: The Council has made three non-immediate Article 4 Directions (A4D) to withdraw specific permitted development (PD) rights in allocated areas, as follows:

- Office use to residential use (in all Priority Employment Areas not already exempt, Hackney Central Area Action Plan (AAP) , and Hackney Central and Stoke Newington District Town Centres)
- Flexible town centre uses (in all of the Borough's Major and District Town Centres and in the local shopping centres)

- Retail to residential use (in all of the Borough's Major and District Town Centres and in the local shopping centres)

3.26 **These A4D are currently subject to a 12 month notice and will come into force after 20th July 2016.**

Chesham Arms

3.27 An immediate Article 4 Direction for The Chesham Arms Public House, 15 Mehetabel Road took effect on 6th March 2015 removing permitted development rights for any change of use.

National Policy

3.28 Planning policy at all levels is supported by legislation, usually in the form of Acts of Parliament (Primary Legislation) and Statutory Instruments (Secondary Legislation). During the 2014/15 monitoring year new primary and secondary legislation has been introduced in relation to the Planning Service.

Housing and Planning Act 2016

3.29 The Housing and Planning Act 2016 gained royal assent in May 2016. It contains broad changes to several key areas of planning and the processes surrounding it. The key changes are:

3.30 **A new type of permission: Permission in Principle.** This is a new type of planning permission which splits the 'principle' of development from the more technical elements of planning. It is specifically limited to housing-led schemes, and requires Hackney to grant the permission on sites deemed suitable through the Brownfield Register (see below), setting out the site boundary and the amount of housing. In addition, developers will be able to apply for permission in principle for smaller sites.

3.31 **A new register of sites: Brownfield Land Register.** Brownfield registers require the council to produce a list of all sites supporting greater than 5 houses. These sites must be available, developable and deliverable to meet the requirements and free from site constraints which cannot be mitigated. Sites which are on the list will be given automatic permission in principle (see above) when placed on the register, which will be updated annually.

3.32 **A new register of small sites.** A second register is for sites capable of supporting less than four new homes and requires that the council publish the list to support smaller housebuilders.

3.33 **A new type of affordable housing: Starter Homes**. Starter Homes are available to first-time buyers <40 years of age at a 20% discount from market rates (capped at a maximum £450,000) in London. The government expects them to form the main component of affordable housing on new developments, which is likely to displace around half of other affordable tenures delivered by current planning policy. This is likely to have significant impacts for the ability to meet objectively assessed housing needs and place further pressure on housing affordability across Hackney.

3.34 **Greater intervention powers** for the Secretary of State (SoS) and Mayor of London. These mean that the SoS can intervene to require the pausing of local plans, as well as modification of new Local Planning policy. The SoS has already used these powers (in June 2016, less than a month after assent) to pause the Birmingham Local Plan. The Mayor has been given a similar set of powers within London, which may have implications for Hackney's policy development going forward.

3.35 **Tightening of deadlines for Neighbourhood Planning.** Setting a strict deadline for the determination of neighbourhood area/forum proposals of 13 weeks, with failure to determine resulting in an automatic grant.

3.36 **Testing Competition in Processing Planning Applications.** This enables a private provider to processing planning applications, up to the point of recommending a decision. This is similar to the process now established for building control inspections. This new route poses a large number of additional questions which the council elaborated on in its response to consultation on the changes arising from the bill.

3.37 **More information on financial Benefits of Development.** Officers are now required to make note of any financial benefits arising from permitted developments, for example Community Infrastructure levy or other planning obligations.

Statutory Instruments (SIs)

3.38 Statutory instruments are secondary legalisation which puts into use elements of legislation. There have been many changes via planning related SIs in 2015 and they are listed below:

- **The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2016** grants additional permitted development rights for change of use. These include: Change of use of Launderettes into dwellings; Office to residential made permanent but expanded to include noise impacts; temporary rights to convert light industrial uses to dwellings.

- **The Planning (Listed Building and Conservation Areas) (Amendment) (England) Regulations 2015** reduces the requirements to notify Historic England, and the Secretary of State of applications for planning permission including a listed buildings.

- **The Town and Country Planning (Section 62A Applications) (Procedure and Consequential Amendments) (Amendment) Order 2015** consolidates changes to the development management procedure which came about with the Growth and Infrastructure Act 2013.

- **The Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015** alter the conditions under which an Environmental Impact assessment must be carried out, to increase the size of developments which require it.

- **The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015** consolidates changes from 2014-15 and added new permitted development rights to convert storage and warehousing (B8) into dwellings for a three year period from 18th march 2015; Casinos and arcades into dwellings; extended householder development rights to extend their homes for a further 3 years; introduce permitted development for retail uses (A1) to financial and professional services (A2); made betting offices and pay-day loan shops Sui Generis from financial services (A2); introduced a permitted development right from retail (A1), financial and professional services (A2) and casinos/arcades to restaurants/cafes (A3); introduced a right to change from retail (A1) and financial/professional services (A2)to assembly and leisure with a maximum of 200sqm floorspace.

- **The Town and Country Planning (Hearings and Inquiries Procedure) (England) (Amendment and Revocation) Rules 2015** consolidates and alters legislation surrounding the appealing of advertisement consents.

- **The Neighbourhood Planning (General) (Amendment) Regulations 2015** tighten the timeframes for neighbourhood planning process, shortening the time to process an area designation to 13 weeks and limiting the consultation period for representations.

- **The Town and Country Planning (Compensation) (England) (Amendment) Regulations 2014** set out the process for compensation arising from the new permitted development rights (most notably Office to Residential) which were introduced in 2014.

4. Neighbourhood Planning & Duty to Cooperate

Neighbourhood Planning

4.1 Neighbourhood planning was introduced by the Localism Act 2011. The Government also introduced guidance on submitting Neighbourhood Area and Forum applications in the Neighbourhood Planning (General) Regulations, which came into force on the 6th of April 2012. Through the Localism Act, local communities have the power to influence the future of the places they live by preparing Neighbourhood Plans. Neighbourhood Plans are led and prepared by the community. The Council has a statutory role to provide advice and support to those producing a plan

4.2 Neighbourhood Planning allows communities to influence the development and growth of their local area through the production of a Neighbourhood Development Plan, a Neighbourhood Development Order, or a Community Right to Build Order. Neighbourhood Planning is taken forward by Parish Councils or Neighbourhood Forums that apply to the Council to designate a 'Neighbourhood Area' for which to focus their proposals.

4.3 As Neighbourhood Plans become formal planning documents with significant weight in decisions on planning applications, they have to be prepared following a statutory process, broadly similar to that for the Council's own plans.

4.4 Before a Neighbourhood Plan can be considered a Neighbourhood Forum needs to be formed and a Neighbourhood Area needs to be agreed. The Neighbourhood Forum will set the boundaries for the neighbourhood area, and this must be agreed by the Council. There can be only one Neighbourhood Forum for each area.

4.5 For a Neighbourhood Plan to be accepted it must comply with local and national planning policy. Neighbourhood Plans can provide detail on how the Council's borough-wide planning policies should be applied in a local area, to reflect the aspirations of the community and local circumstances. Neighbourhood Plans have to be in line with the overall strategic approach in Hackney's existing adopted plans and national policy.

4.6 In January 2015 the Government introduced a number of amendments to the Neighbourhood Regulations. The Neighbourhood Planning (General) (Amendment) Regulations 2015 became effective from February 2015. The Government introduced new time limits for local authorities to determine Neighbourhood Planning applications.

New Regulation 6A was added into the 2012 Regulations to prescribe the date by which a local planning authority must determine an application for the designation of a neighbourhood area to 13 weeks. Where an application area straddles a borough boundary and falls within the administrative area of two or more local planning authorities, the prescribed period is 20 weeks.

4.7 Changes were also made to the time allowed for representation and to the list of documents that a qualifying body must submit to a local planning authority with a proposal for a neighbourhood plan. The minimum period that a local planning authority must allow for representations was reduced from six weeks to four weeks. Additionally, Neighbourhood Forums are now required to submit either an environmental report prepared in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004, or a statement of reasons why an environmental assessment is not required.

Hackney's designated Neighbourhood Areas and Forums

4.8 The Council has so far designated four neighbourhood areas and one forum. These are as follow:

- Central Stamford Hill Neighbourhood Area - designated July 2013
- Chatsworth Road Neighbourhood Area and Forum - designated July 2013
- Queen Elizabeth Lordship Neighbourhood Area - designated January 2015
- East Shoreditch Neighbourhood Area - designated February 2015

Chatsworth Road Forum

4.9 The Chatsworth Road Forum was the first group in Hackney to implement the legislation and their applications to designate a Neighbourhood Area and Neighbourhood Forum were approved by the Council in July 2013.

Fig 4.1: Designated Chatsworth Road Neighbourhood Area

4.10 The Chatsworth Road Neighbourhood area is a mainly residential area bounded by the River Lea to the east, Lea Bridge Road to the north, Lower Clapton Road to the west and Homerton High Street to the south. The Neighbourhood area focuses on Chatsworth Road, the local neighbourhood's high street which runs through its centre. Most of the area is within 10 minutes walking distance of the Chatsworth road local shopping centre which is designated within the Core Strategy and emerging Development Management Local Plan (DMLP). The Chatsworth Road Neighbourhood Forum have completed a first draft of their Neighbourhood plan, which they submitted to the Council in the autumn of 2015.

Central Stamford Hill Neighbourhood Area

4.11 The Council designated the Central Stamford Hill Neighbourhood Area in July 2013. Following the Council's refusal of the two original Stamford Hill area and forum applications submitted in 2013, two further applications were made by the same two groups. Hackney Cabinet refused the forum applications on the grounds of their negative impact on community cohesion in Stamford Hill. Given the pressure for growth in this part of the Borough and the need to build local consensus on planning issues, Cabinet resolved that the Council should lead on developing an Area Action Plan (AAP) which would work with both groups and build community cohesion in the Stamford Hill area.

4.12 A Cross Party Project Steering group involving local Ward Members from all three political parties has been set up to steer the AAP and is working well. This has been followed by a Community Panel which includes community representatives and local people who live or work in Stamford Hill. The main purpose of the Community Panel is to ensure that a range of local views are taken into account in the policies developed in the AAP. The group includes representatives of both Stamford hill Neighbourhood Forum groups, key community groups, faith groups and Ward Councillors. The work with the Community Panel has just won the London Planning Award, for the Best Community Led Regeneration Project.

4.13 The Community Panel have helped the Council develop a programme of local engagement in Stamford Hill. Community workshops issues have been held on key Planning issues. Details of the 2015 workshops held are as follows:

- Workshop 1- Public realm and green spaces
- Workshop 2- The needs of local business
- Workshop 3- Facilities for social activities and leisure
- Workshop 4- Boosting health and wellbeing
- Workshop 5- Building stronger communities (2 workshops on housing over 2 evenings with 2 sessions per evening)
- Workshop 6- Our housing needs – Part 1
- Workshop 7- Housing our growing community Building - Part 2
- Workshop 8- Transport
- Workshop 9 –Education

4.14 All the workshops have attracted large numbers of local residents and business interests. For example a total of 97 people attended the housing workshops. The workshop reports will be used as part of the evidence base study.

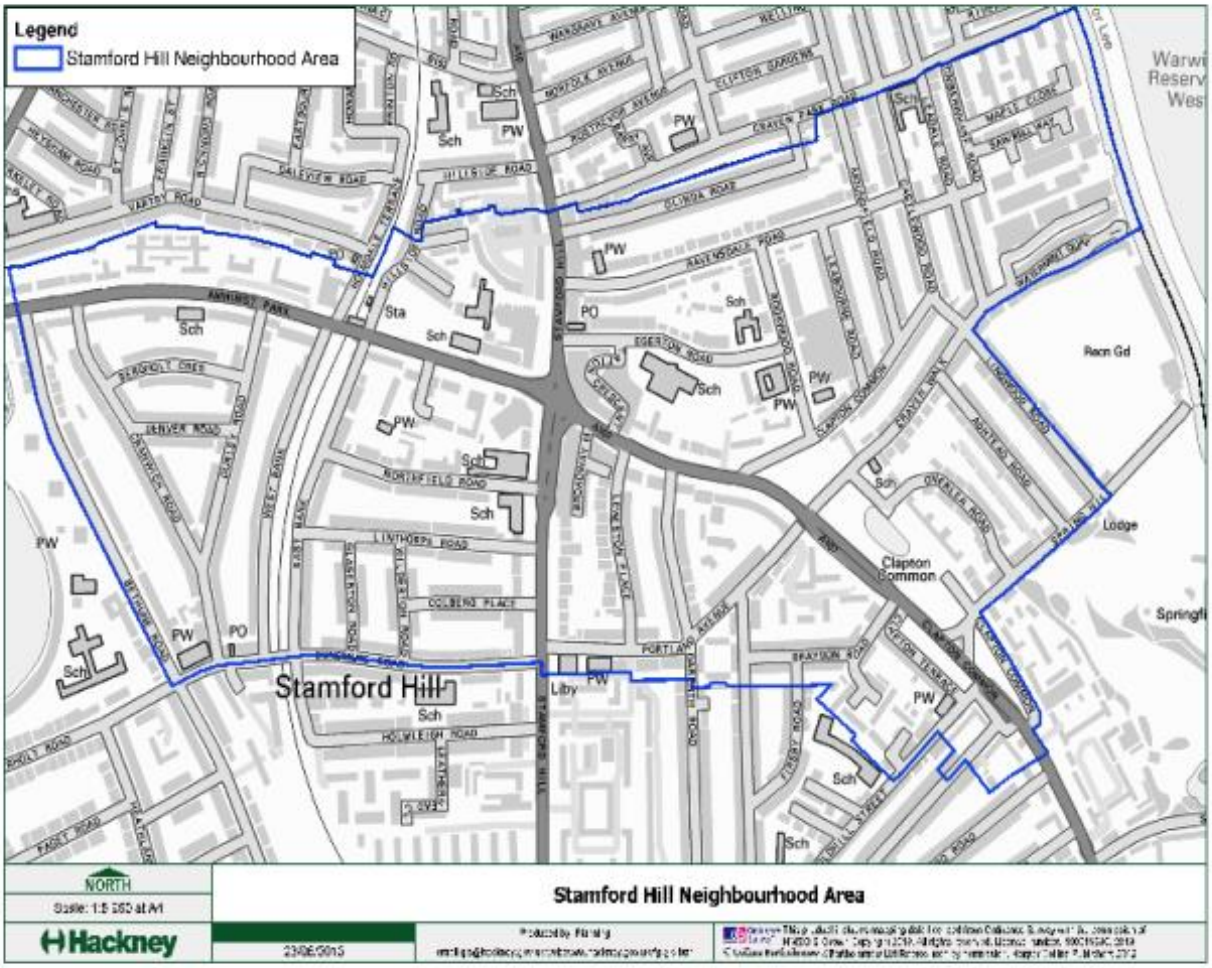


Fig 4.2: Designated Central Stamford Hill Neighbourhood Area

Queen Elizabeth/ Lordship Neighbourhood Area

4.15 In January 2015, the Council designated a Neighbourhood area in Clissold Ward. The Queen Elizabeth Lordship Neighbourhood Forum group made an application for a small Neighbourhood Area, comprising a series of residential streets in the North east corner of Clissold Park. The group are still in the process of developing their neighbourhood forum and have decided not to proceed with a forum application for the time being. This application was for a neighbourhood area only and covers a small area comprising about 5 streets bounded by Lordship Road and Clissold Park. Some of the area is already within a Conservation Area and the main focus of the group is on improving local design and amenity. The Neighbourhood Area was approved un-amended at the January 2015 Cabinet.

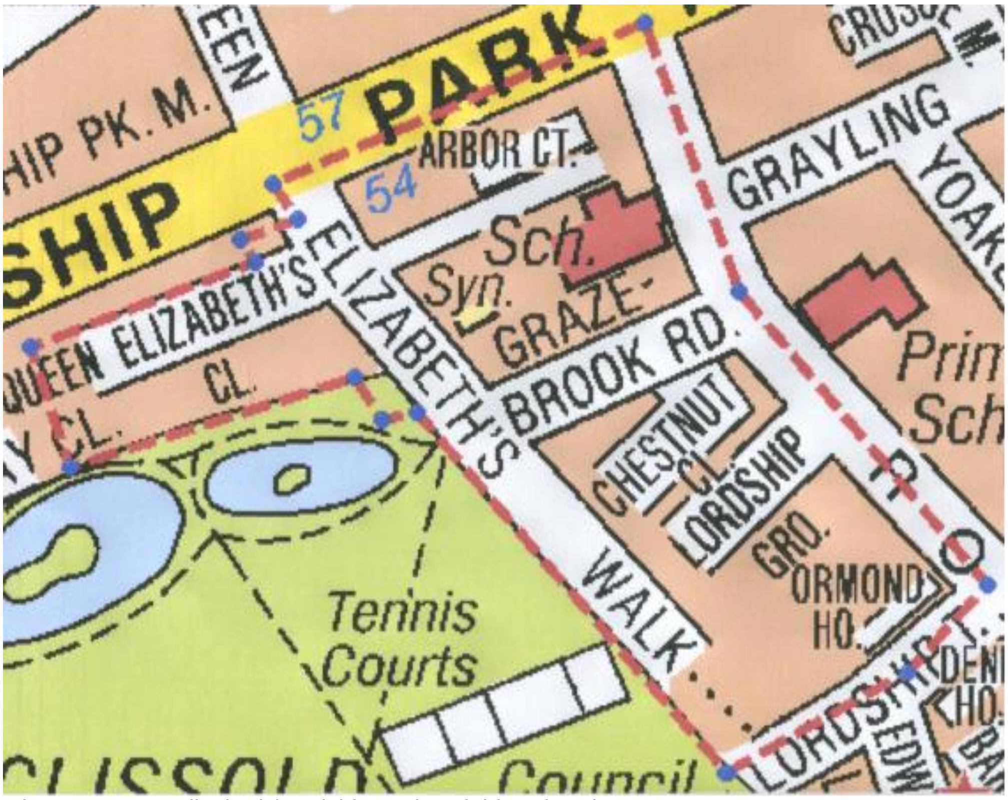


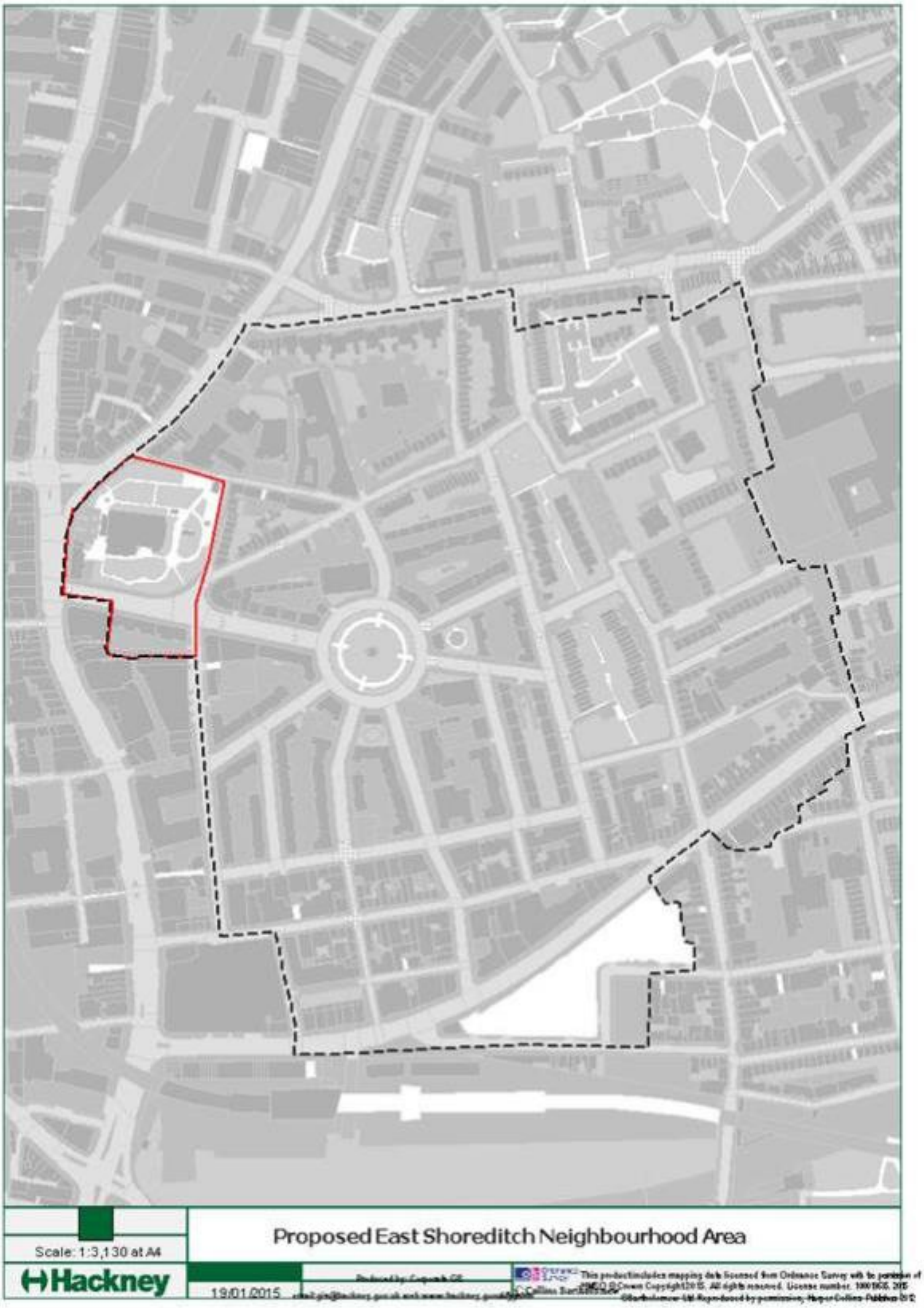
Fig 4.3: Queen Elizabeth/Lordship Park Neighbourhood Area

East Shoreditch Neighbourhood Area and Forum applications

4.16 The East Shoreditch Neighbourhood Forum submitted a Cross Borough Tower Hamlets /Hackney application for a neighbourhood area and forum, which was considered by the Hackney Cabinet in February 2015. The submitted area was focused on the Boundary Estate, but also included the east side of Shoreditch High Street including key business locations. Tower Hamlets Cabinet approved both the area and forum applications for their area in February 2014.

