HACKNEY AUTHORITY MONITORING REPORT 2015/16 & 2016/17

Introduction

1.1 The AMR provides monitoring information on spatial planning-related activity for the financial years of 2015/16 and 2016/17 to inform and monitor policy development and performance. It highlights the extent to which the policies set out in the Local Plan (the Core Strategy 2010, the Development Management Local Plan 2015, the Site Allocations Local Plan 2016, and adopted area action plans) have been achieved, using quantitative indicators - for example how planning policies have facilitated the delivery of a large number of new homes over 2015/16 and 2016/17 and approval of large quantums of employment floorspace in the Borough.

1.2 This AMR reports on two monitoring years covering from 1st April 2015 to 31st March 2016 and 1st April 2016 to 31st March 2017. The 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.

1.3 The AMR provides analysis of the effectiveness of policy and of the changing environment it is being applied to in the borough. It does this primarily by reviewing the results of developments which have completed, and planning applications permitted over the last two years. It also aims to set out any clear challenges and opportunities for the new Local Plan, 'LP33'. LP33 will be a new borough wide Local Plan. It will be the strategic planning document which directs and guide development in the borough up to 2033. See: https://www.hackney.gov.uk/LP33.

1.4 The AMR also reports on the collection and spend of the community infrastructure levy (CIL) and S106 obligations in accordance with government regulations.

1.5 A summary of decisions for Section 73 applications (variations to conditions) relating to major planning applications is also included at Appendix 2 of this report.

Key Findings & Recommendations for the new Local Plan

1.6 Some key findings of the AMR are as follows:

Housing

Key Points: Housing Delivery was on target.

- Housing policy has been effective at delivering the homes needed by the Borough, with 8790 new homes delivered or 132% of its target between 2012 and 2017. This housing supply is made up of conventional self-contained homes which form the majority, as well as long-term empty homes returning to use and non-conventional homes such as student halls. Of the conventional supply, 35% of homes were in affordable tenures, with over half of these in social rent.
- New housing has been delivered across the borough but growth is focussed in north of the borough and Shoreditch, in and around Dalston and in Hackney Central.
- Dwellings in the period have been delivered over a broad range of sizes, broadly in line with policy requirements, with 26% of dwellings being 3 or more beds. In addition, there were more 2-beds (38%) overall than 1-bed properties (36%).
- The draft London Plan proposes a new housing target for Hackney of 1330 homes per annum. The existing target is 1599 homes. This reflects previous analysis that we have a significant amount of approvals in the pipeline to deliver over the next 5 years, but supply of new sites is less certain beyond 2020, particularly when considered alongside requirements for additional employment space, including affordable workspace (see section below).
- Housing affordability continues to decrease year-on-year in Hackney, with the ratio of house prices to income almost doubling between 2008 and 2015 despite the great recession, with median prices reaching 16:1 with median earnings. On the most recent evidence, the Council would need to deliver 60% of new housing as socially rented to meet the needs of the borough.

Challenges: To respond to continued issues around housing affordability for residents the Draft Local Plan 2033 sets out new policies – including a policy to secure affordable housing on small sites for less than 11 units.

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 195,000sqm 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 160,000 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 64% since 2009/10, faster than neighbouring boroughs and almost 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 428 new hotel rooms completed in the reporting years and a pipeline of 1785 hotel bedrooms, mostly in the south of the borough that have received planning permission indicates a high level of economic interest.
- Overall, Priority Employment Areas (PEAs) gained a net 6,296sqm in 2015/16 - 2016/17. This is against a recent a trend, with losses in PEAs in the last 5 years totalling -9,814sqm. 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 23,000sqm of B1-B8 floorspace,

Challenges: To respond to these challenges the Draft Local Plan 2033 sets out an approach to direct new employment development and better protect against the loss of industrial floorspace in the future. This has been further strengthened by new Article 4 Directions protecting employment uses.

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 3760sqm of retail (A1) space across the borough in the reporting years.
- The pipeline for town centres going forward is positive with a total of 10513sqm new floorspace expected from development that has planning permission. Dalston, Hackney's major town centre is expected to gain an addition 1410sqm of retail

floorspace, Stoke Newington to gain 809sqm and Hackney Central to lose 400sqm. An additional 89sqm of retail floorspace has been permitted in Local Centres.