4.17 Following discussions with the group and Ward Members, Hackney Cabinet agreed a smaller neighbourhood area boundary centred on the Hackney section of Calvert Avenue and St Leonards Church. The accompanying application for an East Shoreditch Neighbourhood Forum was refused on the grounds that the associated boundary had been altered and no longer reflected the make-up of the Neighbourhood area. It was also considered that the proposed forum was primarily drawn from the residential areas located within the Tower Hamlets boundary, which under represented the business interests in Hackney. The report agreed by Cabinet therefore included a resolution for the planning team to start the scoping exercise for a Shoreditch Area Action Plan.

Fig 4.4: East Shoreditch Neighbourhood Area (area outlined in red)



Duty to Cooperate

4.18 Section 110 of the Localism Act introduces the duty to co-operate in relation to the planning of sustainable development (as a new section 33A in the Planning and Compulsory Purchase Act 2004). In effect, for Hackney Council, this means that in preparing its Local Plans, the Council must co-operate with:

- Neighbouring local planning authorities and county councils;
- Other local planning authorities and county councils where sustainable development or use of land would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council, or on other strategic issues such as infrastructure which may have an impact; and
- The "prescribed bodies" and "specific and general consultation bodies" which are considered to be of most relevance to the preparation of the development plan for Hackney, as described in the Duty to Co-operate Report published in December 2013.

4.19 The Act also requires the local planning authority to:

- Engage constructively, actively and on an ongoing basis with these authorities and bodies to develop strategic policies;
- Set out planning policies to address issues which arise from the process of meeting the Duty; and
- Consider joint approaches to plan making.

4.20 The following table summarises actions taken during the 2014/15 monitoring year towards meeting the 'Duty':

Organisation	Nature of Cooperation
All prescribed, specific and general bodies	Consulted on the proposed main modifications to the DMLP between February and April 2015. Plan was formally adopted in July 2015.
All prescribed, specific and general bodies	Public Examination of the DMLP which invited representations from interested parties including duty to cooperate partners.
All prescribed, specific and general bodies	Public Examination of the SALP 13, 14 and 15 January 2015 which invited representations from all interested parties.
All prescribed, specific and general bodies	Held Public Examination on Community Infrastructure Levy on 29 October 2014 which invited interested parties including duty to cooperate partners.
London Boroughs	Attended the Association of London Borough Planning Officers (ALBPO; regular one-to-one meetings with the London borough of Islington, City of London, GLA and others. Responded to Haringey Local Plan consultation on 4th March 2015.
North London Waste Plan Authority	Several Meetings in line with preparation and examination of plan with City of London, Tower Hamlets and Haringey.
London Legacy Development Corporation	Cooperation on strategic matters relating to the Hackney Wick area. Regular meetings held.
GLA	The Council had significant input into the GLA's Industrial Land Baseline Survey, and responded to the consultation on the Minor Alterations to the London Plan in May 2015.

Table 4.1: Duty to Cooperate actions in 2014/15

5. Housing

5.1 Housing forms a central element of the Council's planning policies, with the principle aim of ensuring that the housing needs and aspirations of Hackney's current and future residents are met in a way that is sustainable.

5.2 The borough faces extremely high demands for housing, with the most recent Market Assessment indicating need to build at least 1756 new homes each year to meet the needs of a growing population. Planning policies aim to achieve this target, while ensuring that new homes are of the correct size, tenure and above all quality to meet the needs of residents. Hackney is required by the London Plan to meet and exceed a housing target, set, from 2015 at 1590/annum. Up to this year, the target was around a third lower, at set at 1,160/annum. Core Strategy Policy and DMLP 19 both look to deliver adequate housing to meet the needs of the borough.

Net additional dwellings over the last 5 years (FY2011-15)

5.3 As a raw measure of policy effectiveness, total housing delivery over the last 5 years has totalled 8261 units, an average of 1652/Year. Three out of five years exceeded the target with almost half delivered in 2011-12 (See Fig 5.1, below).

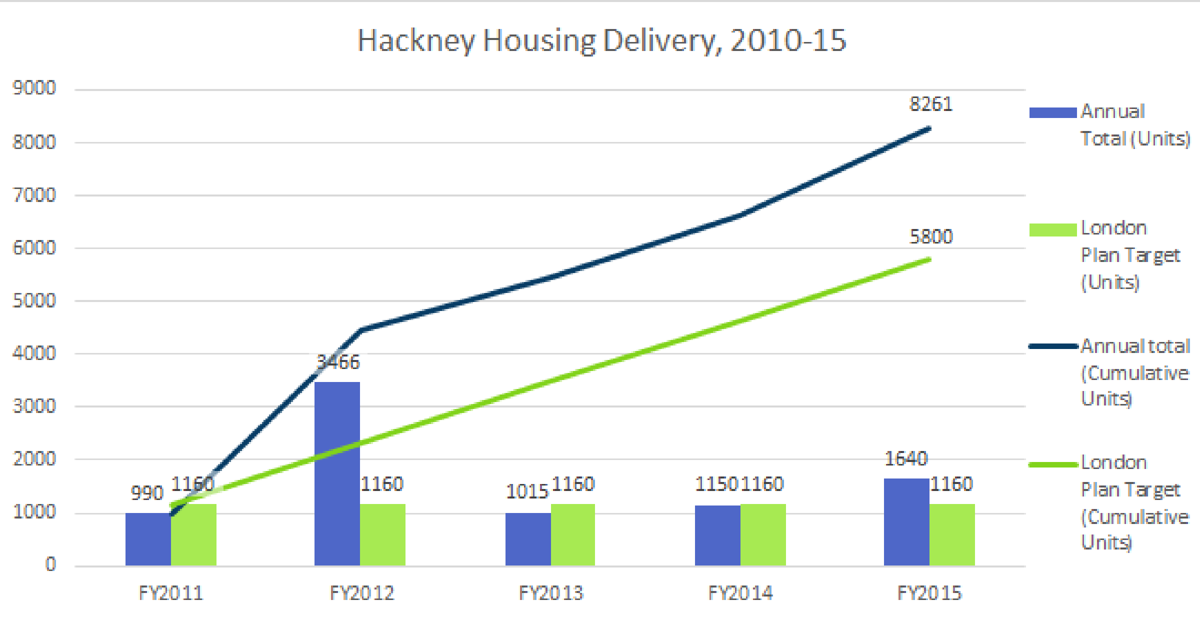


Figure 5.1: Housing Delivery in Hackney 2010-15

Tenure	FY2011	FY2012	FY2013	FY2014	FY2015	5 year Total
Affordable Rent	0	0	13	0	11	24
Market	544	972	684	634	1114	3948
Intermediate	153	183	184	169	137	826
Social Rent	197	280	379	405	350	1611
Empty Homes returning to use	88	874	117	-41	36	1074
Non-Self Contained	8	1157	-362	-17	-8	778
Annual Total (Units)	990	3466	1015	1150	1640	8261
London Plan Target	1160	1160	1160	1160	1160	5800

Table 5.1: Housing Delivery in Hackney 2010-15

5.4 The borough delivered approximately 145% of its target, with delivery exceeding the target for the period almost two years early, in 2013. This represents a significant boost to housing numbers within the borough and indicates that planning policy has enabled new dwellings to come forward.

Delivery by Type

- 47.8% conventional market units
- 19.5% socially rented (i.e. Hackney Council/Housing Association)
- 13% empty homes in the borough being returned to use
- 10% Intermediate (Shared Ownership, etc)
- 9.4% Non-Self Contained (Student Halls and Hotels)
- 0.3% Affordable rent (Tenures set to 80% of market rates)

5.5 In line with the London Plan, Hackney seeks the maximum reasonable amount of affordable provision in developments, with policy current set at a target 50% affordable housing on conventional developments over 10 units through policy DM21 of the DMLP and 20 of the Core Strategy. As non-conventional developments are not covered, they have been set aside when calculating the proportion of affordable vs. market units delivered.

5.6 As a proportion of conventional developments:

- 38% or 2461 units were affordable over the last 5 years. Of this:
- 25%, or 1611 units were socially rented
- 13.6%, or 833 units were intermediate
- 0.4%, or 25 units were Affordable Rent

5.7 Core Strategy Policy 21 sets out a mix of 60% Social Rented vs. 40% Intermediate (or other). This target was more closely met, with 65% of the affordable element delivered as social housing versus 34% Intermediate. Affordable rent made up ~1% of supply.

5.8 It should be noted that the large figure for long-term empty homes returning back to use (1074 over the last 5 years) in Hackney is partly due to Hackney's efforts to tackle the issue of empty homes. Grant funding is available through the Council for landlords wanting to return empty properties in to use for renting by those on the Council's housing waiting list.

5.9 Non-self-contained housing refers to student housing and housing for older people and accounts almost 10% of Hackney's delivery for 778 net additional units over the period. Delivery of these units typically involves large losses and gains (as buildings either fall to other uses or new ones are constructed. There is a trend towards provision of longer stay hotel/serviced apartments which may need to be monitored in future years.

Delivery by Ward

5.10 Core Strategy Policy 1 sets out that new developments should be focused in growth areas, primarily the Town Centres, South Shoreditch and the railway corridors of the North and East London Lines. Below provides a spatial indication of Housing delivery in the last financial year.

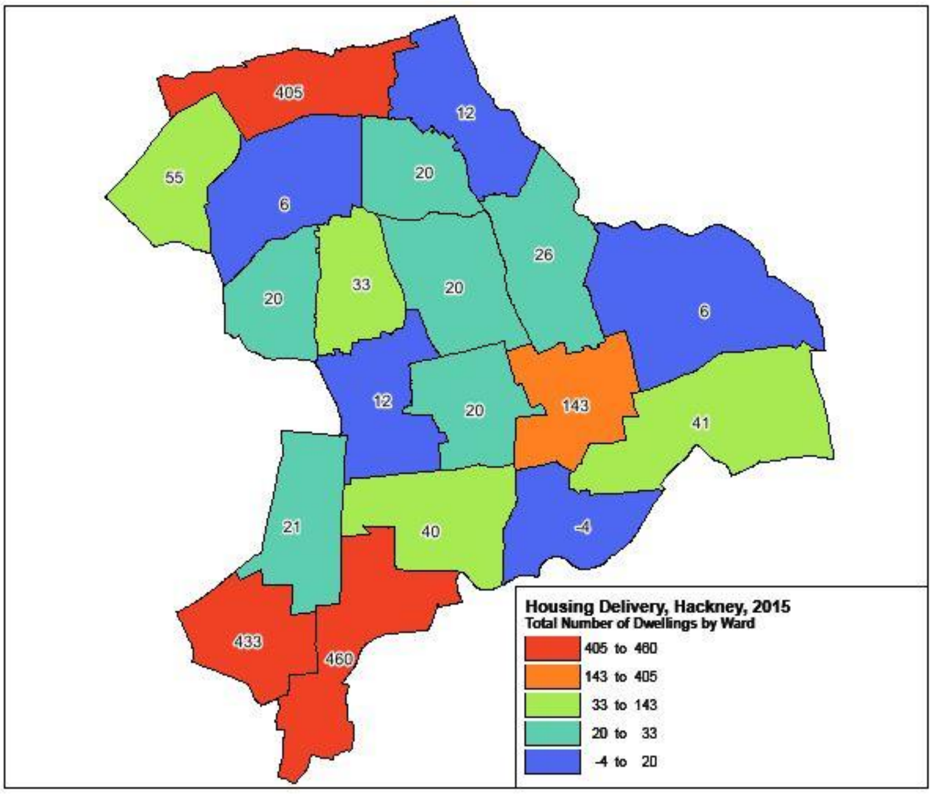


Figure 5.2: Housing Delivery by Ward, 2015

5.11 Figure 5.2 shows that there is a significant divergence in housing delivery between wards, with clear growth areas around Hackney Central, the north of the borough and especially Shoreditch, which accounts for 893 units,. However, Dalston and Stoke Newington saw low levels of provision

5.12 These figures indicate that new housing growth is coming forward in line with the cores strategies' aims, broadly. However there may be a need to look at how Stoke Newington can better accommodate new growth. It may also be prudent to consider any new growth areas that need to come forward to meet future housing need, as sites within existing growth areas are developed.

Housing Quality – Size and Density of New Conventional Development

5.13 Along with the provision of new units to meet the needs of the borough, Hackney places a particular focus on the quality of developments by requiring they contribute to reducing overcrowding and meet a range of sizes to suit the needs of the borough, and that they contain appropriate levels of space both within and overall in new developments.

5.14 The key element of this is the provision of a balance of smaller and larger units to fit a range of housing needs, with a specific focus on 3-bed houses established under Core Strategy 19 and extended by Policy DM22 to require specific amounts of 3bed or greater with a descending amount of 2bed and 1bed units.

5.15 As Fig 5.3, below demonstrates the last 5 years has delivered this, with an overall proportion of slightly more 2 beds than 1 beds units and marginally lower of 3 or more beds (29% in total).

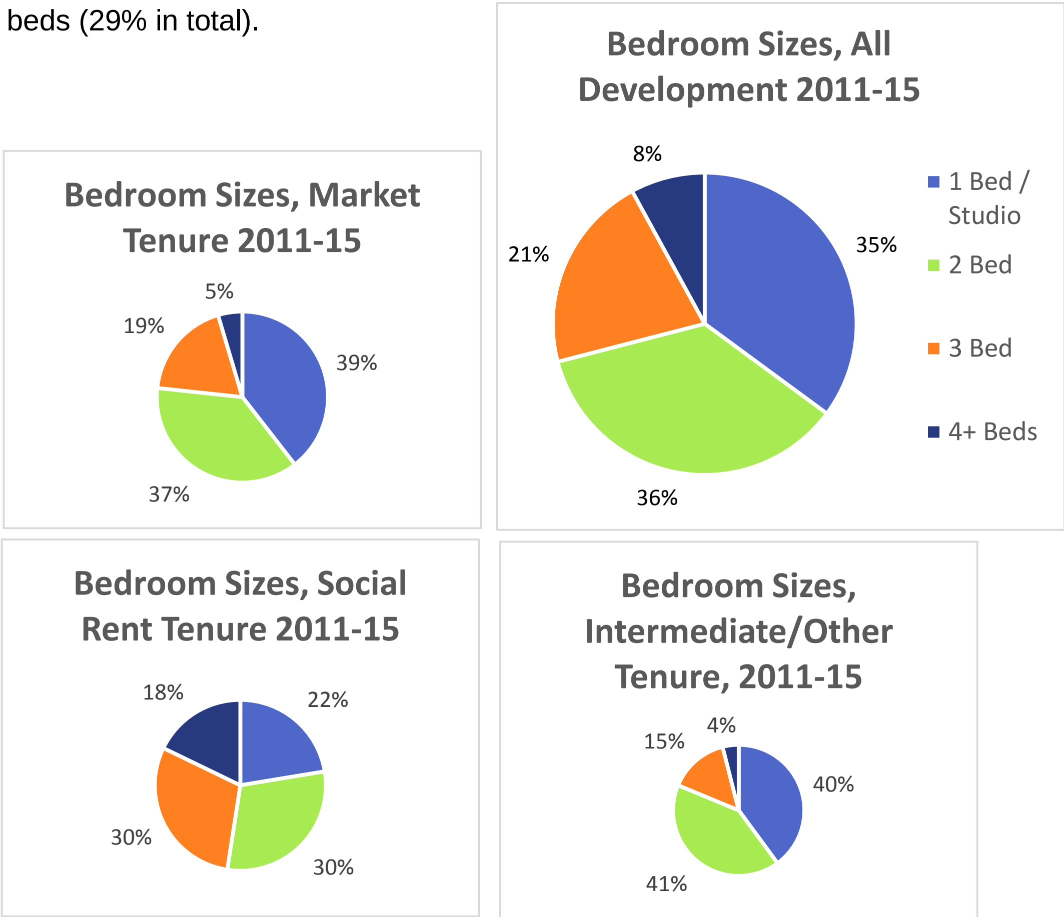


Figure 5.3: Bedroom Sizes, Tenures 2011-15

5.16 Breaking this down by tenure, significant differences appear in the data. Market unit sizes are predominantly 1 & 2 Bed, with a less-than-compliant level of larger sizes. Social Rent provides a more policy compliant mix, with 48% 3 or more bed units (Policy DM22 looks for 33%).

5.17 Overall, this policy is working effectively to deliver the correct sizes of tenure, and ensuring that the right homes are delivered to meet the objectives of the borough.

Density of Dwellings

5.18 The average density of new housing in Hackney has risen over the Last 5 years, with average dwellings per hectare (DpH) standing at 283 in 2015, and averaging 258 since 2011. This is more than twice the London Average DPH. (See Fig 5.4, below)

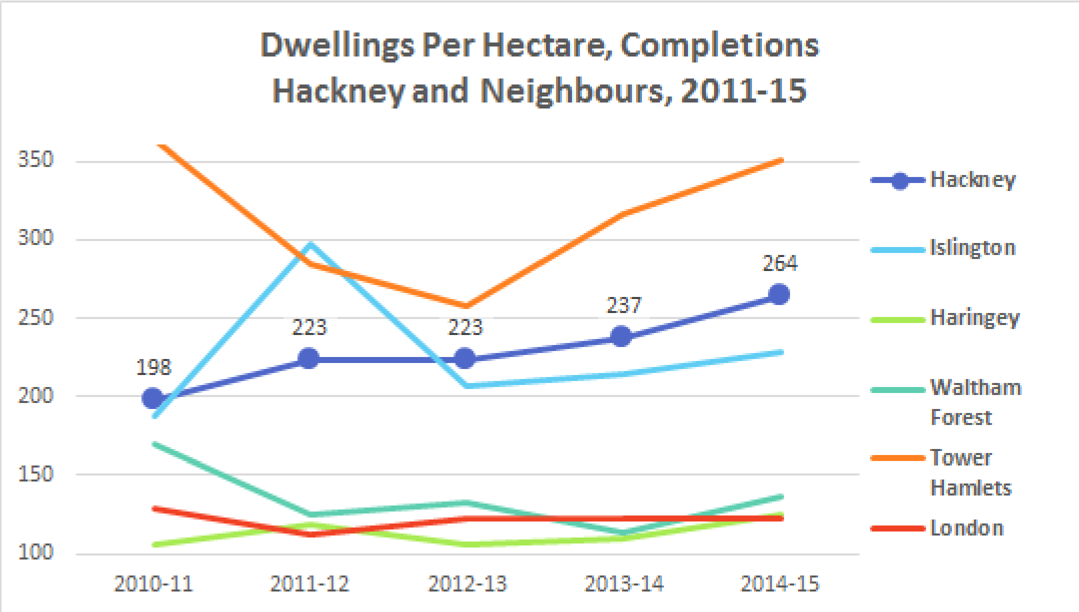


Figure 5.4: Dwellings per Hectare, Completed Developments 2011-15

5.19 In addition to average densities across all development, residential densities across the period can be analysed by tenure. In this analysis, Intermediate tenures have by far the highest density, at 344 DpH, while Social Rented sites at 290 DpA, and Market at 244, all of which have increased in line with the average. Considering the physical limitation of space within the borough, densification is to an extent inevitable, and will require increasingly innovative design responses to provide a high quality environment.

Housing Affordability

5.20 Housing affordability is an obstacle to all of the objectives of Hackney's Sustainable Community Strategy; from increasing income poverty, to reducing Hackney's resident's opportunities to access employment and the amenities to live healthy, successful lives, affordability has a key role to play.

5.21 Hackney's Local Plan policies help to increase affordability by bringing forward affordable developments, and by increasing the total supply of homes, and therefore affordability acts as both a crude function of success (through emphasis should be placed on crude), and an indicator of the need for stronger policy on affordable housing.

5.22 Fig 5.5 shows that housing has become increasingly unaffordable, with median house prices in the borough 15 times median incomes in 2015. In addition to this, unaffordability is accelerating, rising over six times, from 9.11 to 15.23 between 2011-15. This is compared to a rise of 1.7 2005-2011. This presents a significant issue for the borough going forward. An increasing proportion of new housing will need to be delivered within affordable tenures, and there will be increasing pressure on rents as residents are unable to get onto the Housing Ladder. Planning policy may need to consider how it can provide alternatives to home ownership through the private rental sector (PRS).

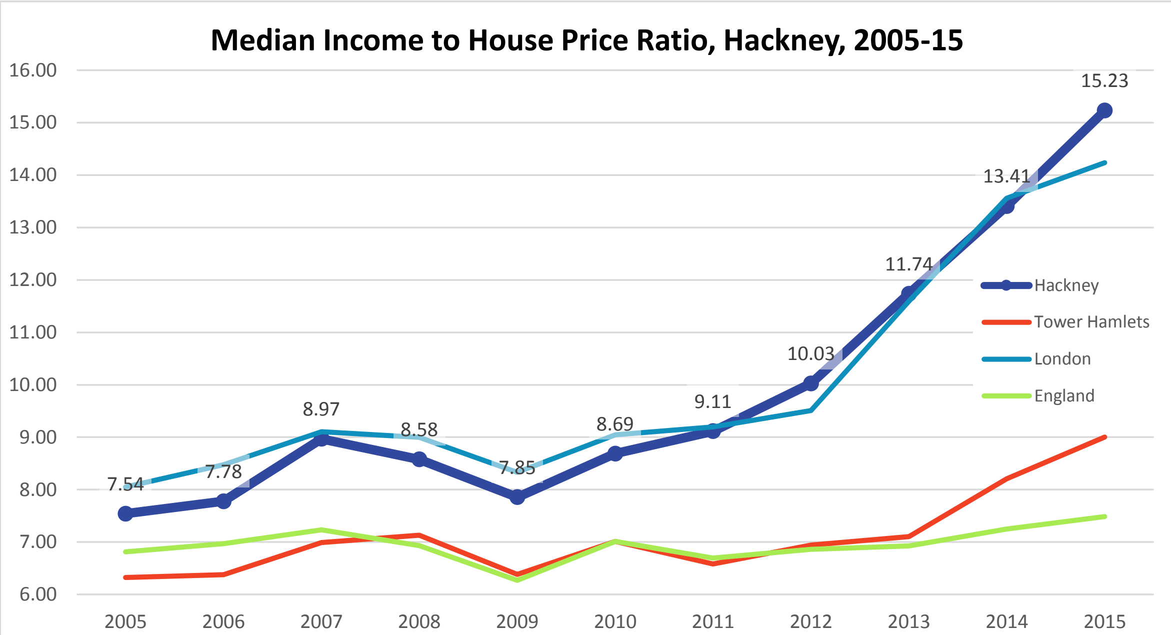


Figure 5.5: Median Income to House Prices, Hackney 2005-15

Net Additional Dwellings in the next 5 Years (FY16-20)

5.23 The NPPF requires Local Planning Authorities to optimise the supply of housing by assessing both demand and supply of new developments. The key plank of this is to demonstrate a sufficient supply of housing for the next 5 years (a “5 Year Land Supply”) which meets the objectively assessed need (OAN) of the borough. It also requires the council to identify a further 5 years of deliverable sites, and where possible for the proceeding 5 years (i.e. years 10-15).

5.24 The London boroughs are subject to additional regulation through the London Plan. Acknowledging that there are significant supply-side (i.e. a lack of new suitable sites for housing) issues, the London Plan sets out a minimum delivery target for boroughs over a period. With the adoption in 2015 of the FALP hackney’s minimum delivery 2015-

2025 is 15,988 dwellings, which is expressed by an annualised minimum target of 1599 DpA. This target is then broken down into types of delivery, below:

Housing Target, FY2016-20	
Dwelling Type	Minimum Annualised Target
Conventional and Non-Self-Contained Dwellings	1471
Vacant units returning to use	128
Total per Annum	**1599**
Total 5 Years	**7995**
5% Buffer	**400** *(Rounded up)*
Grand Total	**8395**

Table 5.2: Current Housing Target

5.25 This is a high target for planning policy to meet, but as figure 5.7 (overleaf) shows, overleaf, the current pipeline of housing indicates that the borough will exceed this target by approximately 1228 dwellings, with a total of 9623 dwellings expected to complete by 2020.

5.26 These numbers are clustered in certain areas of the borough, which broadly reflect the Growth Areas identified in the core strategy and major regeneration schemes.

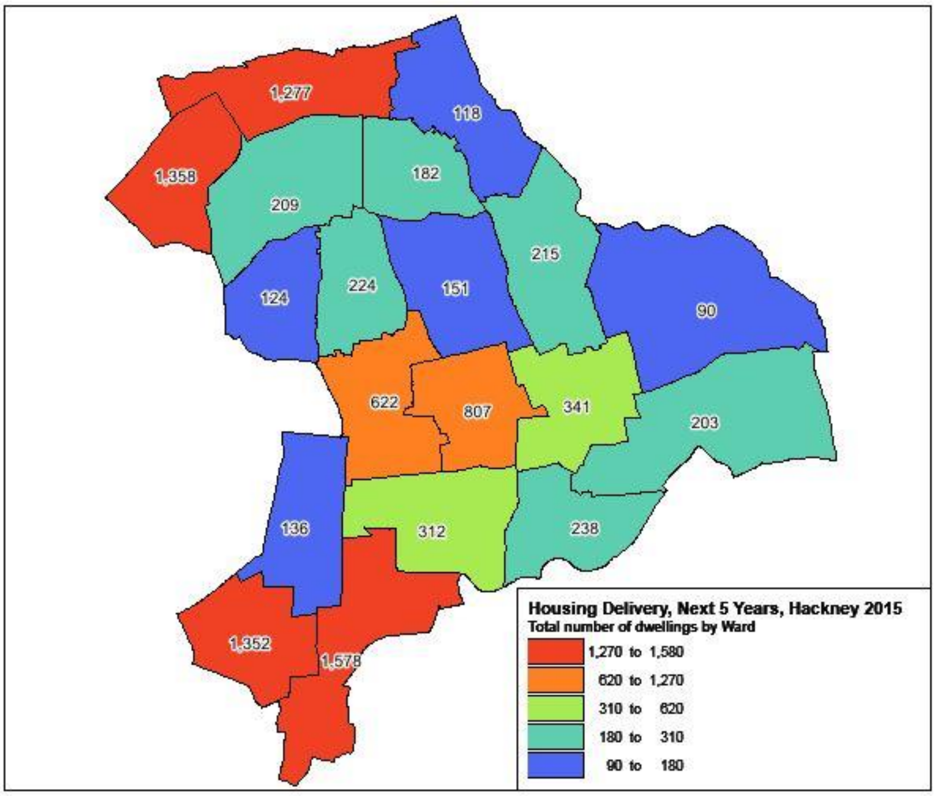
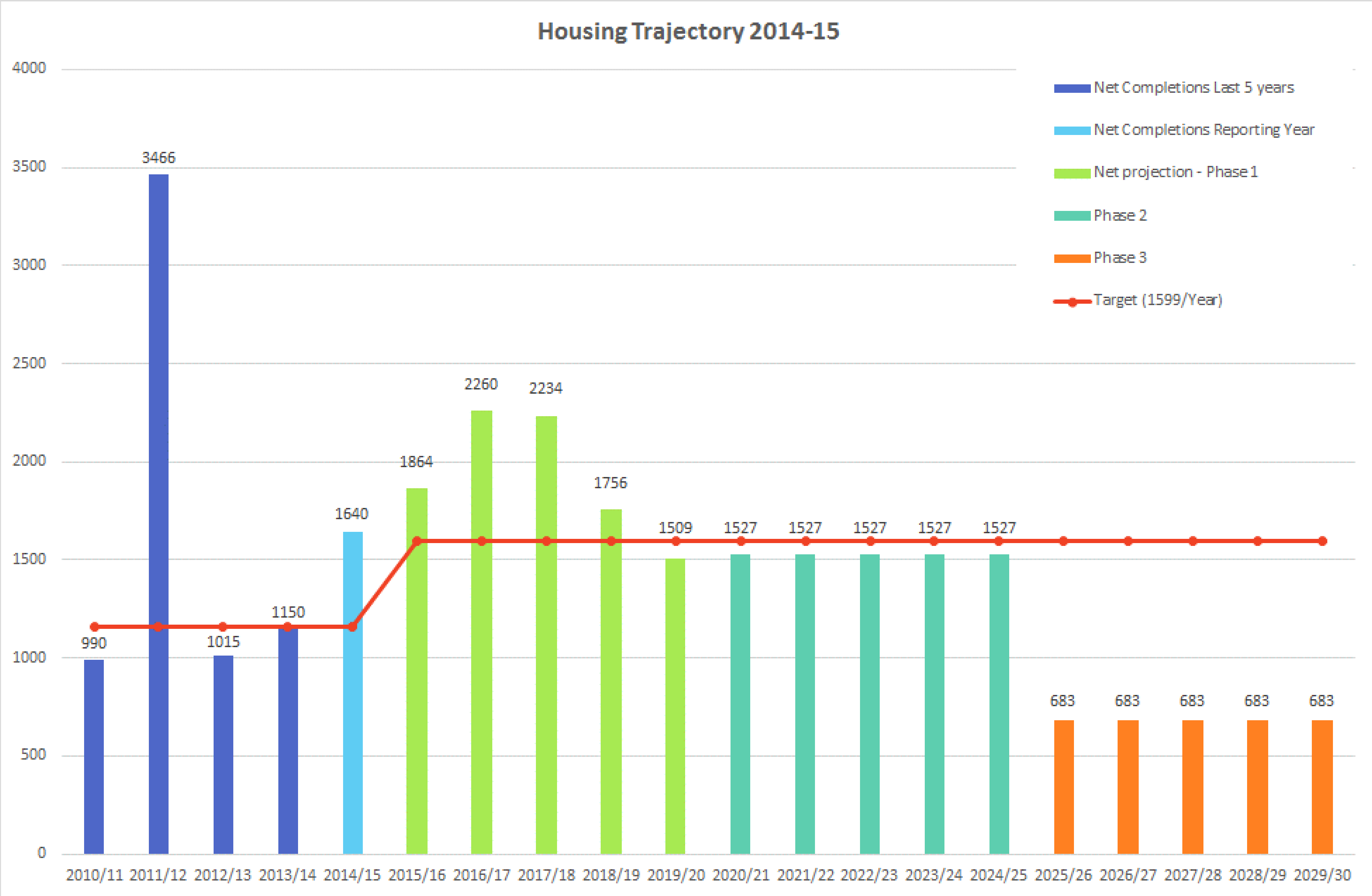


Figure 5.6: Housing Delivery, Pipeline to 2020

5.27 Figure 5.6 shows, below the pipeline for new developments over the next five years indicates that development is likely reduce around Hackney Central and pivot to Dalston as the Dalston AAP comes to fruition. Growth will also continue strongly in the North and south of the borough as is has in 2014/15

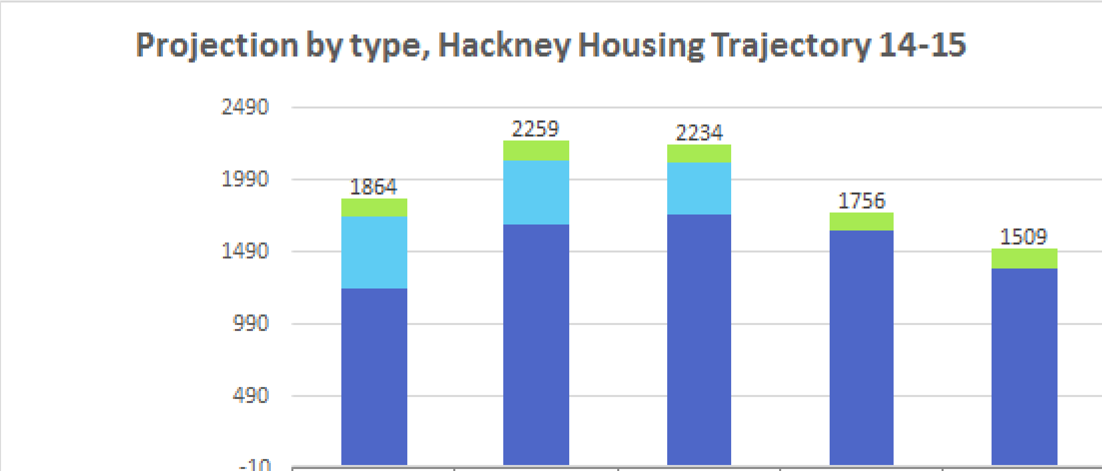
Figure 5.7: Housing Trajectory 2015



5.28 Figure 5.7 sets out the updated housing trajectory for the borough in graphical form, as well as the London Plan Minimum target. As this demonstrates, Housing delivery in the borough is expected to significantly exceed targets over the next several years, tailing off to 2020 with a slight under delivery.

5.29 The trajectory indicates that Hackney can demonstrate a 5-year land supply, as required by the NPPF, as well the 5% buffer which is required by authorities which do not have a history of significant under delivery.

5.30 Overall, between 2015-16 and 2019-20 the borough will deliver a total of 9323 homes, or 114% of its London Plan Target. Delivery in the period is broken down below:



	15/16	16/17	17/18	18/19	19/20
Returns from Vacant	128	128	128	128	128
Non Conventional	501	444	360	-6	0
Conventional	1235	1687	1746	1634	1381

Figure 5.8: Trajectory for 2016-20 by type of housing.

5.31 Conventional completions make up the bulk of new development coming forward in the borough, providing a strong backbone for housing delivery over the next 5 years. It is supplemented by Non-conventional units, mostly in hotels. The gradual drop-off towards the end of the period is largely the result of a lack of concrete (application based) data and a transition to projected sites coming forward.

5.32 Overall, the housing trajectory shows a healthy level of growth going forward, with sites from the soon to be adopted SALP contributing outcomes just below target for period 2019/20 – 2024/25. Furthermore, the long term outlook also provides a strong foundation for future housing development, if complemented by new site allocations which will come forward in the Local Plan Review.

Analysis

5.33 Over the last 5 years, planning policy has led to the delivery **of 145% of London Plan targets**, providing a total **of 8396 units**. Of this amount, approximately **2481 affordable units have been delivered, or 38%.** While this does not meet the council's very high target of half of new housing being affordable, it represents an outstanding achievement in a **London average of 28%** over the same period, and is just under double that of Tower Hamlets (23%) which shares Hackney's housing market. In addition, it has been highly successful in delivering a large proportion of 3 and 4 bed properties (29%) as required by Core Strategy policy 19 and DMLP 22.

5.34 However, housing policy faces new challenges going forward. Key amongst these is meeting a **housing target which has increased by 37% for 2015-2030** and resolving how to best tackle an actual need 51% above this target. Figure 5.8 shows that there **is sufficient development - 9323 homes, or 114% of target** in the pipeline to meet targets **over the next 5 years** 2020, but between 2020-30 the borough will need to develop additional sites for housing if it to meet the needs of its residents.

5.35 In addition to this, **Housing affordability** continues to increase year-on-year, almost **doubling between 2008 and 2015** despite the great recession, with **median prices reaching 15:1 with median earnings**. The most recent evidence suggests that if the council is to achieve its objective of meeting the needs of current and future residents **planning must deliver 60% of new housing as socially rented** at present, and if trends continue it is not unforeseeable that provision of social housing may reach 90-100% in order to ensure that the housing needs and aspirations of Hackney's current and future residents are met in a way that is sustainable.

6. Employment

6.1 Increasing employment is a key objective of the borough aimed at reducing poverty and increasing life chances. In addition, changes to employment Floorspace can have significant impacts for business rates and spending in Hackney, contributing to economic prosperity. Planning policy aims for Hackney to be one of London's most competitive and affordable business destinations, with policy supporting the main growth areas to attract a distinctive mix of enterprises through providing a high quality environment around industrial locations and ensuring all employment areas offer high quality affordable units.

Employment Uses

B1a	Offices
B1b	R&D
B1c	Light Industrial
B2	General Industry
B8	Storage & Warehousing
D1	Non-residental Institutions

6.2 Core Strategy Policy 17 and DM14 seek to protect areas of high levels of business floorspace, known as Priority Employment Areas, and seek to encourage increased provision of employment floorspace within these areas. The principle aim is to ensure these areas retain the benefits of agglomeration, such as supply chains/networks, collaboration and operation, without damaging residential amenity.

Net change (m²) of B1, B2 and B8 and D1 uses in PEAs and overview of the Borough

6.3 Core strategy policy 17 seeks to prevent the loss of employment floorspace, but this approach has been recently softened by DM14 which moves this emphasis to employment-led schemes, i.e. B1, B2 and B8, D1 as the majority use but with residential provided on site, too. This is balanced in tension with encouraging the agglomeration of businesses in a way which supports and protects them, and residents existing residential areas to create a balance with other land uses in the borough.

6.4 Between 2010-15, as figure 6.1 shows (overleaf) there has been a significant net loss of employment space in Priority employment areas. These losses have occurred in B1 and B8, with a total loss of 13032sqm and 26357sqm respectively. B2, already a very minor floorspace type in PEAs, lost just under 1000sqm. Similarly, D1 registers a total net increase of 33sqm. Figure 6.1 indicates that PEAs were affected in a myriad of ways, with some experiencing significant losses (Wenlock, and Mare Street) while others, such as Kingsland saw transitions between employment uses.

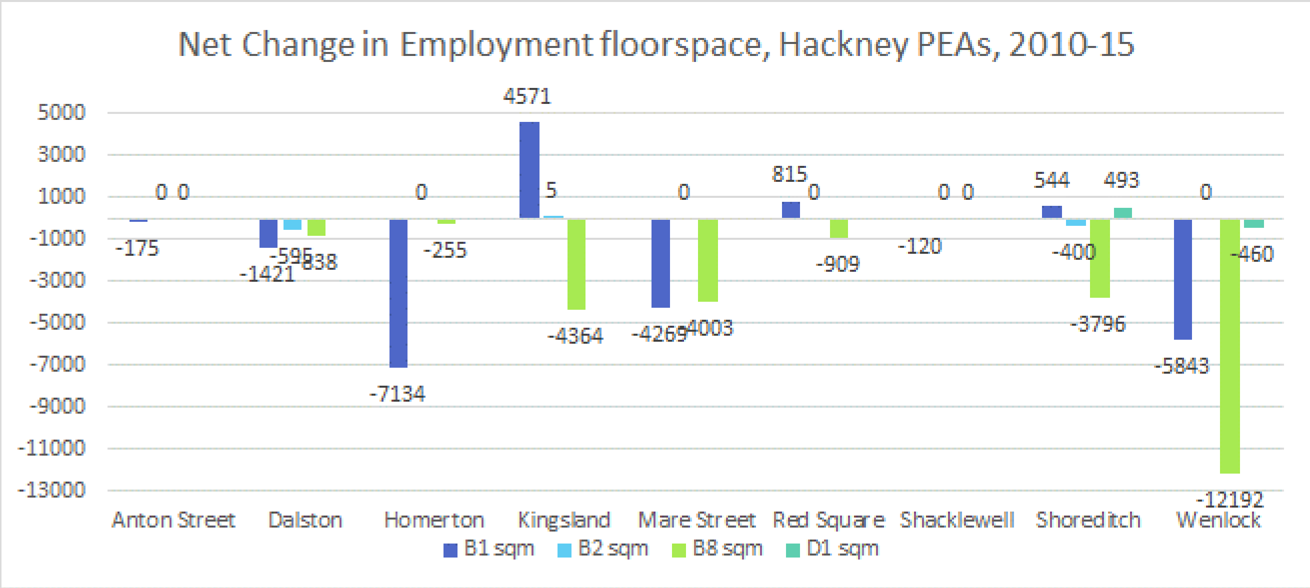


Figure 6.1: Net Change in Employment Floorspace in PEAS 2010-15.

6.5 These changes are put in perspective when considered with changes in stock in the rest of the borough, which shows much greater losses in B2 (32,557) and similar in B8 (24,384sqm) than in PEAs and indicates policy is working somewhat more effectively to counteract loss of employment floorspace. It should be noted that of the net B1 delivered outside the PEAs, 95,680sqm is a single application - the International Broadcast Centre in the Olympic Park. At this time this is part of the LLDC planning area. Therefore actual net for 2010-15 is of the order of 7000sqm.

6.6 In 2015 was a relatively similar year to the trend, with a net loss almost entirely made up of B1 Floorspace of 5150sqm. The majority of this was contained in Wenlock, which lost 4042sqm of B1. There were slight net gains in Shoreditch, of 785sqm office space

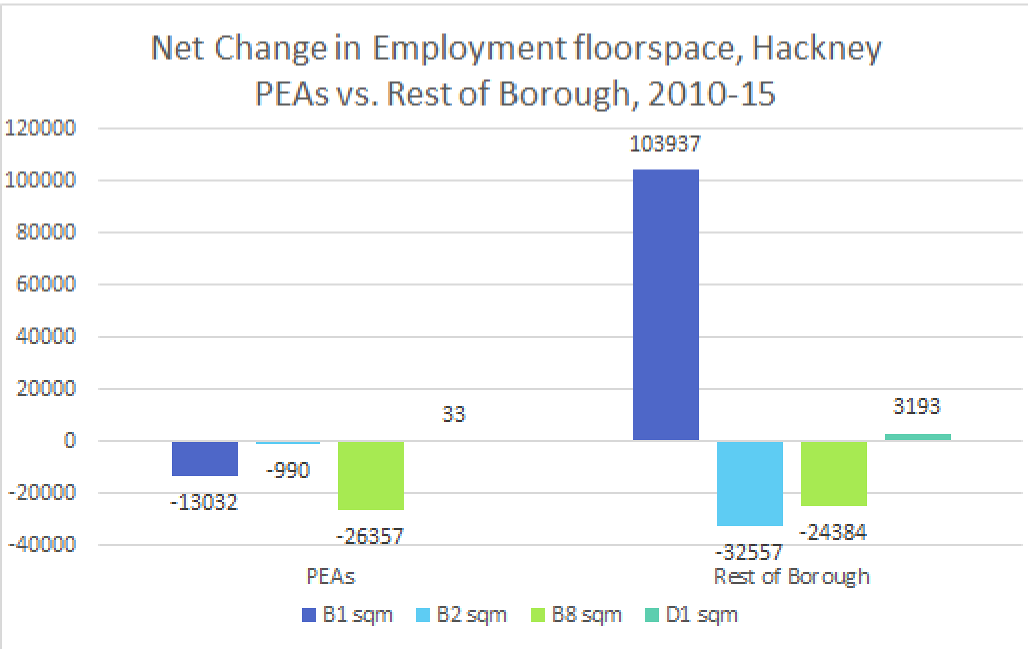


Figure 6.2: Net Change in Employment Floorspace PEAS vs Rest of Borough 2010-15.

and 493sqm D1. It should be noted that several PEAs (Anton Street, Dalston, Red Square and Shacklewell) there was no recorded employment floorspace activity. There were few notable developments in 2014/15, and key applications of interest were:

- Eagle House (2006/0201) in Wenlock Pea is being redeveloped as a mixed use scheme resulting in a loss of 3946m2 of B1 floorspace. However the application indicates that new B1 forms approximately 3500sqm of the new scheme, along with 276 residential units.
- 263 Mare Street (2010/2992) in Mare Street PEA. First and second floors have been converted into 17 residential units.
- James Taylor Building (2008/1006) in Shoreditch PEA. Site redeveloped from Warehouse to a new mixed used development containing 1150m2 B1, 493 sqm D1 and 69 residential units.

6.7 As well as looking specific land use performance within PEAs, it is informative to look at the wider trends in the borough. Between 2010-15 there was a net gain of 9483sqm net of employment floorspace overall, but as figure 6.3 (below) shows new employment space outside of PEAs offset much of the loss within them.