- In terms of shopping centres, the primary frontages of Dalston, Hackney Central and Stoke Newington High Street perform well, with 56%, 55% and 60% of units respectively in retail use and with very low vacancy levels. Primary frontages have an average of 57% of units in retail use whilst secondary frontages average 43%.
- The average vacancy rate in Local centres was 5%.
- Despite changes to permitted development rights there have only been small losses of A1 retail in Hackney Central (312sqm) and Stoke Newington (825sqm) and Dalston has gained 722sqm of A1 floorspace. Local Centres have seen a very small overall loss of 215sqm over the same time period, although this varies by centre with a gain 300sqm in Lower Clapton Road and a loss of 240sqm in Kingsland Road.
- A large amount of new A1/2/3 uses been approved in priority employment areas, with a net increase of 6439sqm in 2015/16 and 2016/17. 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. Over the last five years A3 uses have increased in the centres of Dalston (653sqm), and Stoke Newington (407 sqm) but over the same period 10,075sqm of A3 has come forward outside of town centres, notably in the Central Activities Zone, Shoreditch PEA and Wenlock PEA.
- Over the last five years there has been no overall change in Hackney Central, Stoke Newington and Finsbury Park town centres of A4 (drinking establishments) floorspace, and an overall gain in Dalston of 279sqm. There has been a loss of 3,428sqm.

Challenges: To respond to these challenges the Draft Local Plan 2033 will sets out a strategy to manage growth in retail and town centre uses – with growth focussed in Dalston and Hackney Central as the two major centres. LP33 identifies the need for a retail designation in Shoreditch linked to its role as part of the Central Activities Zone (CAZ). The extent of the CAZ retail frontages will be determined through Future Shoreditch Area Action Plan.

Communities, Culture, Education & Health

Key Points: Planning continues to secure funding through the Community Infrastructure levy and Section 106 agreements.

- In 2015/16, the Council received a total of £7.3 million in Section 106 payments and signed agreements worth a total of £14.4 million.
- In 2016/17, a total of £17.2 million in Section 106 payments was received, and signed agreements worth a total of £23.2 million.
- Hackney's CIL which was adopted in April 2015 received a total of £122k in 2015/16 and £6.64 million in 2016/17 in CIL contributions.
- The borough also collected £6.4 million for the Mayoral CIL in 2015/16, and £4.4 million in 2016/17.

Transport

Key Points: Cycling Parking provision has increased along with public transport usage.

- There were a total of 48.8 million entries/exits at stations in Hackney in 2016, an increase of 8.4 million entries/exits from the previous year.
- In 2015/16 and 2016/17, 87% of completed development were car free.
- In 2015/16 on average, 2.03 car parking (disabled included) spaces were delivered per scheme, a decrease of 1.07 per scheme since 2014/15.
- However, this figure went up by to 14.5 car parking spaces (including disable) per scheme in 2016/17, and this was mainly due to the completion of two large projects (Woodberry Down Estate and the International Broadcast Centre (IBC) on Waterden Road) which between them delivered 971 car parking spaces. Cycle space provision has gone up by almost 27% from 963 in 2015 to 1349 and by almost 33% in 2016/17 to 1993 in completed developments.
- Old Street and Shoreditch High Street stations recorded growths of 115% and 57% in just one year - 2015/16. 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.

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.

Open Spaces, Environment and Climate Change

Key points: Hackney, already the greenest inner London Borough has increased open space in the borough over 2016/17, delivery of the Woodberry down nature reserve

- Hackney has 58 parks and green spaces totalling 282 hectares of open space, ranging from large areas of Metropolitan Open Land at the Lee Valley Regional Park, which accounts for almost 40% of the borough's open space, to pockets of grass by the side of roads.
- Out of 58 parks and open spaces, 21 have been awarded Green Flag status (as of 2017).
- Overall there has been a net loss of 1360sqm of publically accessible open space in Hackney 2015/17.
- Planning obligations secured prior to the implementation of CIL have been used to deliver the following improvements to open spaces:
    - Improvements to De Beauvoir Square's play area. A second entrance was added to the play area to provide an alternative exit point from the enclosed space. The wooden edges to the squares rose beds have been replaced with a metal edging eliminating future maintenance issues.
    - The London Fields outdoor gym equipment had reached the end of its life and was located in the children's play area. Contributions went towards replacing and expanding outdoor gym equipment in a new more accessible location in London Fields.
    - Contributions went towards improving and replacing play equipment which had come to the ends of its life in Haggerston Park.
- An additional two parks gained green flags between 2015/16 and 2016/17 for a total of 21. Furthermore, 88% of Sites of Importance for Nature Conservation are in positive conservation management.