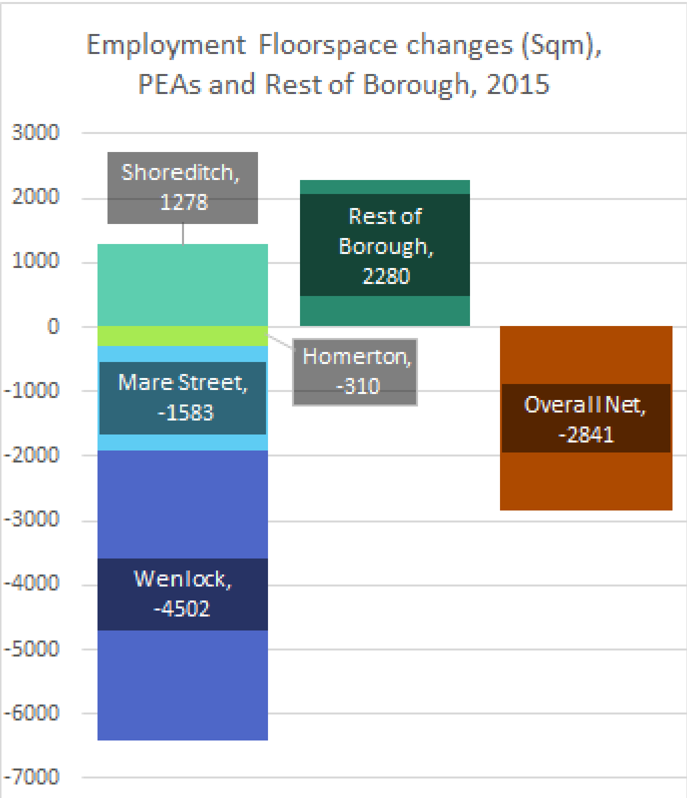


Figure 6.3: Overall Employment Floorspace Change, 2015

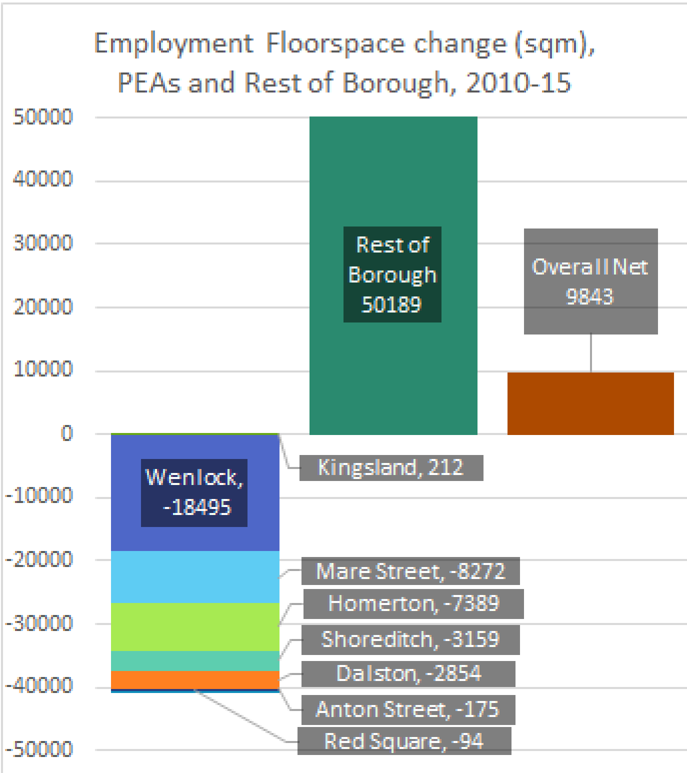


Figure 6.3: Overall Employment Floorspace Change, 2010-15

6.8 Core Strategy policies 16, 17 and 18 look to increase levels of employment across the borough, and so this represent a positive trend. It is important to caveat that, as noted in the previous AMR, the five year figure is offset by the International Broadcast Centre in Hackney Wick, which delivered 95,000sqm of B1 space in 2011/12.

6.9 By contrast, in 2015, the LDD records a net loss of 2841sqm of employment floorspace overall. Similar to the 5 year trend, this broadly represents a loss of space in PEAs offset by gains in the rest of the borough, with high losses in Wenlock and Mare Street. However, Shoreditch did see a gain of 1278, reflecting an increasing interest in non-residential development in the area is working well with the strengthened DMLP policy DM14.

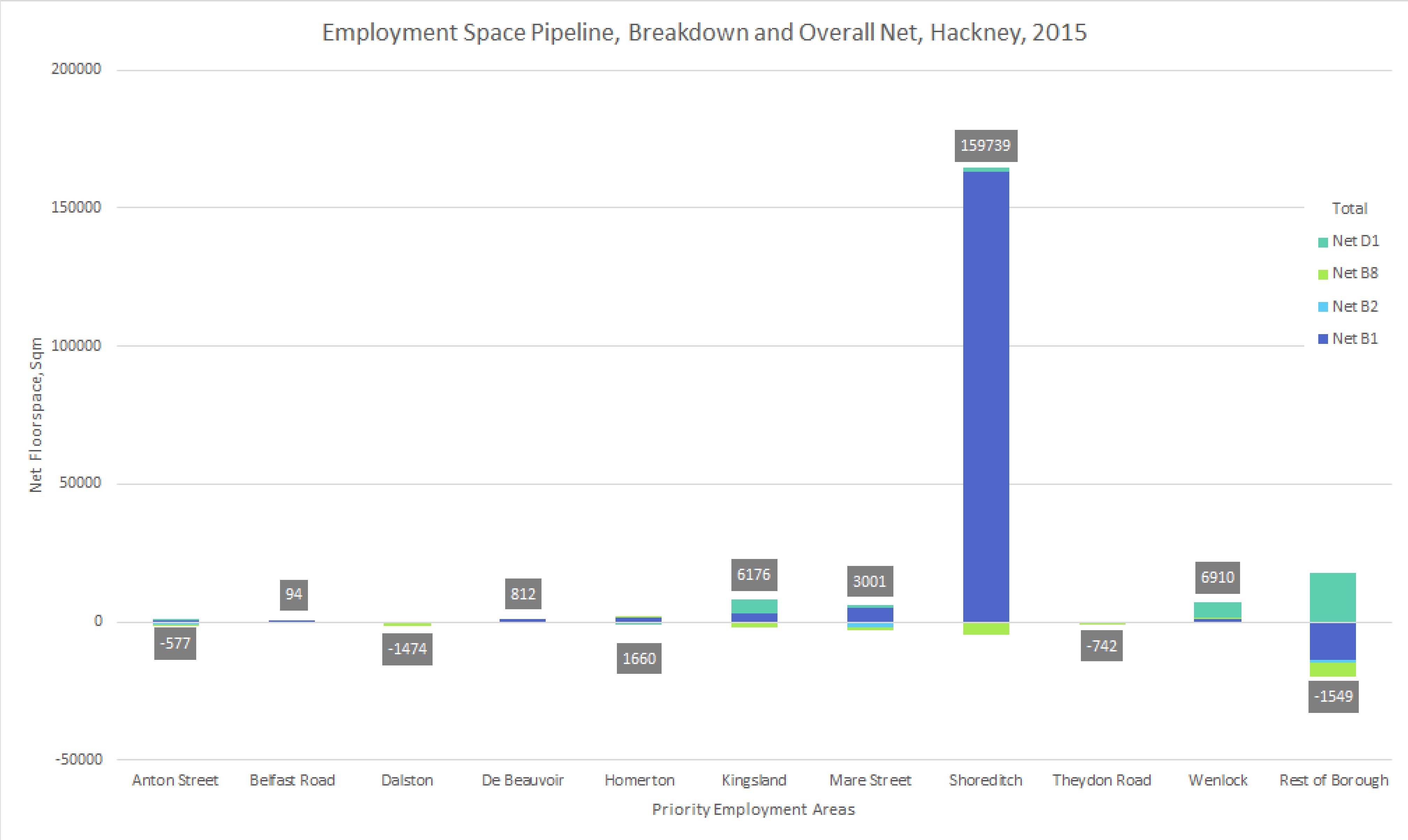


Figure 6.4: Employment pipeline, 2015

6.10 As well as monitoring the completion of developments, it is possible to gain insight into planning performance by looking at employment floorspace which is either under construction or permitted at present. As of 2014-15 there is approximately 165,000 sqm net of Employment Floorspace in the pipeline, of which over 90% is located in the Shoreditch PEA, dominating other PEAs and indicative of the high demand in the south of the borough, and indicative that Policy 3 of the Core Strategy has been very effective. The majority of PEAs record a net gain, with the biggest losses in the rest of the borough, which indicates policies are having a positive impact in comparison to trends.

6.11 Overall there is a mixture of losses and gains between uses, with B1 space dominating gains (161287sqm) followed by D1 (30,377 sqm), with a clear transfer from B2 (4501) and B8 (-13113) within PEAs. This trend appears to be inverted with the rest of the borough seeing a loss of B uses to a significant increase in D1. This is mostly in the form of Educational uses. Planning policy is clearly effecting PEAs unequally, but overall the pipeline presents a more positive view of going forward and indicates policies are working.

6.12 Overall the pipeline shows a healthy level of new developments, which reflect well on planning policies in the Core Strategy and DMLP. The form of employment taken reflects present trends in generally being large floorplates within mixed use schemes. Notable schemes in the pipeline include:

- Curtain Road (2012/3871) is a major mixed use development in Shoreditch PEA. It provides over 33,000sqm of new Office floorspace and 482 new dwellings across four buildings, including a 40 storey tower. Notable it also includes the excavation and presenting of the Curtain Theatre at the base of the development.
- Norton Folgate (2011/0698) again, within the Shoreditch PEA is the largest development on record, providing 77,000sqm of new office space as well as 282 residential units in a 50 storey tower.
- Corsham Street (2011/3007) is a major new education development within Wenlock PEA, comprising over 5000sqm of new D1 space, 541 student rooms and retail uses at ground level. Applications such as this demonstrate employment land is increasingly falling to uses other than purely residential within PEAs.

Net change in B2/B8 in Hackney's Locally Significant Industrial Sites and Strategic Industrial Locations

6.13 Hackney has a very small amount of land in protected industrial designations, known and LSIS. In 2015, there was no change to these areas. However, as previously mentioned in chapter 2, the North London Waste plan safeguards one site for an industrial use.

6.14 The GLA released a London Wide report on industrial land supply in March 2016[3]. The report provides a useful summary of the changes to industrial land in Hackney, and estimates that at present Hackney has approximately 462,000 sqm of industrial floorspace with a very low vacancy rate of just 3.8%. It has lost 18.3% of its industrial land since 2010 at 183% of the rate of release benchmark in London Plan guidance. The report also note that the ratio of residential to industrial floorspace values is 8.3, or the fifth highest in London.

6.15 The report suggests that if this trend continues there will be a gradual erosion of all industrial land. While in some respects positive, for example reducing noise and pollution, it may make providing essential infrastructure (waste, water) increasingly difficult. It recommends planning authorities develop strong policies for safeguarding a quantum of remaining industrial land.

Business in the Borough

6.16 Planning policy seeks to maintain and expand the supply of employment floorspace in Hackney through managing the release and provision of floorspace in new developments. The ultimate result is to enable businesses to grow and succeed, therefore employing local people and contributing to the boroughs economy. A measure of this success is the number of businesses in Hackney and how this has grown or shrunk year on year, as shown in figure 6.5 and the accompanying table, below.

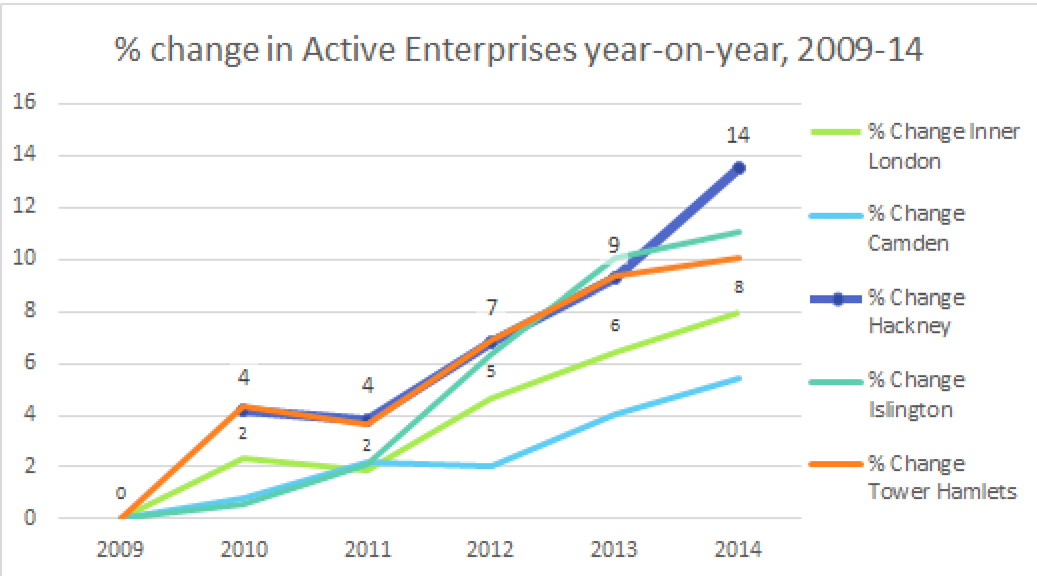


Figure 6.5: Active Enterprises, 2009-14

[3] London Industrial Land Supply and Economy Study 2015, Aecom.

	2009	2010	2011	2012	2013	2014
Inner London	211,365	216,275	220,385	230,730	245,615	265,230
Camden	25,175	25,380	25,930	26,460	27,530	29,020
Hackney	11,230	11,700	12,150	12,980	14,180	16,095
Islington	14,010	14,095	14,395	15,310	16,850	18,710
Tower Hamlets	11,880	12,400	12,850	13,740	15,030	16,545

Table 6.1: Active Enterprises, Tables, 2009-14

6.17 Figure 6.5 shows that Hackney has been highly successful in growing the number of new businesses in the borough, with growth in the number, and importantly the rate of new enterprises – between 2009-14 Hackney gained an additional 4865 active enterprises, or a growth of 143% over the period.

6.18 There is a disconnection here between the net loss of employment floorspace, but growing business base of the borough. This suggests either new businesses are using lower levels of floorspace in traditional ways, or that some businesses are not making use of traditional employment uses. It is also possible that the impacts of these conflicting trends have not connected as of yet. Planning policies will need to consider the kinds of floorspace in use by new businesses, and how best this can be provided through new developments. There may also be a need for the use of innovative new planning mechanisms, such as Local Development Orders, to facilitate the flexible use of space.

Affordable Workspace Provision

6.19 DMLP policy 16 builds on the Core Strategy's objective of making Hackney one of London's most competitive and affordable business destinations by seeking that new

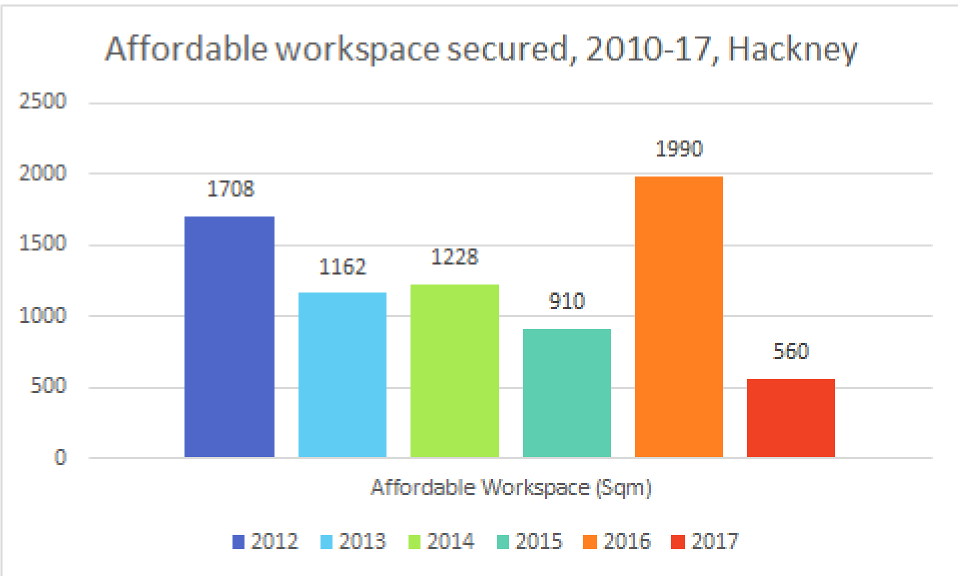


Figure 6.6: Affordable Workspace, 2010-17 Hackney

developments in major commercial and mixed use development schemes provide 10% affordable workspace. While this policy is fairly new, there is already a pipeline of schemes which are tied, via s106, into providing the workspace.

6.20 As figure 6.6 shows, 7559sqm of affordable workspace has been secured since 2010. The highest yearly total was in 2016, where 1990sqm was secured and reflects the adoption of the DMLP which strengthens the provision through policy DM16. Overall this shows the policy to be working effective to delivery some new affordable workspace, but its is likely that the losses in overall floorspace reflected earlier in this chapter that affordability will continue to increase.

New Hotel Rooms

6.21 Core strategy policy 17 acknowledges that Hotels (Class C1) form an important part of the supply of employment developments in the borough, both contributing to the economy but also more recently facilitating the tourism and entertainment industry in Hackney as well as short-stay for business's clients and collaborators. Planning policy encourages the provision of Hotels, and there has historically been a strong demand in the Shoreditch Area.

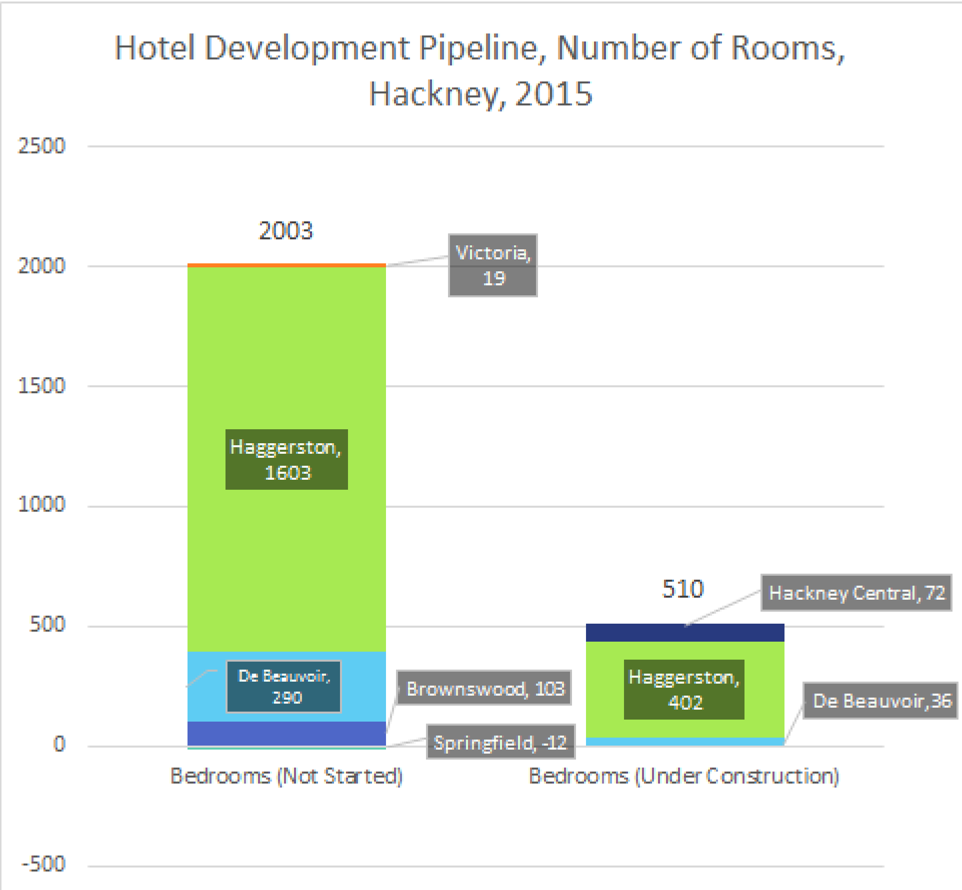


Figure 6.7: Hotel Development , 2015Hackney

6.22 No new hotels have been completed in the borough in 2014/5, but, as figure 6.7 shows (overleaf) there is a healthy pipeline of developments either construction or permitted, totalling 2513 new rooms over 20 new developments. 80%, or 2005 of these units are within Haggerston Ward, and are symptomatic of the 'city fringe's growth over time and the popularity of Shoreditch as a tourist and business destination. Overall, around a fifth of the pipeline is under construction, representing a healthy rate of implementation.

Analysis

6.23 The Core strategy and DMLP seek to promote and focus employment floorspace into employment designations in the borough, PEAs and LSIS. Despite these strong policy protections, employment floorspace in Hackney's PEAs has experienced significant **losses in the last 5 years totalling of 13032sqm B1 and 26357sqm B8** respectively, with minor net losses to B2 and D1. Losses have been concentrated in the Wenlock and Mare Street and Homerton PEAs. However, policies do seem to have slowed the loss, with unprotected areas in the **rest of the borough** recording **a loss of 24,383sqm B2, and 32,557sqm of B8,** while B1 actually increased**.** Overall, across the borough there has been **a net loss of 2841sqm in 2014/15** of employment floorspace, but this reflects a less positive trend as a net increase outside of PEAs offset a total loss of 5212sqm lost within them. It should also be noted that research by the GLA estimates at present Hackney has approximately 462,000 sqm of industrial floorspace with a very low vacancy rate of just 3.8% and has lost **18.3% of its industrial land since 2010**.

6.24 However, the situation improves hugely when looking at pipeline developments which indicates **future delivery around 165,000sqm** of new employment space, mainly in the **B1 class**. Six out of ten PEAs will see an increase in floorspace, with **Shoreditch seeing a net gain of 150,000 sqm of new B1 floorspace** significantly ahead of other PEAs. Overall employment space outside of PEAs and LSIS is likely to shrink. This indicates that instead of losing employment floorspace, and therefore businesses, Hackney appears to be **renewing employment space**, with policy helping to **refocus new floorspace into employment areas**. In addition this is increasingly taking the form of mixed-use schemes, such as that at Norton Folgate.

6.25 The effectiveness of planning policy in developing Hackney into a competitive and affordable business destination is reflected in continuous increases in the number of **active enterprises within Hackney**, which has **grown by 14% since 2009/10** faster than neighbouring boroughs and over **twice the inner London average**. However, Hackney still lags behind in the gross number of enterprises, and policy must ensure that as demand increases supply of workspace remains available, and affordable. On this, this council has been successful in securing affordable workspace (that is, floorspace discounted 20% for 10 years) with 7558sqm secured since 2010. This shows policy DM16 to be effective in at least offsetting some of the losses across the borough identified above.

6.26 Finally, while none were recorded in the last year, the pipeline for **2513 hotel bedrooms** in the south of the borough is indicative of the high levels of popularity of this area with tourists, and increasing businesses, and builds on wider changes to the way that people work, which are becoming increasingly flexible. Future policy will need to consider how it can protect the agglomerative qualities of employment areas while allowing for increasing provisions of residential uses. In addition to this, research by the GLA indicates the ratio of residential to industrial floorspace values is 8.3:1, the fifth highest in London, indicating there may be a need to significantly strengthen policy in coming years to prevent the loss of businesses and employment.

7. Retail and Town Centres

7.1 Protecting Hackney's Town Centres is key to the continued growth and prosperity of the borough, especially in terms of supporting local amenities. The core objective aim to make Hackneys town centre hierarchy most inclusive and vibrant places in London by supporting the further development as civic and cultural hubs which are well connected centre and have strong commercial retail and cultural industries. Core Strategy policy 13 sets out the overarching strategy, which focuses on developing Dalston and Hackney Town centres, while DMLP policy 7 directs all new A1 floorspace to town centres, supported by DM9 which prevents changes of use to A1 frontages in Town Centres that would result in the proportion of units falling below 60%. While retail is at the heart of town centre uses, other services, such as banks, employment agencies and law firms, as well as restaurants and cafes are also important.

7.2 In addition to these daily uses, there is also a need to plan for the night-time economy, with DMLP policy 11 directing A3, A4 and A5 uses to town centres to support this.

Net Change (m2) of type (A1, A2, A3) and proportion at ground floor level in designated town centres

7.3 Hackney has a hierarchy of town centres, defined by the London Plan. These run from a London level major centre (Dalston) to smaller district centres (Hackney Central and Stoke Newington) and finally some 14 local centres (for example, Broadway Market and Wick Road). The centres designation reflects their usage, i.e. Dalston supports significant big-brand retailers, while Upper Clapton road has some business use but is largely groceries and day-to-day amenities. The core strategy and DMLP support A1 as the predominant land use at ground floor level in town centres, defining a primary and secondary frontage in which proportions of A1 must remain over 60%, and defining the area of town centres through the town centre boundary.

7.4 The most effective way to understand policy effectiveness is to look at changes to the amount of these uses within town centres and the size and activity of frontages in town centres. Figure 7.1, below shows the net changes in A1 across the borough, shows the major town centres, followed by 7.2 showing local centres.

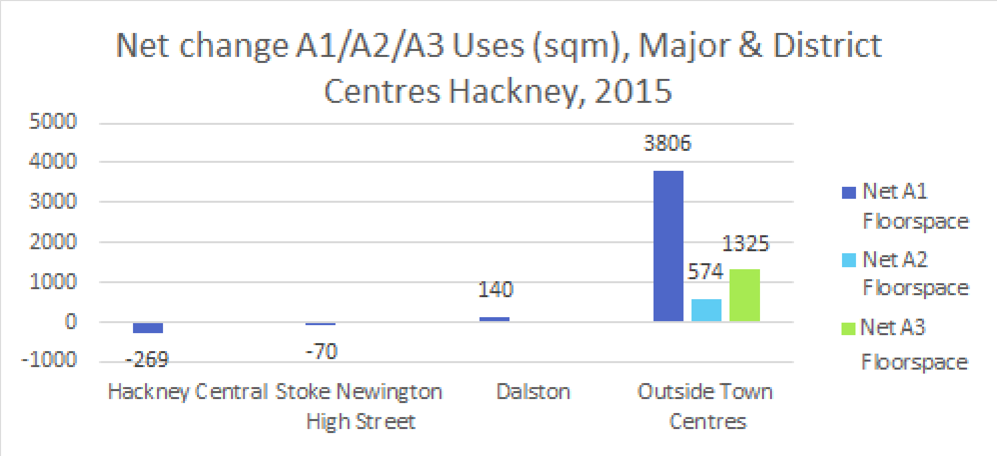


Figure 7.1 Net Change A1/A2/A3 Uses, Major and District Centres, 2015

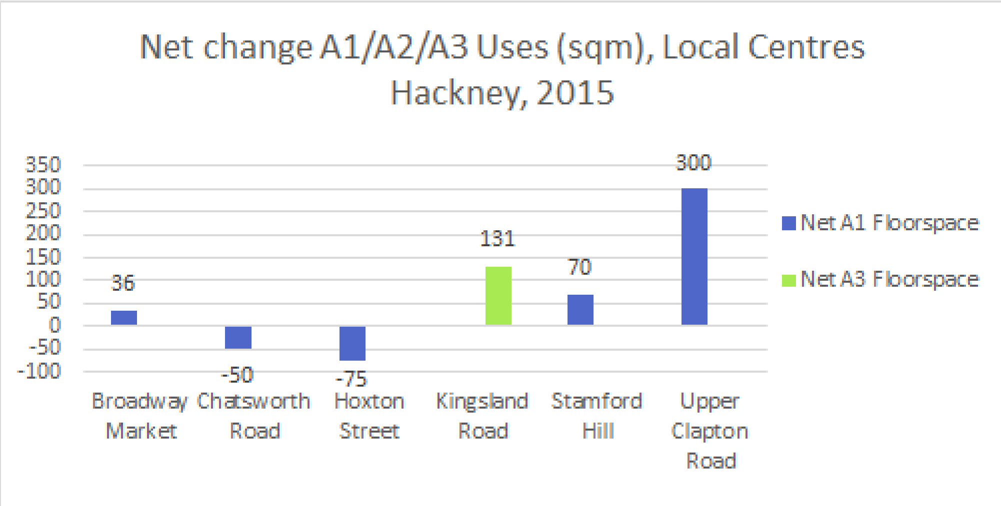


Figure 7.2 Net Change A1/A2/A3 Uses, Local Centres, 2015

7.5 There has been a net loss of A1 in the district centres of Hackney Central (269sqm) and Stoke Newington, with a small increase in the Major centre of Dalston. By contrast, Local Centres have seen an overall increase of 406sqm, with upper Clapton road gaining the greatest, with only Chatsworth Road and Hoxton Street losing a unit each. However, as figure 7.1 shows, the real changes have been significant increases outside of town centres where there have been increases in A1, A2 and A3 floorspace, with 3806sqm of retail provided. This brings into question the effectiveness of policies in directing this kind of development to Town Centres.

7.6 The large amount of town centre uses outside centres raises two possibilities – either policies have been applied ineffectively, or the areas designated by these policies do not reflect the 'true' town centres of Hackney. Employment policies, core strategy 17 and DMLP 17 allow for A classes to be included in employment-led development in PEAS, aimed at ensuring active frontages. As figure 7.3 shows, below this policy has worked to introduce these types of uses into PEAs, with over 4625 of A1 completed. While this offers an effective explanation for the large amount of 'A' uses outside town centres, it also suggests that there may new town centres emerging due to changing patterns of work and development. The relative positions and interplay of Employment and Town Centre policy needs to be considered going forward in order to achieve the objectives set out in the core strategy.

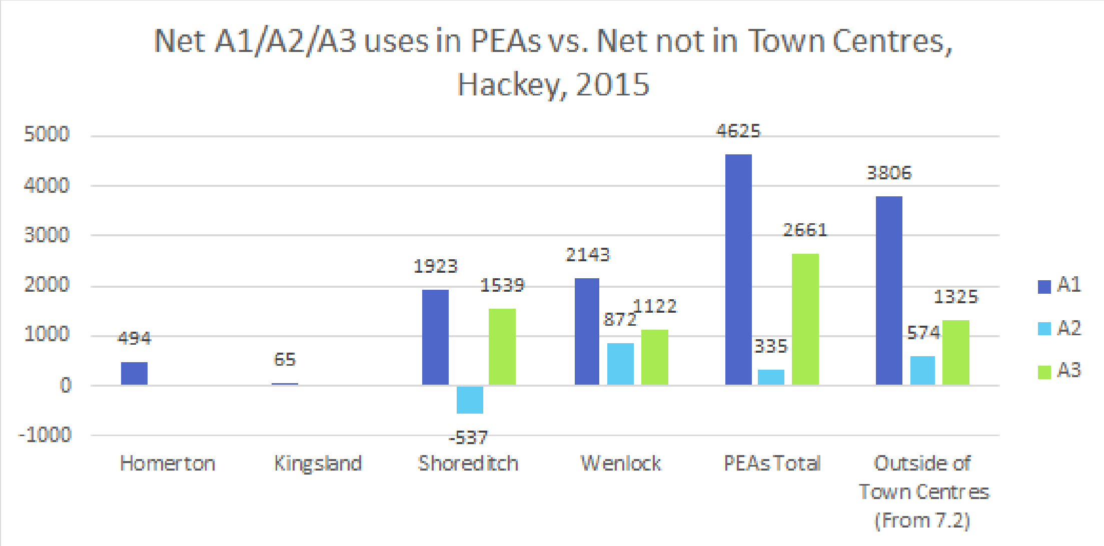


Figure 7.3 Net Change A1/A2/A3 Uses, PEAs vs. Not in Town centres 2015
**It should be noted due to net losses from elements not in PEAs or Town centres affecting the Rest of Borough net figure it shows less than in PEAS.*

7.7 In addition to the impact of employment policies, DM11, covering the nigh-time economy directs increases in A3 uses, as well as A4 and A5 uses to Town Centres, which may account for some the increases in A3 floorspace.

7.8 The results for 2015 mirror the trends over the last 5 years (Shown below, figures 7.4 and 7.5) which show significant increases in A1, A2 and A3 uses outside town centres. Within town centres, there is a clear trend for loss of A1 and gains in A2/A3 space (see for example Hackney Central and Kingsland Road and Stoke Newington Church Street). These changes indicate that DMLP policy 7 may not be working as effectively as hoped and may need to be reviewed.

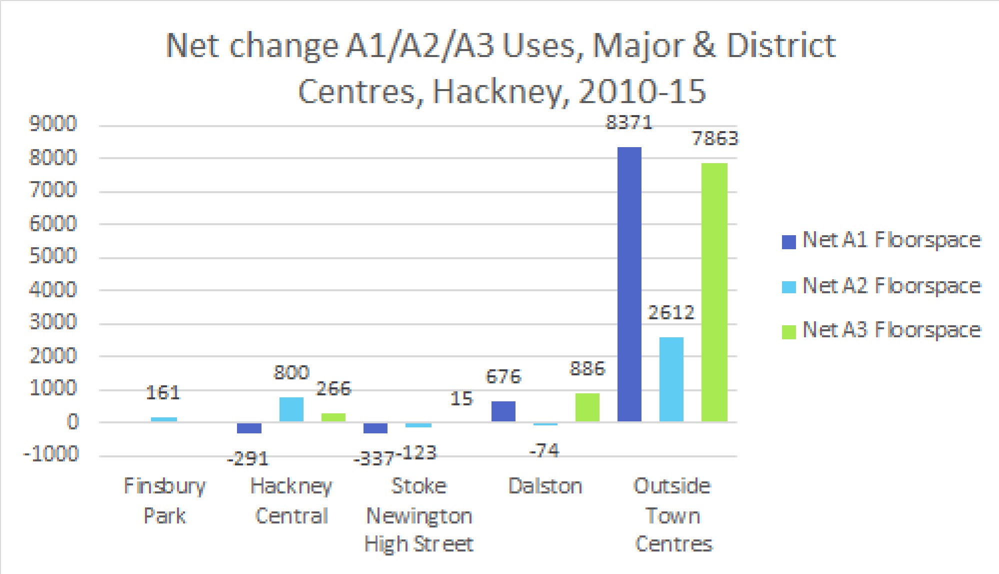


Figure 7.4 Net Change A1/A2/A3 Uses, Major and District Centres 2010- 2015

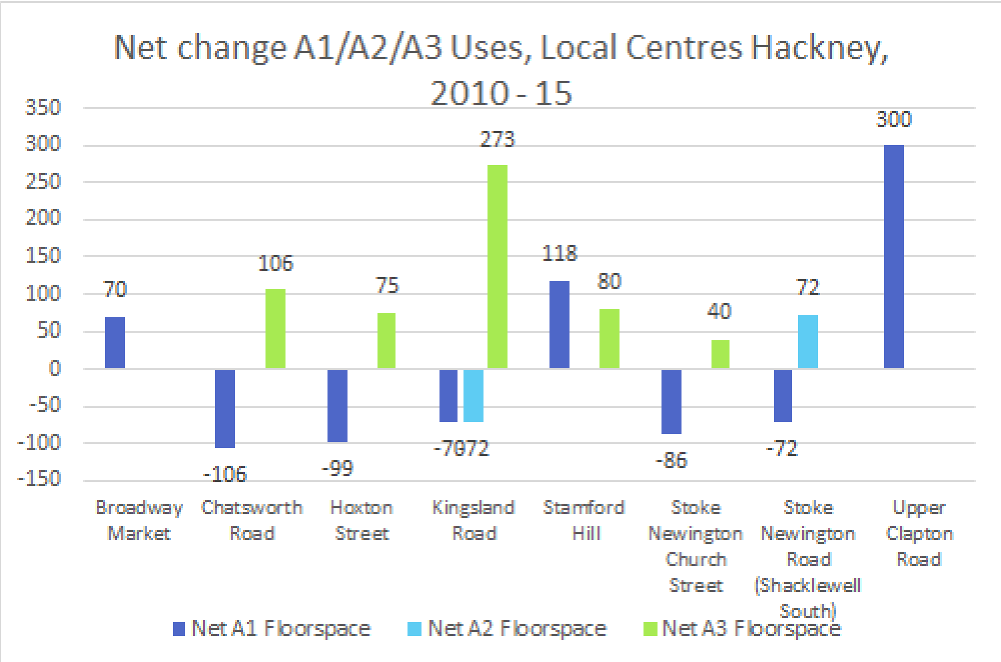


Figure 7.5 Net Change A1/A2/A3 Uses, Local Centres, 2010- 2015

7.9 Changes in Local Centres (shown in figure 7.5, above) are also positive, with provision in Chatsworth Road increasing by 316sqm, Lauriston Road by 215sqm and Broadway Market by 202sqm. Kingsland Road shows a net loss of retail and services towards A3, which is likely to be related to its position as a key night-time activity area in the borough. Furthermore, the impacts of night-time economy policies could also be accountable for increases in A3 permissions within town centres.

Town Centre Pipeline

7.10 The town centre pipeline looks at planning applications for A1,A2 and A3 uses that have been permitted and are under construction, and are shown in figure 7.5, below. The pipeline shows a positive position for the major and district town centres with Dalston expected to gain an addition 2191sqm of floorspace, Stoke Newington to gain 1442 and Hackney Central to gain 313. Clearly, however, the majority of growth in these activities will continue be focused outside town centres, with an overall growth in all use classes of 37,777sqm, of which over half, or 21,691sqm is A1 retail floorspace. This outruns the combined changes within designated centres. As previously stated, this indicates a need to consider the interoperation of employment and town centre policies to ensure the objectives set out in core strategy of focusing these uses in town centres are attained – this may include consideration of re-designating town centres to consider new frontages.

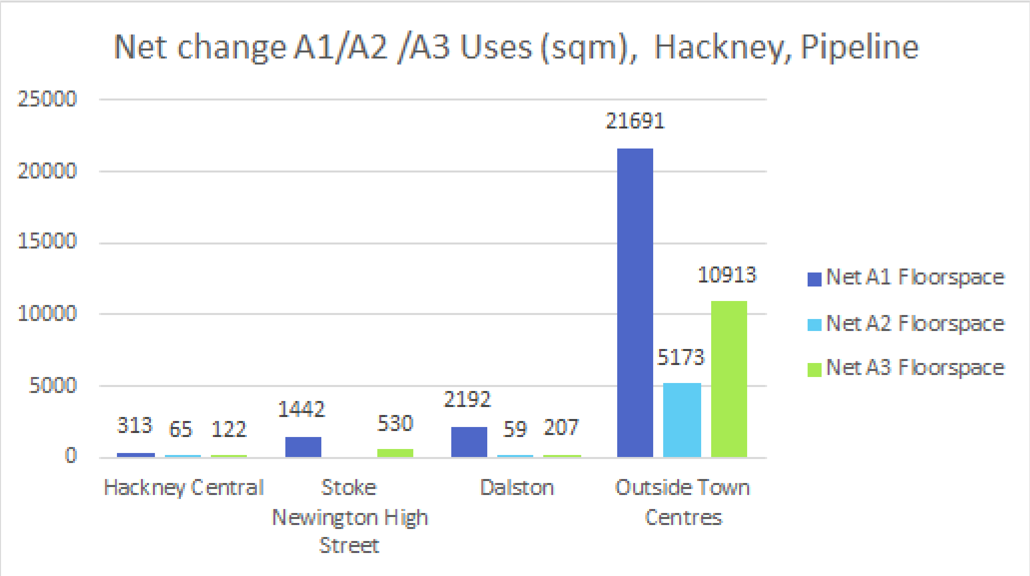


Figure 7.5 Net Change A1/A2/A3 Uses, Major and District Centres Hackney, Pipeline

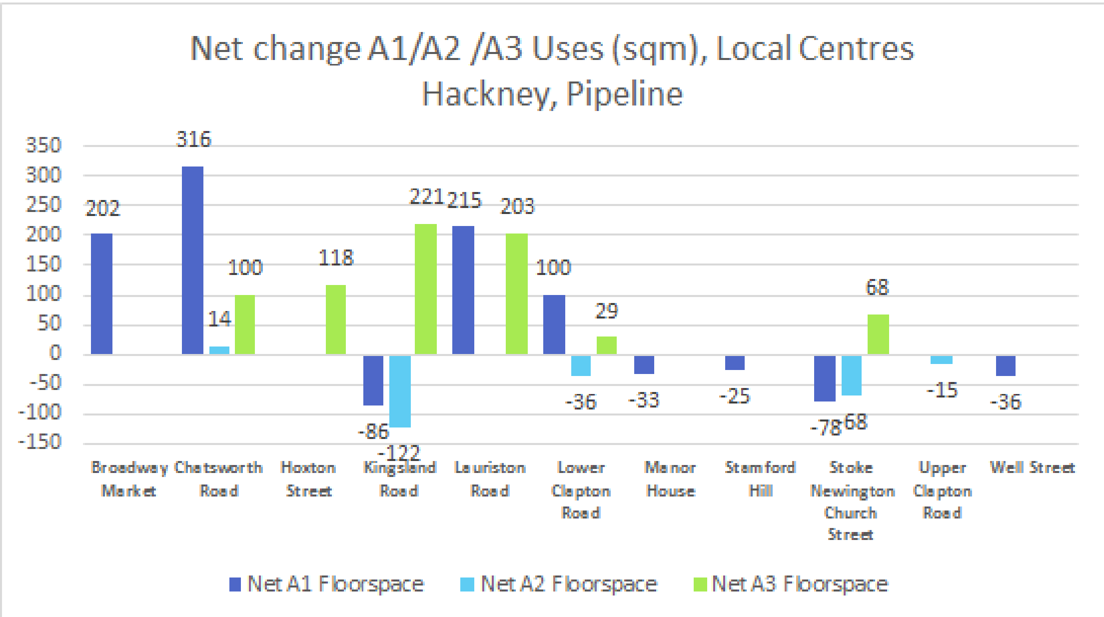


Figure 7.6 Net Change A1/A2/A3 Uses, Local Centres Hackney, Pipeline

7.11 Changes in Local Centres (shown in figure 7.6, previous page) are also positive, with provision in Chatsworth Road increasing by 316sqm, Lauriston Road by 215sqm and Broadway Market by 202sqm. Kingsland Road shows a net loss of retail and services towards A3, which is likely to be related to its position as a key night-time activity area in the borough. Furthermore, the impacts of night-time economy policies could also be accountable for increases in A3 permissions within town centres.

Proportion and Vacancy Rates in Town Centres

7.12 While overall trends are useful to analyse overall policy implementation, the town centre policy is engaged through the proportion of units in frontages as opposed to cumulative change within town centres. A snapshot of the proportion of ground floor units in A1 use in the Borough's Major, District and Local Centres is shown below. The DMLP requires that frontages maintain a minimum proportion of A1 uses (60% in primary and 50% in secondary), with the rest being acceptable town centres uses. Only the major and district centres have primary frontages an adequate concentration of A1 units maintains footfall and activity and is key to town centres as a whole remaining viable. These studies are undertaken periodically by the Council, most recently in 2013/14:

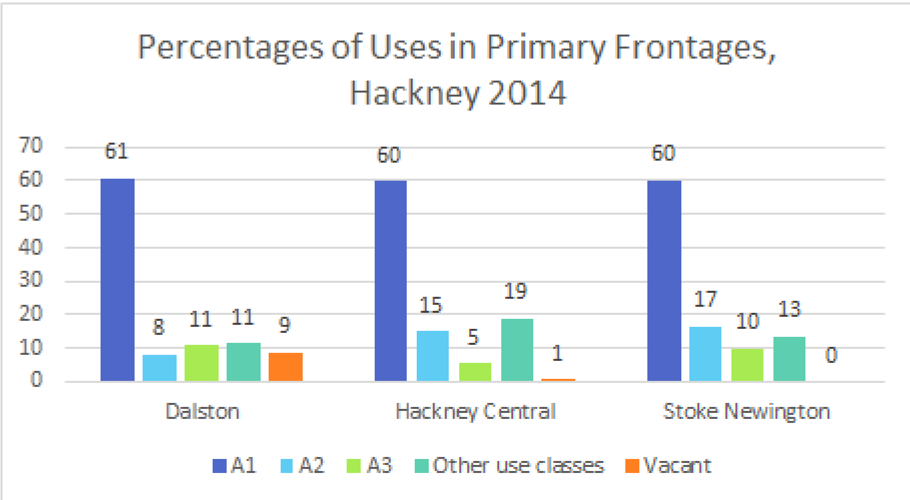


Figure 7.7 Percentages of Uses in Primary frontages.

7.13 All primary frontages in the borough reach but do not exceed the aims of policy, sitting at 60%. This is to be expected, the engagement of the policy. It also indicates that the 60% level is appropriate to these town centres. In addition to this, all have a good additional mix of A2, and A3 units, and in general very low vacancy levels; Stoke Newington had no vacant units during the study, and Dalston recorded 17 vacant actual units out of 117 units surveyed.

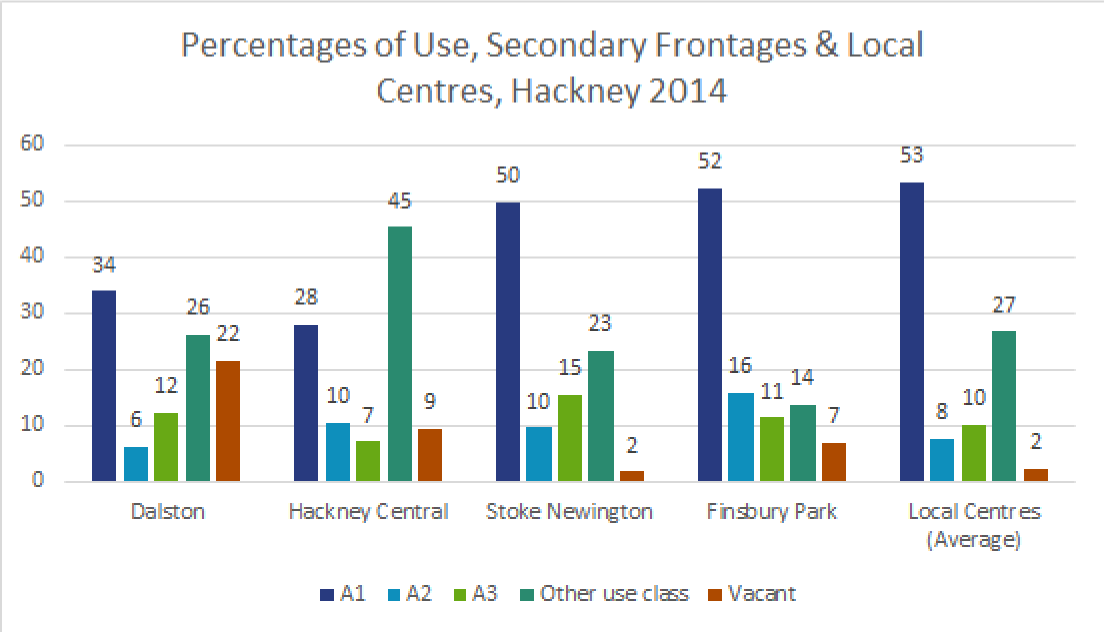


Figure 7.8 Percentages of Uses in Primary frontages.

7.14 However, the results for Secondary frontages were less positive, especially for Hackney Central and Dalston, which is a major centre and should perform better, recording just 34% of units in A1 use (16% off minimum) and 22% vacant units, the highest proportion across all town centres. Hackney Central has a very large number of units in different uses, notably 6% A5 class takeaways, and 6% B1 offices at ground floor level.

7.15 By contrast Local Centres, and Finsbury Park, (shared with the boroughs of Islington and Camden), which are only designated as secondary frontage, fare well, exceeding the minimum and showing low vacancy rates, which is impressive considering the wide range of sizes - Wick road contains 17 units, while Stamford Hill contains six times as many units at 122 - and the broad distribution of locations of town centres across the borough.

7.16 Overall, town centre policies work effectively to secure high proportions of town centre uses. Policies seem to work especially well in smaller units, with greater issues within the major town centre of Dalston which may threaten its ranking within the London Plan, and Hackney Central. Core Strategy 1 encourages significant economic growth in both these areas, which also benefit from AAPs, and the higher proportion of non-retail in these statistics over time as less effective or unattractive stock is renewed and/or footfall increases with new developments. The council has, up to 2016 been limited in its ability to control changes of use between some classes, (for example, A2 to A3) through permitted development rights. This will change with the broad application of exemptions through the article 4 process (see Chapter 2).

Entertainment and night time economy (use classes A4 and A5)

7.17 Core strategy policy 11 recognises the contribution of the Night-Time economy to the borough and aims for a managed expansion of uses, specifically in Hackney Central, Stoke Newington, Dalston, South Shoreditch and Broadway Market. DMLP policy 11 sets out these uses as restaurants and cafés (A3), drinking establishments (A4) takeaways (A5) and assembly and leisure (D2).

7.18 As is shown in figures 7.1-7.4, A3 uses have increased across the borough, but in 2015 there were no increases within the areas identified by core strategy policy 11. Considering A3 are not specific to the night-time economy (in the sense pubs or nightclubs and takeaways are) it is difficult to draw a clear conclusion about the policies effectiveness in 2015. However, the trend over the last 5 years indicates that Dalston has gained a total of 886sqm, and Hackney Central a total of 266 sqm of A3 floors, indicating that the policy is having a positive effect. However those same figures also show a total of 7863sqm of A3 has come forward outside of town centres. The night time economy policy has a particular focus on ensuring that new developments do not have an effect on residential amenity, and therefore this policy may need to be reviewed to ensure it is working effectively to counter new night time economy uses are appropriate. However, it is beyond the scope of the AMR at this time to assess the licensed hours of new A3 units which make up the development pipeline.

7.19 A4 uses are at the core of the night-time economy forming the central attraction, alongside nightclubs (classed at Sui-generis). Traditionally, A4 use classes were independent bars and pubs, but increasingly they form part of mixed use schemes or flexible uses. This makes their monitoring challenging. There have been a comparatively low number of applications impact on A4, with the LDD recording a total of 66 completed over the last year and within the pipeline. These are shown below in figure 7.9

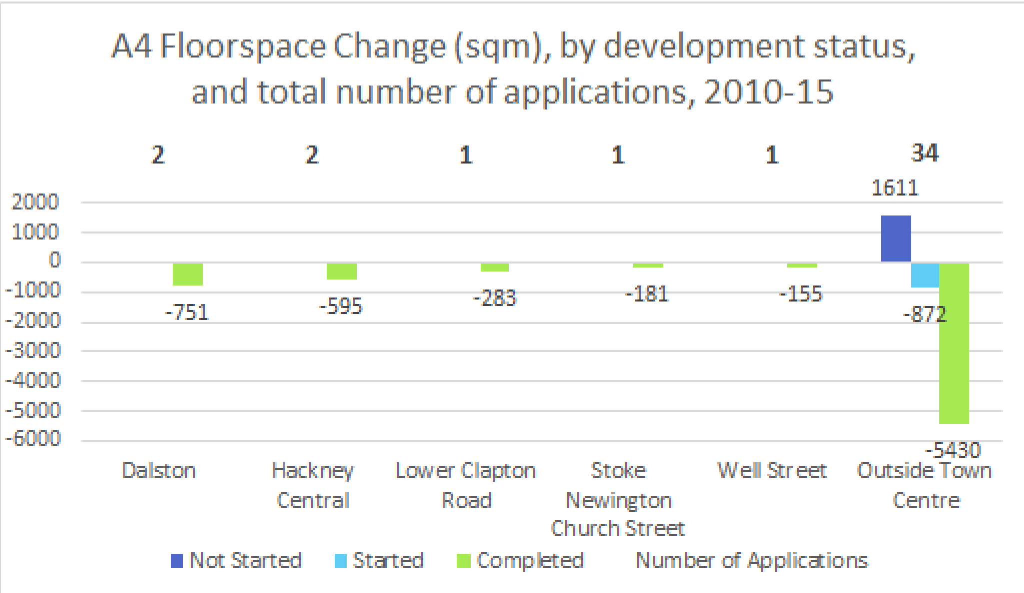


Figure 7.9 Changes to A4 floorspace, 2010-15

7.20 Figure 7.9 shows a loss of A4 across the borough, and with significant losses within Dalston (two developments lost totalling 750sqm), and a similar picture in Hackney central. Local centres also registered losses. However, as with other elements of town centres policy, the majority of changes to A4 floorspace happened outside town centre designations. A total of 14 developments have been lost, or 5430sqm of floorspace, with no developments completed at present which increase floorspace. Within the pipeline, there are five applications which result in the re-provision of reduced amounts of floorspace, while there are 9 applications, totalling 4196sqm for new A4 uses. Almost half of this derives from a flexible consent within the Curtain Theatre development (2012/3871).

7.21 Overall, provision of A4 appears to be a difficult fit with policy, with all new floorspace permitted outside of existing town centres, and largely based around flexible consents (Of that proposed, 3626sqm is within 4 major developments) and therefore its usage uncertain. Considering trends, it may be that A4 uses may be more effectively managed through licensing policy (such as special protection areas) so as to achieve the objectives of promotion while protect amenity.

7.22 A5 uses are at a similarly low level to A4 uses, with a limited set of completions and pipeline, which are outline below in figure 7.10. Planning for A5 uses promotes them within town centres.

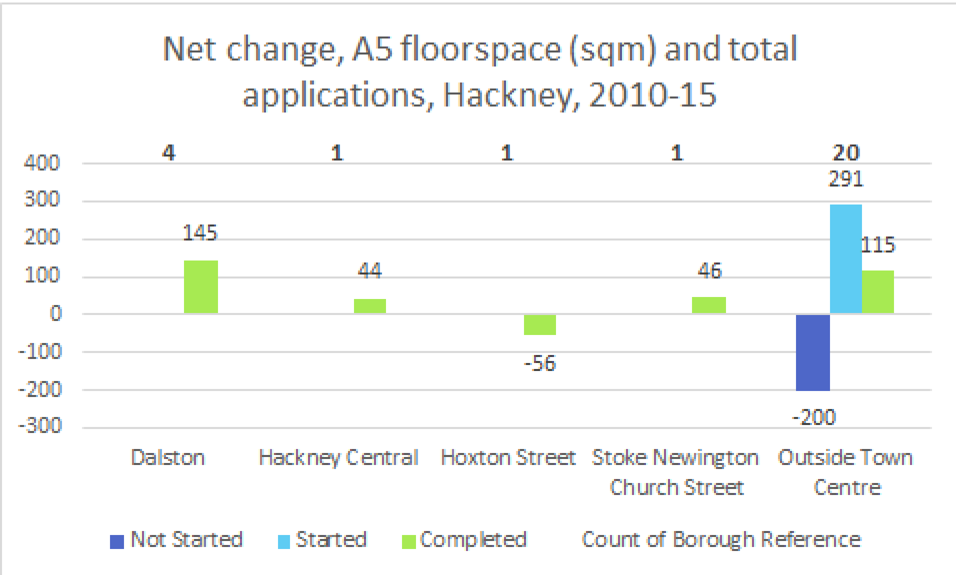


Figure 7.10 Changes to A5 floorspace, 2010-15

7.23 As figure 7.10 shows, there has been a net increase in A5 floorspace in Dalston, with the provision of 4 new units in total, and Hackney Central gained a single unit. Again, as with other town centre uses, although to a lesser degree, changes have happened outside of town centres, where a total of 8 developments have been completed while 4 have been lost. Overall there are 5 applications under way, creating a total of 291sqm floor space additional floorspace. The future trend indicates the loss of three sites and 200sqm of floorspace.

Analysis

7.24 Overall, provision of retail floorspace in Hackney's town centres has been mixed in 2015, there has been a net loss of A1 in town centres. Hackney Central has lost 269sqm Stoke Newington, 70sqm slightly adjusted by a small uptick in the Major centre of Dalston of 140sqm. By contrast, Local Centres have seen an overall increase of 406sqm, with 300sqm in Lower Clapton. Over the last 5 years there was an overall net increase of 48sqm in major and district town centres, with an increase of 676sqm in Dalston and losses in the others. The pipeline for town centres going forward is positive with Dalston expected to gain an addition 2191sqm of retail floorspace, Stoke Newington to gain 1442 and Hackney Central to gain 313sqm. It is less positive within Local Centres, with the majority expecting losses of A1 and A2 uses in the future. This indicates that the policy appears to have been somewhat ineffective at safeguarding existing retail, in major town centres, more so in Local centres. In contrast in the future it appears to be overturned, and may need to be reviewed in relation to local centres.

7.25 It is important to note that outside of town centre designations there has been an increase of 3806sqm of new retail space in the last year, as well as increases in A2 and A3 floorspace, with provision increasing by 8371sqm retail outside town centres between 2010-15, and this is expected to accelerate, with the pipeline showing a delivery of 21,691sqm.

7.26 This is likely the result of employment policies supporting employment-led mixed use schemes under core strategy 17 and DMLP 17. While this offers an effective explanation for the large amount of 'A' uses outside town centres, it also suggests that the interoperation between Employment and Town Centre policy needs to be considered, especially in light of the changing modes of work going forward which could see town centres and PEAs sharing more characteristics, and the potential for designations to reviewed.

7.27 The key trigger for policy DM9 is a 60% of primary (50% of secondary) frontages in use for A1 uses. Dalston, Hackney Central and Stoke Newington High Street perform well, each sitting at 60-61%, and with very low vacancy levels, peaking at 9% in Dalston. Stoke Newington High Street had no vacant units. Secondary frontages and less positive - Dalston, which is a major centre recorded 34% of units in A1 use (16% off minimum) and 22% vacant units, the highest proportion in a frontage across all town centres. These performance results may bring into question Dalston's position in the London Plan town centre hierarchy. Local Centres, and Finsbury Park, performed well, exceeding the minimum and showing low vacancy rates near to 0%. This indicates that town centre policy has been effective in protecting the provision of A1 uses and therefore maintaining amenity as intended, even in the face of increasingly liberalised change of use legislated by the government. Hackney is presently working to adopt new exemptions to this right. See chapter 2.

7.28 Planning policies for the night time economy have had mixed results in 2015. Broadly, A3 uses have increased in the centres of Dalston (886sqm), and Hackney Central (266 sqm). Over the same period 7863sqm of A3 has come forward outside of town centres. This provision mirrors paragraph 7.24 in forming part of new mixed-use developments and a similar conclusion can be drawn that it may by prudent to review if these policies are effective and whether new units are having an impact on amenity.

7.29 A4 and A5 uses share a low level of activity and are reported on over the last 5 years. Within A4, there has been a general loss across town centres, and an acute loss in Dalston of two establishments, totalling 750sqm, almost 5430sqm outside of town centre. The future outlook does not reflect well on policy, with all developments outside of the town centres (3626sqm). It should be noted the majority is from flexible consents i.e. A1/A3/A3/A4 permitted which will make this increasingly difficult to monitor. A5 has experienced increases within Dalston town centre totalling 145 but has fallen across the rest of the borough. The pipeline indicates the levels will remain stable, although again outside of town centres with a total of 291sqm additional floorspace under construction but a loss of 200sqm of floorspace permitted but not under construction.

8. Communities, Culture, Education & Health

8.1 The first objective of the Core Strategy is to tackle inequality and contribute to enhancing community cohesion by improving the quality of the borough. One of the most important functions of planning policy is at the strategic level, supporting both the funding and development of new social, educational and health facilities to benefit the community.

8.2 Planning Obligations and the Community Infrastructure Levy are mechanisms for deriving planning gain from developments which can then be used to benefit the community. Obligations are sought for Affordable Housing and some limited items, such as transport works, while CIL is a simple tax based on new floorspace, which can be spent on items in the council's infrastructure delivery plan.

8.3 In The 2014/15 financial year:

- 78 legal agreements were signed with a total value of £32.5 million;
- Hackney received £8million from previously signed agreements as well as 1.4 million in Section 106 payments from agreements signed in 14/15.
- The majority of contributions came from two sites: Woodberry Down (2010/2427) and the Curtain Road Development in Shoreditch (2012/3871)
- Hackney had also approved for expenditure £1.3 million in previously collected contributions on 30 projects.
- Hackney's own CIL, which was adopted in April 2015 received its first payment in May 2016 of £1.67 Million
- The borough also collected £3.48 million for the Mayoral CIL, a significant increase on the previous figure of £1.2 million in 2013/14.

Section 106 Planning Obligations in 2014/15

8.4 Section 106 are a contract signed between developer and Hackney, with agreed heads of terms and financial amounts. The amounts signed are set out in table 8.1 below:

	2014/15 Agreed	**2014/15 Received (I.e. Received from signed within same year)**
General Heads of Term	£24,420,218.10	£925,414.95
Housing	£4,628,282.00	£0
Highways	£3,520,506.52	£481540.42
Total	£32,569,006.62	£1,406,955.37

Table 8.1, S106 Contributions Agreed in 2014/15

8.5 The overall figures for agreed monies are significantly altered by the an exceptional contribution from the Woodberry down regeneration scheme for which 10.6million in heads of terms was signed as part of Phases 2-8 of the project, and made up a third of all monies agree in heads of terms.

8.6 The overall amounts received can be further broken down to indicate their broad purpose, as set out below in table 8.2.

Heads of Terms	2014/15 Received
Child Play Area	£0
Community Facilities	£10681.16
Crossrail contributions	£0
Ecological Management	£0
Education and Training	£365232.08
Employment and Job Creation	£168905.53
Environmental Improvements	£263877.47
Open Space & Nature Conservation	£5265.09
Public Arts	£0
Sustainable Transport	£2500
Health Facilities	£108953.62
Total	£925,414.95

Table 8.2, S106 Contributions received in 2014/15

8.7 This shows that the majority of contributions have been for Education, Health and Environmental Improvements which will benefit residents in their respective areas.

8.8 In 2014/15, 30 projects were approved worth £1.3 million. A summary of the areas with spending can be found in the table 8.3, below:

Head of Term	Number of Projects	S106 contribution value
Education and Training	3	£171,479.96
Employment and Job creation	1	£85,827.88
Environmental improvements	1	£172,175.41
Highways	20	£736,017.54
Open space and nature conservation	3	£37,395.71
Sustainable Transport	2	£135,000.00
Total	30	£1,337,896.50

Table 8.3, S106 spending in 2014/15

8.9 Projects funded include:

- Improvements to Allens Gardens (£1,896.58), aimed at improving biodiversity. The works include Owl Boxes, bat detectors, wildflower pollinators and additional seating as well as an educational program.
- Improvements to Shoreditch Library (£17,798.31). Work has completed on renewing the interior of Stoke Newington, and are underway in Shoreditch library.

8.10 Overall, Section 106 will be a diminishing element of planning gain, driven by changes to legislation which make it more difficult to use. However there is fairly large backlog of sites available for development which will provide some cushioning during the transition to Hackney's CIL.

Section 106 Obligations in 2015/16

8.11 In the 2015/16 Financial Year:

- 19 legal agreements were signed with a total value of £16.8 million;
- Hackney received £722,538.79 from previously signed agreements as well as £707,444 in Section 106 payments from agreements signed in 14/15.
- The major of contributions were received from Norton Folgate (2011/0698) and £3.1 million from Woodberry Down.
- Hackney had also approved for expenditure £3.3 million in previously collected contributions across 71 projects.

8.12 In 2015/16 there was a reduction in the total amount of money secured through heads of terms, totally £15.6 million, and a reduction in the amount received.

	2015/16 agreed	2015/16 Received (I.e. Received from signed within same year)
General Heads of Term	£ 5,838,545.66	£ 669,538.79
Housing	£ 10,200,000.00	£ -
Highways	£ 856,041.18	£ 53,000.00
Total	£ 16,894,576.84	£ 722,538.79

Table 8.4, S106 Contributions Agreed in 2015/16

8.13 Three times as much money was received in 2015/16 that 14/15 and this was more evenly spread, with the largest contribution going to Environmental Improvements, while no monies were received for affordable housing.

Heads of Terms	2015/16 Received
Child Play Area	£0
Community Facilities	£583,139.00
Crossrail contributions	£5,400
Ecological Management	£0
Education and Training	£1,360,365.76
Employment and Job Creation	£358,795.60
Environmental Improvements	£390,000.00
Open Space & Nature Conservation	£3,108.01
Public Arts	£0
Sustainable Transport	£692,214
Health Facilities	£0.00
Total	£3,393,022.37

Table 8.5, S106 Contributions Received in 2015/16

8.14 In 2015/16, 71 projects were approved worth £3.3 million. A summary of the areas with spending can be found in the table 8.6, below:

2015/16		
Head of Term	**Number of Projects**	**S106 contribution value**
Affordable Housing	1	£ 133,000.00
Education and Training	5	£ 649,009.94
Environmental Improvements	3	£ 460,591.80
Highways	38	£ 1,852,083.83
Open space and nature conservation	1	£ 4,868.00
Sustainable Transport	23	£ 203,310.59
Total	71	£ 3,302,864.16

Table 8.6, S106 Spending in 2015/16

8.15 Projects funded include:

- Improvements to Dalston Western Curve – Ashwyn Street and Boleyn Road (£289,626.35) resulting from the Dalston Curve Development.
- Shoreditch Village Highway Improvements (£260000) resulting from the Hotel Development on Shoreditch Lane
- Homerton Library Enhancement (£18,000.00) resulting from the Lauriston Primary School annex development.

8.16 Overall there has been more activity on the spending side of S106 in 2015/16, with a lower number of agreements signed and amount of money in heads of terms. Overall there has been significant spending on improvements to the borough through S106.

Hackney's Community Infrastructure Levy

8.17 In April 2015, Hackney adopted its own CIL, with headline rates varying from £25-190/sqm for new residential floorspace amongst a wide range of rates. The CIL will directly contribute to the provision of new community infrastructure in Hackney through the Infrastructure delivery plan. The CIL will need to run until the end of the financial year to provide data, which will be reported on in future AMRs.

8.18 In addition to the Hackney CIL, Hackney has been collecting the Mayors CIL since 1st April 2012. In the FY15 Hackney contributed £3.34 million. Over the same period Hackney reported demand notices for £724,722.60 to developers.

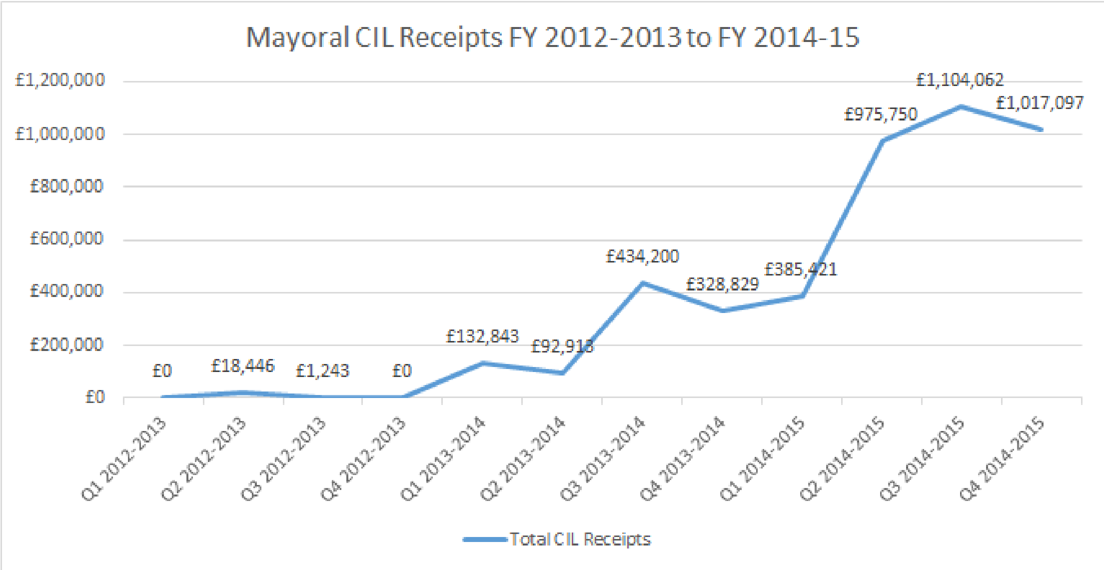


Figure 8.1, Mayoral CIL receipts 2012/13 – 2014/15

8.19 Figure 8.1 shows that rates of Mayoral CIL have increased steadily over time, peaking at 1.1 Million in the third quarter 2014-15. As CIL is charged on new floorspace, CIL receipts will track the pace of development in the borough, and help to support its provision in a sustainable way.

Education – Development of New Schools and Forms of Entry to meet demand.

8.20 Provision of School Places in Hackney is key to supporting communities and families to live and work in the borough. Hackney Learning Trust (HLT) has a statutory duty to ensure there are sufficient places for pupils. Hackney currently has 58 primary schools, and 15 secondary schools

8.21 In September 2015, a number of new primary schools opened in the borough;

- Halley House (Free School) – 60 Places
- Hackney New Primary (Free Schools) - 50 places
- Mossbourne Riverside Academy - 30 places
- St John the Baptist School expanded from 1.5 to 2FE

8.22 In September 2016, a further 3 schools will provide additional primary places;

- Holy Trinity – 30 Places
- Sir Thomas Abney – 30 Places
- Mossbourne Riverside Academy - 60 places

8.23 The opening of new schools and expansion of one school, combined with the planned expansions for 2016 means that there is currently a surplus of primary places in the borough (Hackney Learning Trust has historically aimed for no more than 5% surplus places). The 2016 projections from the Greater London Authority from 2017, are detailed below.

School year	GLA Projected number of children	Additional places planned	Total number of places	Surplus places	Surplus (%)
2017/18	2871	0	3200	329	10.3%
2018/19	2782	0	3200	418	13.1%
2019/20	2767	30*	3230	463	14.3%
2020/21	2811	0	3230	419	13%
2021/22	2853	0	3230	377	11.7%

Table 8.7, Primary School Projections and Places 2017/18-2020/21

8.24 The projections indicate that over the next 5 years, there will be some degree of fluctuation in the number of projected children. Up to 60 children living outside Hackney are expected to attend Mossbourne Riverside Academy, which is located on the Hackney part of the Queen Elizabeth Olympic Park. The observed surplus is therefore expected to reduce once these pupils are on roll and the data is fed into the GLA's projections.

8.25 The increase in primary aged pupils requiring places over the last few years, is now beginning to filter through to the secondary phase, and plans to provide the required secondary places is underway. Hackney Learning Trust's aim, which has been endorsed by the Mayor of Hackney, is to provide places for 83% of the secondary transfer cohort each year. This percentage has been based on the number of parents who express a preference for a Hackney school. However, over the last few years, increasing numbers of parents have expressed a first preference for a Hackney school. Current secondary projections indicate a need for 12FE between 2016 and 2020. Three bulge classes have been secured at Clapton Girls' Academy, Petchey Academy and Mossbourne Victoria Park for September 2016 only.

8.26 In order to provide further secondary places from 2017, Hackney Learning Trust and the Council worked with and supported the Corporation of London to submit applications to open two new secondary schools (providing 12FE in total). The first school will open in 2017 and the other in 2020. The current Britannia Leisure Centre site and the existing Benthal Primary School sites have been identified as possible sites and will be further examined in a feasibility study. If the DfE approves the applications, both schools are expected to open in temporary accommodation whilst the new school buildings are completed.

8.27 The Department for Education will notify the Council of the outcome of the applications for the new schools later this year. There are also plans for The Urswick School to permanently expand from 5FE to 6FE in September 2018. Taking into account the additional proposed places (as outlined above), the secondary projections for 2016 are detailed in Table 8.8, below.

School year	Number of secondary school places	Projected pupils secondary transfer	Additional number of places needed	Additional FE provided by the Council
2016/17	2421	2455	34 (1FE)	3
2017/18	2511*	2537	26 (1FE)	6
2018/19	2541**	2552	0	1
2019/20	2721***	2693	27 (1FE)	6
2020/21	2721	2628	0	0
2021/22	2721	2701	0	0
2022/23	2721	2675	0	0
2023/24	2721	2768	47 (1.5FE)	No provision currently planned

Table 8.8, Secondary School Projections and Places 2017/18-2020/21

** Number of places reverts to 2331 (Sep 2015 figure), due to 2016 bulges not continuing in 2017, plus 6FE- new school*
*** Urswick*
**** New school*

Analysis

8.28 Core Strategy policy 7 requires planning to work with organisations supporting communities with new health, education and other facilities. Improvements are not generally directly a result of planning policy in the sense housing, employment or town centre policy is, with its role being to direct the financial planning gains from development in the form of S106 and CIL, and supporting partner departments and organisations to implement strategic developments. Therefore it is difficult to assess performance.

8.29 In 2014/15 the council received a total of £9.4 million in Section 106 funding, mainly for Housing, Education and Health Facilities. **It also signed agreements worth a total of £32.5 million**. The council also spent approximately 1.3 million on a range of projects. The Hackney CIL has begun to collect money after a lag period since adoption, with £1.67 million received in May 2016. Overall, changes to legislation surrounding planning obligations means that CIL Is likely to grow, while S106 will fall away over time, although going on the present year monies from already signed agreements will still make an important contribution to delivering community facilities.

8.30 In 2015/16 the council received £669,538.79 from previously signed agreements, with slightly less signed at a total of £16.8 million. The council spent S106 funds on a total of 71 projects with a book value of £3.3 million.

8.31 Planning and delivery of new primary schools in the borough is positive, with a total of **140 places in 4 new extensions to schools**, enabling provision of school places and a 5% buffer, achieving the objectives of the learning trust. In addition, the **planned delivery of 120 new school places in 2016 and 30 in 2019** will meet needs over the forthcoming period. Similarly the need for **12 new forms of secondary entry by 2020** will be met by **two new schools provided by the City of London Corporation** in Hackney. The Learning trust is working to **secure planning for more**, utilising sites such as Britannia Leisure and Benthal primary school. Planning will need to engage with this process to support the Hackney Learning Trust to achieve a positive outcome.

8.32 Finally, Health Infrastructure is presently in stable, but there **could be pressures within the North and South** of the borough as planned growth comes forward, especially that which **provides specialist forms of housing with additional healthcare needs.**

9. Transport

9.1 Core Strategy Policy 6 aims to reduce the need to travel, with an emphasis on car travel, as well as promoting public transport improvements. Planning works closely with transport planning to achieve these outcomes.

Public Transport developments in Hackney in 2015

9.2 The Council is committed to upgrading its local transport network in order to facilitate higher levels of walking and cycling, promote better access to public transport, and make our streets and public spaces more attractive to live, work visit and invest in.

9.3 In 2014/15 Hackney consulted on the future of transport in the borough for the next ten years with the launch of the Draft Transport Strategy 2014 - 2024. The document contained a number of policies and proposals that seek to continue the borough's success in achieving high walking rates, the highest cycling rates in London, and securing better public transport options with respect to Crossrail 2, the West Anglia line and improving accessibility in the east of the borough. The draft strategy vision is that by 2024 Hackney's transport system will be an exemplar for sustainable urban living in London.

9.4 Cycling has grown significantly in Hackney in recent years, with more people cycling to work than driving (census, 2011). The Mayor of London's Vision for Cycling (2013) detailed a 10-years plan to deliver cycle improvements across London including Cycle Superhighways, Central London Grid and Quietways.

9.5 In 2014/15, the following schemes in Hackney were developed with delivery planned for 2015/16.

- **Cycle Superhighway Route 1** (CS1) would run from White Hart Lane to Liverpool Street station, forming part of the London-wide network of Cycle Superhighways. Hackney developed the CS1 proposals which TfL consulted on in Feb/March 2015. The new route proposed safer and convenient journeys along its 11km north-south route, improving conditions for existing cyclists and making cycling attractive to more people. For much of its length, CS1 would run along residential streets, away from the majority of car, freight and bus traffic. Cycle lanes, tracks and junction redesign were proposed for where the route crosses main roads or junctions.
- The **Quietways** are a network of radial and orbital routes following back street routes which will include parks and waterways. Quietway 2 - Bloomsbury to Walthamstow (first phase to Mare Street).
- The **Central London Cycle Grid** is a set of safer, connected routes for cyclists across central London, notably South Shoreditch in Hackney. It will comprise of a mixture of Quietways and Superhighways in the City and West

9.6 During the year the Council continued to improve accessibility to the bus network, completing its accessible bus stops programme and improving signing at key locations in the Borough with a further roll out of Legible London signs. Work progressed on the development of an improved pedestrian interchange at Hackney Downs/Hackney Central which, when completed will provide a new fully accessible route between the two stations. The Council continued to promote sustainable transport by refreshing its network of on-street electric charging points and the installation of more cycle hangars on the public highway.

Passenger usage at Hackney's Main Stations

9.7 Passenger usage at railway stations in the borough primarily reflects the levels of growth at a station, be this economic or housing driven, combined with a general pressure from increased use by residents of train services. It is an important, if indirect indication of the effectiveness of planning policy in both encouraging public transport usage and providing access to these services.

Station Name	% Change, Passengers 2010-15	% Change, Passengers 2014-15
Haggerston	364	24
Hoxton	340	17
Hackney Wick	195	10
Hackney Central	194	7
Homerton	183	7
Dalston (Kingsland)	149	3
London Fields	94	16
Clapton	63	4
Dalston Junction	62	16
Shoreditch High Street	59	20
Stoke Newington	43	4
Rectory Road	38	-2
Stamford Hill	36	13
Hackney Downs	33	6
Old Street	17	16

Table 9.1, Station Passenger Numbers 2010-15 and 2014/15, Hackney

9.8 Table 9.1 shows that there has been significant increases in station usage over the last 5 years, with Haggerston and Hoxton stations registering over four times as many visitors, with a total of 2.3 million entries and exits in 2015, while the key growth areas of Hackney Central and Dalston Kingsland/Junction grew by 194% and 149/64% respectively. However growth appears to be decelerating, with passenger numbers growing an average of 9% at these locations over the last year, close to the average across Hackney of 11%. Overall, station usage has increased from 36,671,560 entries and exits in 2014 to 4,483,322 in 2015. One station recorded a loss, rectory road, falling by 2%.

9.9 Four of the busiest stations in Hackney rank amongst the busiest in the country, with passenger numbers higher than that of many provincial cities:

- Dalston Kingsland is 66th busiest station in the country, out of 2537, i.e. in the top 3%, and busier than Nottingham Station at 67th
- Hackney Central is 76th busiest, also in the top 3%, and busier than Ealing Broadway at 77th
- Homerton is 79th busiest, busier than Birmingham International/NEC at 80th
- Shoreditch High Street is 106th busiest, busier than Tonbridge at 107th and Stansted Airport at 123rd

Net Car and Cycling Spaces

9.10 Car parking standards are established by the London Plan, which aims to reduce their provision. Car and Cycle spaces in developments are a key indicator of the effectiveness of policy by directly reducing the supply of space in which new residents can place vehicle – though some spaces, for example those for disabled users.

Schemes	Net Car Spaces (inc.. disabled)	Net spaces Per scheme	Net Cycle Spaces	Cycle Space Per Scheme	Percentage car free
Approvals 2014 (401 Schemes)	-292	-0.7	2720	6.7	95%
Completions 2014 (260)	-23	0.08	618	2.3	93%
Approvals 2015 (198)	68	0.3	4413	23	88%
Completions 2015 (62)	196	3.1	963	16	88%

Table 9.2, Net Car and Cycle Spaces, 2014 and 2015, Hackney

9.11 Figure 9.2 shows that overall 2015 policy has effective at delivering car free development, with 88% of completed schemes and of approved ones having no net additional spaces. However completions delivered an average of 3.2 cars per scheme in comparison to just 0.08 in 2014. Approvals data was more positive, indicating provision of 0.3 spaces per scheme and 4413 cycle spaces, just under twice the 2720 permitted in 2014. Overall policy appears to be working effectively to encourage alternate modes of transport.

Access to key services

9.12 Access to key services is a good indicator of improvements to both transport infrastructure and less commonly the provision of new services, and indicates the effectiveness of planning in delivering access to amenities to residents as well as encouraging more sustainable forms of transport.

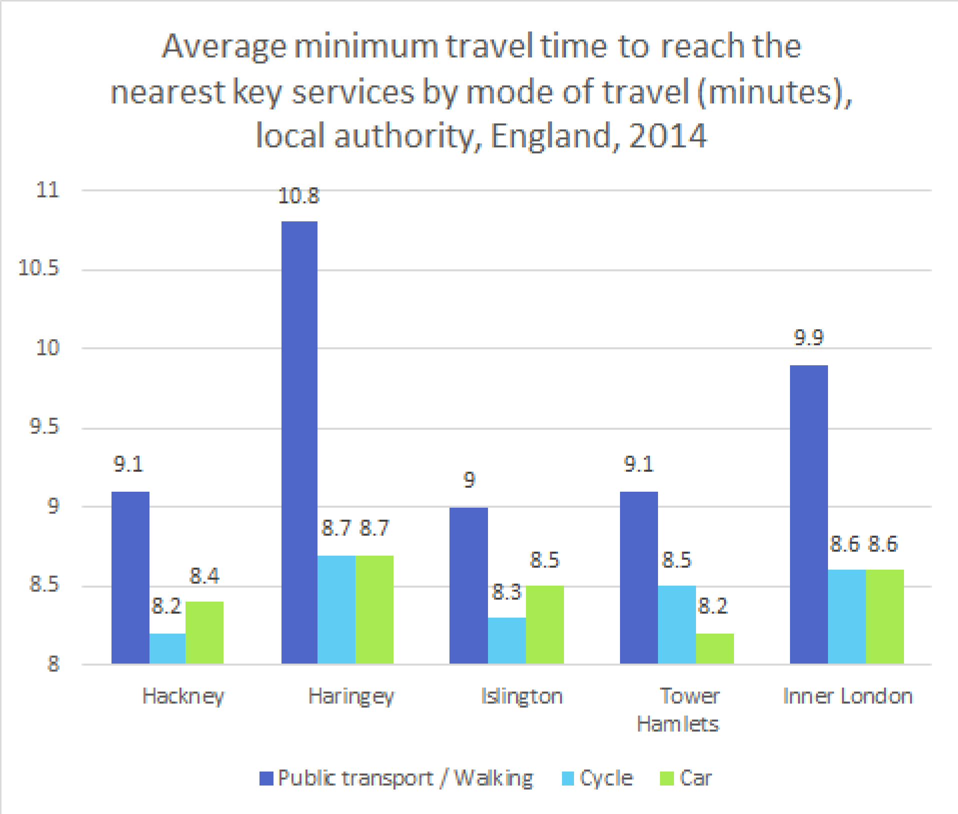


Figure 9.1, Station Passenger Numbers 2010-15 and 2014/15, Hackney

9.13 As figure 9.1 shows, Hackney performs better on average better than the surrounding boroughs and significant better than the inner London average on travel times to key services (for example, Town centres, health and schooling), with one of the lowest times for cycling (only beaten by Hammersmith and Fulham, and Camden), lower than average times for walking and public transport, and average times for travel by car. Overall this indicates that transport policy is working well with community facilities provision.

Analysis

9.14 The care strategy sets out an overarching aim of planning policy as to promote healthy and active lifestyles encouraging a shift from car usage to public transport, walking and cycling. Planning works closely with the transport planning team to achieve this. In 2015 transport improvements were delivered for **improved accessible bus stops** and **increased cycle hangers** as well as **continuing work on the Hackney Downs/Central link**. Projects in development focus on, with work to develop **cycle**

superhighway 1 (cs1), a quietway for the borough, **quietway 2 from Bloomsbury to Walthamstow**.

9.15 Hackney's railway stations continue to improve year on year, with **a total of** 4.4 **million entries/exits at stations in 2015**. The key growth areas of **Hackney Central and Dalston** stations recorded growths of **194% and 106%** between 2010/15. On these statistics **Dalston Kingsland station is busier than Nottingham**, **Hackney Central than Ealing Broadway** and **Shoreditch than Stanstead Airport.** These statistics are reflect in **access levels to key services** in the borough being **better than surrounding boroughs** as well as the **inner London average,** with key services being an average of **8.2 minutes by bike**, the third best times for cycling in London, and **9.1 minutes** by walking or public transport. Therefore planning policy has performed well in light of core strategy policy 6.

9.16 Core strategy policy 6 also aims to reduce car usage in the borough, by encouraging car free developments. This is secured through DMLP DM47 which expects the majority of developments to be car free or car capped. Overall, in 2015, 88% of completed development were car free, as were 88% of approved developments. Despite this, overall 3.2 spaces were delivered per scheme on average, an increase from -0.7 lost per scheme in 2014. Cycle space provision has almost doubled from 2720 to 4413 in approved developments. Policy may need to consider how it can ensure larger schemes are not exempt from car free development in order to continue the net loss of parking spaces achieved in recent years.

10. Open Spaces

10.1 One of the objectives of the Core Strategy is to ensure that hackney's natural environment, including wildlife habitats and landscape character is protected and conserved and that new development identifies protects and enhances important assets. Core Strategy policy 26 requires that there be no loss of open space within the network of designated open spaces, and DMLP DM32 requires new developments to provide new open space in developments. Hackney has the largest amount of green space in inner London, totalling about 330 acres, almost all of which is protected by planning designations which seek to restrict loss.

Changes to Open Space in the Borough

10.2 Core Strategy policy 26 looks to safeguard existing open space in Hackney, by preventing the loss of designated open space. There has been no loss of designated open space in Hackney from schemes completed in 2015. Indeed, there has been an increase in open space, although this is not designated at this time.

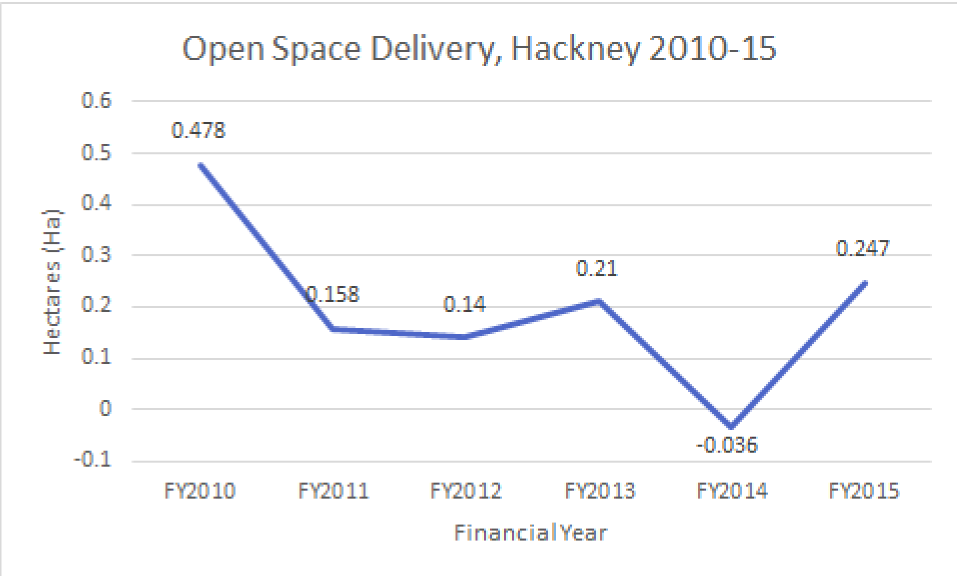


Figure 10.1, Open Space Delivery 2010-15, Hackney

10.3 Figure 10.1 indicates that there has been a net gain in open space in Hackney in 2015 of 2300sqm. This has occurred across two developments:

- Morningside Estate (2008/1006) development provides a 930sqm community space to the north side of the development facing onto retreat place as part of the regeneration of the community centre.
- The Bevenden, New North Road (2012/1517) provides a similar community space of 1370 sqm facing onto New North Road

10.4 Overall, the policy seems to be working. The lack of any loss of open space is a significant achievement in light of the very high development pressures in the borough and lack of any Greenfield developable land, which means that all new development was developed on brownfield.

Green flag Awards for Parks

10.5 Green Flag awards are given for a high level of environmental quality, and are awarded based upon 5 year plans for the improvement of parks. In 2015, 19 parks in Hackney achieved green flag status. These were:

- **Albion Square, N1 (Bold indicates new awards)**
- **Aske Gardens, E8**
- Butterfield Green, N16
- Cassland Road Gardens, E9
- Clapton Pond, E5
- Clapton Square, E5
- Clissold Park, N16
- De Beauvoir Square, N1
- Hackney Downs, E5
- Hackney Marshes, E9
- Haggerston Park, E2
- Hoxton Square, N1
- London Fields, E8
- **Millfields Park, E8**
- Shoreditch Park, N1
- Springfield Park, E5
- St John's Churchyard Gardens, E5
- Well Street Common, E9
- **West Hackney Recreation Ground, N16**

10.6 This is an increase of 4 new awards over the previous year (**marked in bold**) and indicates that the quality of parks is growing. All of Hackney's District and Regional Parks are designated along with many local spaces.

Planning Obligations for open spaces

10.7 As discussed in chapter seven, planning obligations are a direct result of planning for new development and are tailored to the needs of the area on an agreement basis, contributing the improvement of existing open spaces. Several projects were funded out of S106 in Hackney for Open Space in 2015. These were:

- **Gillette and Dalston Square Community Engagement Programme** (£4868) which was derived from the obligations arising from Dalston Western Curve.
- **Allens Gardens Improvements** to provide environmental improvements to the park.

- **Leonard Circus Environmental Improvements** (£51,763.54) which have made the square into an improved pedestrianized public space, as well as power systems for events.
- **Woodberry down nature reserve** – a £1.5 million project to restore the Westlands and Listed Coal Building.

10.8 The total amount of S106 which was gained for Open space in heads of terms was approximately £130,000 over 45 different clauses. The largest contribution came from the Colville estate regeneration schemes. Overall, this represents a significant uplift from new developments that will enable improvements to existing space and contribute to the wellbeing of residents of the borough.

Sites of Importance for Nature Conservation in 2015

10.9 SINCs, also referred to as a 'non-statutory wildlife site' or 'Local Site', are areas designated for their importance for wildlife. Figure 10.2 below shows that there has been no change in the levels of SINC sites in Hackney in 2014/15. In addition, the number of sites in positive management has held, indicating that sites are being sustainably managed. Further information about SINCs and the reasons for their designations can be found online[4].

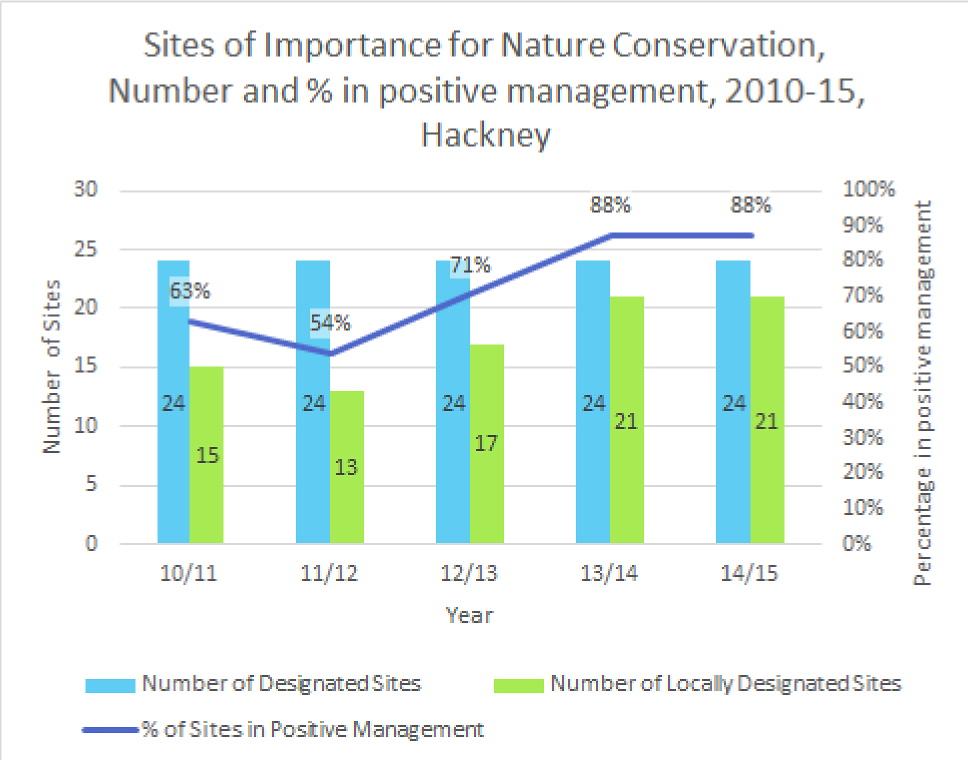


Figure 10.2, Sites of Importance for Nature Conservation, Number and % in positive management,, Hackney

[4] http://www.hackney.gov.uk/sites-of-importance-for-nature-conservation.htm.

Analysis

10.10 As the inner London Borough with a largest amount of green space, Hackney has been historically successful at protecting green spaces for its citizens. Core Strategy policy 26 looks to protect and improve the existing open space network, and covered by DMLP31 and 34 which protect open space as well as biodiversity. Overall there has been a net gain of 2300sqm open space in Hackney 2014/15. This resulted from two planning applications, in the form of green spaces on previously brownfield land. Overall, the policy has been effective, especially in light of the high pressure for development in the borough.

10.11 Policy also looks to improve existing spaces, with planning helping to support this through planning obligations, with several project completing, including **Leonard Circus** improvements and the **Gillette and Dalston Community Engagement Programme.** As well as this, green spaces have been improved, with an additional four parks gaining green flag for a total of 19. Finally, improvements have been made to sensitive sites in the borough, with 88% of sites of importance for nature conservation in positive conservation management, and **a new Local Nature Reserve designated at Woodberry down.**

11. Design and Heritage

11.1 One of the overarching objectives of the Core Strategy is to Protect and enhance the quality of hackneys historic environments through a sensitive approach to existing character. Core Strategy policy 24 requires that all development should enrich and enhance the built environment that developments make a positive impact, with special reference to historic buildings and landscapes under policy 25. These are further codified through DMLP policy DM1 which places design at the centre of the planning process. Performance of these policies is difficult to measure, as design quality is a subjective matter. However, there are a range of statistics around heritage. These primarily relate to protection of historic buildings or areas are regulated by Historic England in collaboration with the borough.

Heritage at Risk

11.2 The Heritage at risk register is operated by English heritage and, as the name suggests identifies historic buildings at risk if maintenance or restoration is not carried out. There has been a reduction in the number of buildings at risk in the borough by 4 sites, or around 10%, from 34-30 sites. This is through building being taken up as part of new schemes, detailed below:

- 91 Stoke Newington Church Street N16 (2013/2788) which has been restored to residential use.
- Pond House, 162 Lower Clapton Road E5 (2011/0697) which has been restored and as part of a development of 5 new homes.
- Former Court House and Police Station, Old Street EC1 (2010/1929) restored and redeveloped as a 128 bedroom boutique hotel.
- The Coal House, Lordship Road, Stoke Newington N16 which has been restored and repurposed as the café of the London Wetlands Trust nature reserve at Woodberry down.

11.3 It is likely that more buildings will be taken off of the register in coming years, with planning policy helping to bring forward sensitive redevelopment of these sites. It is it is hoped that a further 13 buildings may be removed from the register next year.

Conservation Areas

11.4 Hackney contains a large number of conservation areas which protect the historic character of areas such as De Beauvoir Town and Mare Street, with 29 areas currently in force across the borough. Conservation areas limit permitted development rights, meaning that applications must be made for external alterations and extensions, to ensure they are in keeping with the character of the area.

11.5 The council will shortly be designating a new conservation area in Dalston, designed to protect important historic assets within this major town centre. In addition, Dalston Lane (West) Conservation Area is currently being reviewed and is expected to be enlarged.

11.6 Conservation areas can be threatened in a similar way to buildings, and Hackney currently has three areas at risk. These are Mare Street, Sun Street and Dalston Lane (West). Sun Street is currently undergoing works as part of the One Crown Place development and it is anticipated that the Conservation Area will no longer be at risk following completion of the works. Dalston Lane (West) is currently undergoing works as part of the scheme for Dalston Terrace (Numbers 46 to 78 Dalston Lane) and it is anticipated that the Conservation Area will no longer be at risk following completion of the works. Mare Street will be reviewed as part of the Conservation Areas Review over the course of 2016.

Tall Buildings

11.7 Tall buildings are of particular interest primarily as they represent some of the largest and most complex applications and significantly test the effectiveness of policy. Hackney takes a case-by-case approach to Tall Buildings in the borough, in line with the Hackney Tall buildings strategy (2005) and RTPI guidance, within the context of the London Plan.

11.8 Two tall buildings were completed in Hackney in 2014/5 – The tower forming part of Kick Start Site 4 at Woodberry Down in the north of the borough, with a maximum height of 18 stories, and Eagle House on City Road in the South-West of the borough. This is lower than the trend, with 22 buildings of 10 storeys or greater approved since 2010; with an average height of 23 storeys - though the tallest of which was 50 stories (Principal Place). These developments have predominantly taken place to the south of the borough, as well the growth area of Dalston. It is interesting to note that 17 of 22 buildings approved were in schemes containing residential units, indicating that tall buildings are primarily supported by high residential values as opposed to office space or other uses.

Hackney Design Awards

11.9 The Hackney Design awards are a biannual award ceremony which celebrates the best quality developments built in the borough over the period. The design awards were last run in 2014, and will run again in 2016. Nominations can be made by both the residents of Hackney, architects and others.

11.10 The awards did not run this year, and will be reported on in the next AMR.

Analysis

11.11 Overall the situation has been positive for heritage and design in Hackney, with a reduction in the number of buildings at risk. Importantly, this has been due to efforts to regenerate these buildings into ways which safeguard the character while setting them on a sustainable footing. These show that policy 24 and 25 of the DMLP are working effectively, especially with other policies in the plan which look to secure new housing and employment uses.

11.12 In addition to this, developments taking place in three threatened conservation areas will help to safeguard their character.

11.13 Design is a highly subjective exercise, with planning policy having a minor role to play in ensuring that new developments are of the highest quality and in keeping with their context and character. This is exemplified through the Hackney Design Awards, which will run in the 2016/17 Financial year, will be reported on in the next AMR.

12. Planning Performance

12.1 The performance of Development Management is important to both the Council and Central Government, who measure performance. It should be noted that these statistics reflect the most recent dataset. Performance is measured by speed of decision making and quality:

- Speed: 70% of Major applications must be determined within 13 weeks of validation; 75% of minor applications must be determined within 8 weeks of validation. 80% of all other applications completed within 8 weeks,
- Quality: 70% of appeals to planning applications must be dismissed.

12.2 Hackney also has its own performance targets which cover a broader range of subjects:

- Customer Satisfaction: 60% of customers satisfied with planning service
- Speed: 80% of planning applications validated within 5 working days; 80% of planning searches carried out within 10 working days;

12.3 As shown in table 12.1, below, the speed applications were processed has been maintained throughout 2015/16 and exceeded targets, despite a record number of planning applications being received., Processing of other applications was consistently above target, averaging 87%.

12.4 Quality has also improved, with a 20 point rise in the number of appeals dismissed, topping out at 83% in Q4 of 2015/16, and hitting the 70% target overall.

Indicator	**Target**	**2014/15**					**2015/16**				
		Q1	**Q2**	**Q3**	**Q4**	**Total**	**Q1**	**Q2**	**Q3**	**Q4**	**Total**
Percentage of major planning applications determined within 13 weeks	70%	83% (10 out of 12	83% (10 out of 12)	75% (6 out of 8)	77% (10 out of 13)	**79% (36 of 45)**	46% (6 out of 13)	67% (2 of 3)	100% (11 of 11)	86% (6 out of 7)	**74% (25 of 34)**
Percentage of minor applications determined within 8 weeks	75%	77%	78%	73%	67%	**74%**	73%	78%	78%	80%	**79%**
Percentage of other applications determined within 8 weeks	80%	84%	88%	83%	77%	**83%**	84%	86%	85%	86%	**87%**
Percentage of planning appeals dismissed	70%	73% (22 out of 30)	44% (7 out of 13)	88% (14 out of 16)	67% (16 out of 24)	**68% (59 of 83**	62% (15 out of 24)	66% (10 out of 15)	59% (10 out of 17)	83% (25 out of 30)	**70% (60 of 86)**

Table 12.1, General Planning Performance, 2014/15 and 2015/16, Hackney

12.5 Internal targets are more varied in areas covered but are largely focused on speed of decision making. Validation services undershot its target by a small amount, 8%, while planning searches have varied across the year, averaging 67%, with figures supressed by a large number of searches driven by changes to stamp duty changes on 1st April 2016.

Indicator	Target	2014/15					2015/16				
		Q1	Q2	Q3	Q4	2015/ 16	Q1	Q2	Q3	Q4	2015/ 16
% Applications validated within 5 days	80%	71 %	72 %	68 %	67%	**70%**	70%	75%	79%	63%	**72%**
% Planning searches carried out in 10 working days	80%	N/A	N/A	86 %	78%	**82%**	73%	58%*	75%	64%**	**67%**

Table 12.2, Planning Performance, Local Indicators, 2014/15 and 2015/16, Hackney

12.6 Building control also accords to targets. The Building control team work to inspect new properties and assess their compliance with buildings regulations. Their performance targets are based around speed as well as well as aiming to build their market share versus private companies which provide the same service.

12.7 Over 2015/16 the team increased their market share by 4%, from 34-38%, moving towards a target of 50%. The percentage of chargeable applications processed within 3 working days improved over the year, averaging 77%, or 3% below target. 86% of full plan pre-decisions were given within 15 days, 4% below target. The number of site investigations undertaken within one day of request was significantly above (13%) target, with 93% of visits being undertaken in this period. Finally, the number of completions certificates issued within 5 days of an inspection was slightly below target, at 83% versus a 90% target - although it should be noted that in the final quarter 98% of certificates were issues within the timeframe.

Indicator	Target	Q1	Q2	Q3	Q4	Total 15/16
Percentage market share of building regulations working applications	50%	34%	41%	35%	38%	**37%**
Percentage of Building Regulations chargeable applications acknowledged within 3 working days (Full Plans, Building Notices, Regularisation & Demolition Notice applications).	80%	70%	76%	73%	86%	**77%**
% of Building Control Full Plans Pre decisions given within 15 days	90%	88%	71%	88%	100%	**86%**
% site inspections undertaken within 1 working day from request (service standard)	80%	90%	95%	94%	88%	**93%**
% of completion certificates issued within 5 days of an approved inspection subject to receipt of appropriate documentation (service standards)	**90%**	**78%**	**86%**	**85%**	**98%**	**83%**

12.8 Building control have also been engaged with resolving several dangerous structures in the borough:

- Former ‘Ship Aground’ pub in Lea Bridge Rd: building shell was left unsupported following the removal of the shoring system due to a dispute between the builder and the owners.

- 185 Graham Road: Unsafe building is currently held up by shoring scaffold. Case has been complicated due to ownership.

Analysis

12.9 Overall, the performance of planning has improved over the past year, with targets across development management exceeded; 74% of Major Planning Applications were determined in accordance with agreed timescales, beating a target of 70%. A total of 34 major applications were processed. 79% of minor applications were determined within 8 weeks, also beating the target of 75% and 87% of other applications were processed within their 8 week deadline, beating a target of 80%. The quality of decisions was also good, with only 70% of cases taken to appeal failing. Validation was also slightly below target, with 72% of applications processed in 5 days against an 80% target. This may be accounted for by very large or complex applications.

12.10 Building control performance improved over the year, especially in terms of market share, increasing by 4% to 38% of all cases in the borough. Chargeable applications processed within 3 working days improved over the year, 77%, or 3% below target. 86% of full plan pre-decisions were given within 15 days, 4% below target. The number of site investigations undertaken within one day of request was significantly above (13%) target, with 93% of visits being undertaken in this period. Overall, the service looks to be continuing to improve.

13. Appendix - Site Allocations in the SALP and Area Action Plans

13.1 The Hackney Local Plan contains a suite of Local Development Documents, some of which, allocate sites for development at different scales. The Site Allocations Local Plan allocates sites across the borough for development and is the key provider of new sites to meet objectively assessed housing needs. In addition to this document the borough has three area action plans which designate sites and prescribe specific policy for Manor House, Dalston and Hackney Central.

13.2 The status of these sites is important as is constitutes a practical measure of the performance of these plans in regenerating Hackney and achieving the overarching objectives of the core strategy.

Status of Sites in the Site Allocations Local Plan

Site Reference	Known As	Status	Permission
6	Colville Estate Hyde Road N1 5PT	Permission Granted - Phase 1 and 2 under Construction	2014/0621
7	Kings Crescent, Green Lanes, N4 2XG	Permission Granted - Started on site.	2013/1128
9	Marian Court, Homerton High St, E9 6BT	Permission Granted - Not Started	2012/1731
10	Bridge House, Homerton High St, E9 6JL	Permission Granted - Phase 2 Started	2012/1731
12	Tower Court, Clapton Common, E5 9AJ	Site Cleared	N/A
15	King Edwards's Road, E9 7SL	Permission Granted - Started	2013/2159
16	St Leonard's Court, New North Road, N1 6JA	Permission Granted - Started	2012/2915
27	213-215, New North Road, N1 6SU	Development Completed	2009/2102
84	337 Kingsland Road and Adjacent Car Park, E8 4DA	Permission Expired - Not Started	2011/2876
95	12 – 20 Paul Street, EC2A 4JH	Development Completed	2011/1922
99	102 – 110 Clifton Street, EC2A 4HT	No Permission Granted	N/A
100	64 - 80 Clifton Street and 4 - 8 Holywell Lane, EC2A 4HB	No Permission Granted	N/A
101	Holywell Row EC2 at Junction of King, EC2A 3NT	Permission Granted - Started	2014/3268
103	35 – 45 Great Eastern Street, EC2A 3ER	No Permission Granted	N/A

107	Telephone Exchange, Shoreditch High Street, E2 7DJ	No Permission Granted	N/A
108	Bishopsgate, Shoreditch High Street, E1 6JU	Permission called in by Mayor of London	2014/2425
115	EDF Energy, 10 Appold Street, EC2N 2BN	No Permission Granted	N/A
121	Telephone House, 110 Tabernacle Street, EC2A 4LE	No Permission Granted	N/A
124	Land Bounded by Sun Street, Crown Place EC2A 2AL	Permission Granted - Started	2015/0877
125	Street block bounded Curtain Road, EC2A 2BF	No Permission Granted	N/A
126	225 City Road, EC1V 1LP	No Permission Granted	N/A
127	Crown House 145, City Road and 37 East Road EC1V 1LP	Permission Granted - Started	2012/3259
128	Land bounded by Curtain Road, EC2A 3LP	Permission Granted - Started	2012/3871
129	London College of Fashion, 100-102 Curtain EC2A 3AE	No Permission Granted	N/A
130	Site at Junction of Shoreditch High St, E1 6PG	No Permission Granted	N/A
133	London College of Fashion 182 Mare Street E8 3RF	No Permission Granted	n/a
134	Hackney Police Station, 2 Lower Clapton Road E5 0PA	Permission Granted - Not Started	2015/3316
135	Wilmer Place, Stoke Newington, N16 0LH	Permission Granted - Not Started	2013/3186
136	Anvil House, 8-32 Matthias Road, N16 8NU	No Permission Granted	N/A
137	84-90 Great Eastern Street, EC2A 3DA	No Permission Granted	N/A
138	Site bounded by Tabernacle Street EC2A 4EA	No Permission Granted	N/A
139	Site of 5-13 (9consec.) Holywell Lane and EC2A 3PQ	Permission Granted - Started	2012/3792
143	Ash Grove Bus Depot, Andrews Road E8 4RH	No Permission Granted	N/A
166	Land bounded by Warburton Rd, E8 3RH	Multiple Permissions - Started and Completed. North West Side of Site has no Planning.	
190	Arches 189 -222 Morning Lane	Permission Granted - Started	2009/0445
204	10-50 Willow Street, EC2A 4BH	Permission Granted - Started	2012/0123
206	Wakefield House, Chart Street, N1 6DD	No Permission Granted	N/A
223	27-37 Well Street London, E9 7QX	No Permission Granted	N/A
225	Works Andrews Road, E8 4RL	No Permission Granted	N/A
233	113-137 Hackney Road, E2 8ET	Permission Granted	2015/3455

244	1-13 Long Street, E2 8HN	Permission Granted - Started	2012/2013
251	ARRIVA / Stamford, Rookwood Road, N16 6SS	No Permission Granted	N/A
256	Tram Depot, 38-40 Upper Clapton Road, E5 8BQ	No Permission Granted	N/A
268	Britannia Leisure, Hyde Road N1 5JU	No Permission Granted	N/A
270	Former Rose Lipman Downham Road N1 5TH	No Permission Granted	N/A
271	164-170 Mare Street, E8 3RH	No Permission Granted	N/A
272	41-45 Stamford Hill, N16 5SR	No Permission Granted	N/A
273	92-94 Stamford Hill, N16 6XS	Permission Granted - Not Started	2013/3856
279	71-73 Lordship Road, N16 0QX	Permission Granted - Not Started	2011/2526
281	Telephone Exchange, Upper Clapton Road, E5 9JZ	No Permission Granted	N/A
283	Nightingale Estate, Downs Road, E5 8LB	Permission Granted for some elements.	N/A
285	151 Stamford Hill, N16 5LG	No Permission Granted	N/A
286	Woodberry Down, Seven Sisters Road, N4 1DH	Permission Granted - Phase 3 Started and Kick Start Site 4	2010/2427

Status of Sites in the Manor House AAP

Site Reference	Known As	Status	Permission
Ivy House	North East Corner - Ivy House	No Permission Granted	N/A
318 Green Lanes	318 Green Lanes	No Permission Granted	N/A
320 Green Lanes	320-324 Green Lanes	No Permission Granted	N/A
Yard Building	North East Corner, Manor House	No Permission Granted	N/A
Manor House/Ivy House Infill	North East Corner, Manor House	No Permission Granted	N/A
SE4	Boys Club and Deaf Centre	No Permission Granted	N/A
SE3	Prospective buildings SE1-SE5	No Permission Granted	N/A
SE1	Marlborough Parade and Marlborough House/Prospective buildings SE1-SE5	No Permission Granted	N/A
SE2	Marlborough Parade and Marlborough House/Prospective buildings SE1-SE5	No Permission Granted	N/A
Hotel Site	South West Corner, Manor House	No Permission Granted	N/A

Status of Sites in the Dalston AAP

Site Reference	Known As	Status	Permission
A	130 Kingsland Road and site to the rear 130A Kingsland Road	No Permission Granted	N/A
B	Dalston Kingsland Station and associated works	Permission Granted - Not Started	2014/222
C	51-57 Kingsland High St	Permission Granted - Started	2013/2042
D1	25-33A, 2-8 & 10-34 Kingsland High Street	Permission Granted - Started	2013/1039
D2	1, 3, 5, 7 Dalston Lane, (Dalston Western Curve), & 1-7 Ashwin St	Permission Granted - Started	2013/1039
E	36-42 Kingsland High Street (currently McDonalds)	No Permission Granted	N/A
F	Kingsland Shopping Centre	No Permission Granted	N/A
G1	Birkbeck Mews/Road	No Permission Granted	N/A
G2	Ridley Road Market	No Permission Granted	N/A
G3	Ridley Rd/St. Mark's Rise	No Permission Granted	N/A
G4	Ridley Road Market – south side abutting northern edge of railway	No Permission Granted	N/A
G5	Land to Rear of Kingsland Shopping Centre	No Permission Granted	N/A
H	2-16 Ashwin St, 11 - 15 Dalston Lane, southern end of 'eastern curve'.	No Permission Granted	N/A
I	17-25 Dalston Lane	No Permission Granted	N/A
J1	Thames House and corner of Hartwell Street and Dalston Lane to 27 Dalston Lane	Temporary use on site.	2015/0171
J2	Former Tyssen Arms public house.	Permission Granted - Started	2012/1695
K	Grampul House, Tyssen Street	No Permission Granted	N/A
L	Stamford Works and Gillett Sq Phase 2	No Permission Granted	N/A
M	Holy Trinity Primary School	Permission Granted - Started	2013/0457
N	67A-73 Dalston Lane and frontage onto Tyssen Street	Permission Granted - Started	2012/3558
O	Dalston Lane terraces – 46 – 86a Dalston Lane and 457/459 Queensbridge Road	Permission Granted - Started	2014/0323

P	CLR James Library, 16-22 Dalston Lane, 62 Beechwood Road	No Permission Granted	N/A
Q	Former Roseberry Cottages, Roseberry Place	Permission Granted - Completed	2011/0737

Status of Sites in the Hackney Central AAP

Site reference	**Site address/name**	**Status**
A1	Tesco east, Morning Lane north side	No planning applications received however informal discussions have taken place.
A2	Tesco west/ Mare Street backs, Morning Lane	No planning applications received however informal discussions have taken place.
A3	5-13 Morning Lane	No planning applications received.
A4	Clapton Bus Depot	No planning applications received however informal discussions have taken place.
A5	Retail frontage west of Clapton Bus Depot fronting Mare Street	No planning applications received.
A6	Railway Arches, Bohemia Place	No planning applications received however informal discussions have taken place.
A7	2-20 Morning Lane and Hackney Trades Hall	No planning applications received.
B1	7-19 Amhurst Road and Council owned station car park	Planning permission (Reference 2011/2209) granted.
B2	Hackney Central Station ticket hall	Several planning permissions have been granted and completed in connection with refurbishment of the station.
C1	The Rectory, 356 Mare Street, Land rear of 392-396 Mare Street and Learning Trust site	Planning permission (Reference 2012/3345) granted.
D1	1-17 Lower Clapton Road, Clarence House and 2-12a Clarence Road	No planning applications received.
D2	302-304 Mare Street	No planning applications received.

E1	Florfield Road depot, Maurice Bishop House and 13 Reading Lane	No planning applications received.
F1	7a Sylvester Road and ‘the washouse’, 117 Wilton Way	Planning permission (Reference 2009/2673) granted and development completed.
F2	1-10 Great Eastern buildings and land to the rear of 29-39 Horton Road	Planning application (Reference 2014/1460) lodged.