Heritage and Design

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

- Currently, there are 31 buildings still at risk in the borough on the Heritage at Risk register. Three conservation areas remain at risk (Dalston Lane West, Sun Street and

Mare Street), although developments in the Dalston Lane West are likely to result in their removal from the list.

- The Hackney design wards are held biannually, the last contest was held in September 2016 and about 50 projects nominations were received. Out of the 16 schemes that were shortlisted in September 2016, this year's independent judging panel selected 7 winners. The overall People's Choice winner for the year was Woodberry Wetlands N16.
- A total of 8 tall buildings were completed in Hackney between 2015/17 – two of which have a maximum height of 40 and 50 storeys respectively (Land bounded by Curtain Road/Hewett Street/Great Eastern Street/Fairchild Place/Plough Yard/Hearn Street, and Principal Place).
- 6 of 8 buildings completed were in schemes containing residential units, indicating that tall buildings are primarily supported by high residential values. The other two buildings were hotels (non-residential with bedrooms).

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.

Planning Performance

Key Points: Major targets in planning performance were met in 2016/17. There has been a significant increase in the number of planning applications processed and planning performance agreements made providing adequate revenue to support continued excellent performance.

- In 2016/17, 84% of Major Planning Applications were determined in accordance with agreed timescales, beating a target of 70%. A total of 37 major applications were processed.
- 80% of minor applications were determined within 8 weeks, also beating the target of 75%
- 88% of other applications were processed within their 8 week deadline, beating a target of 80%
- 63% of appeals to planning decisions were dismissed. Though this was below the 70% target but the number of appeals against decisions was considerable higher (128) compared to the previous year where only 86 appeals were made.

- 52% of Planning Applications were validated within 5 days. This was below target (80%) given ICT and Print Room issues, although performance has recovered in 2017/18. It should also be noted that validation performance has had no impact on the very good performance for overall timescales of decision making.
- In 2015/16, 64% of planning searches were carried out in 10 working days, slightly below target (80%). However, the percentage increased to 87% for the first 3 quarters of 2016/17 and a new ICT system has been implemented to secure more stable performance.
- Building control increased their market share for certification by 3 percentage pointsfrom 34 – 37% of all developments in 2015/16. During 2016/17, their market share dropped back to 34% - still this was below their target of 50%. It should be noted that Hackney's market share of 34% is still considerably higher than an single Approved Inspector.
- 86% of building control applications were processed within 3 days in 2015/16, this increased by 1 percentage points to 87% in 2016/17 –above the target at 80%.
- The number of site inspections undertaken within 1 day of request, significantly above target (80%) at 93% and 91% for 2015/16 and 2016/17 respectively.

Appendix 1 – Hackney AMR 2015/16 & 2016/17 Full Report

Hackney's Local Plan

Authority Monitoring Report 2016 & 2017

The Planning Service

Hackney

London Borough of Hackney

Authority Monitoring Report 2016 & 2017

Strategic Policy
The Planning Service
2 Hillman Street
Hackney
London
E8 1FB

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Table of Contents

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 are not being met and where local plans and policies, or the internal development management process needs to be reviewed. It also aims to set out any clear challenges and opportunities for the new Local Plan, 'LP33'. LP33 will be a new borough wide Local Plan. It will be the strategic planning document which directs and guide development in the borough up to 2033. See: https://www.hackney.gov.uk/LP33.

1.2 This year is Hackney's fourteenth 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 covers the period from 1 April 2015 to 31 March 2016 and 1 April 2016 to 31 March 2017 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.

1.5 The AMR monitors Key Performance indicators (KPIs) for planning policy, performance in plan-making and compliance with the Duty to Cooperate.

1.6 The report also provides a report on Hackney's Community Infrastructure Levy and S106.

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 has been informed by information received from a range of council teams. **Structure of the Report**

1.8 The report is divided into the following sections:

Executive Summary

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

Planning Policy Update

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

Topic Areas

- 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[1] of the London Borough of Hackney and the people living and working here. Some of the key facts and figures for Hackney from the 2017 Profile are summarised below:

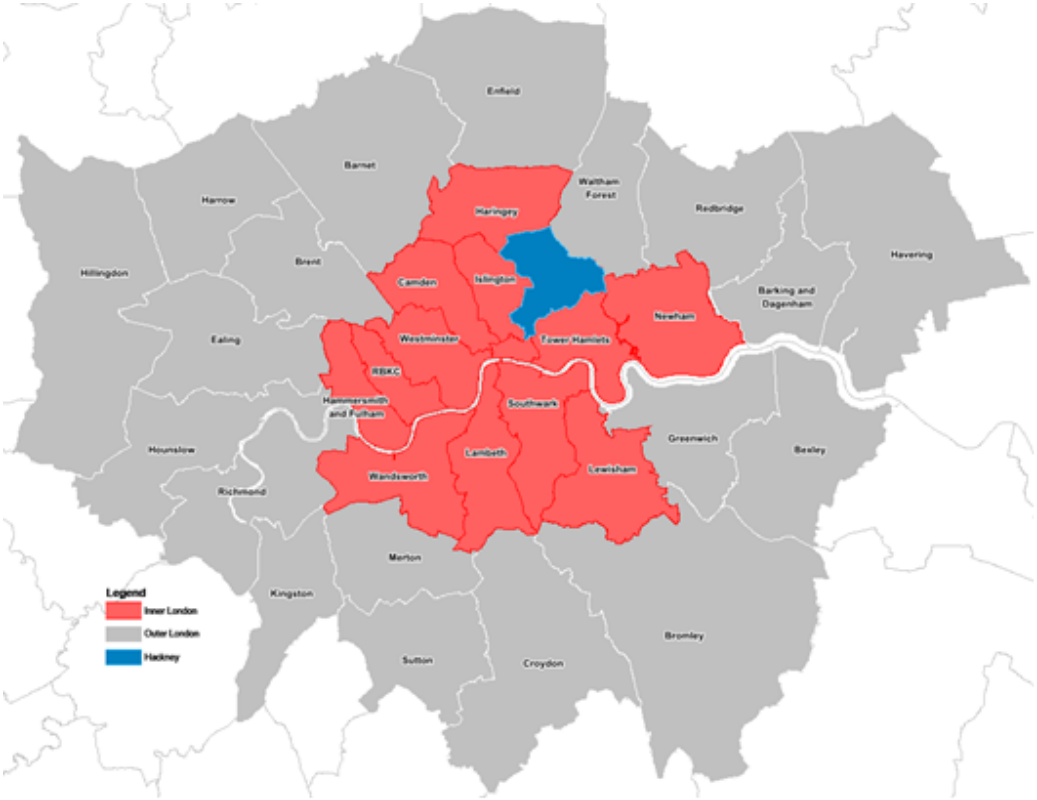
Location

2.2 Hackney is one of 14 inner London boroughs, situated in East London.

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, LLDC, Haringey, Waltham Forest, Tower Hamlets and the City of London.

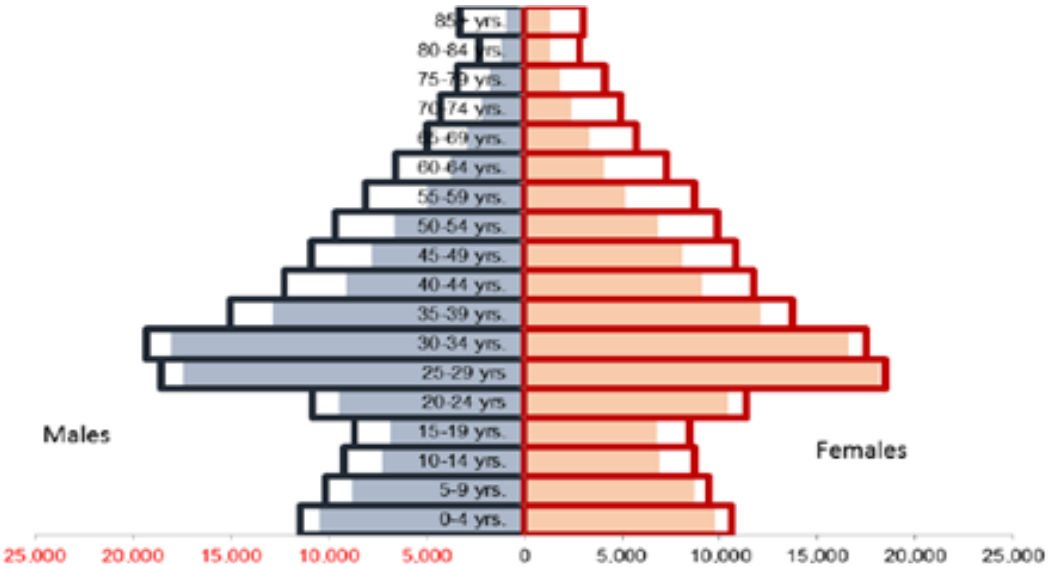
Map 1: Hackney in a Regional Context



[1] https://www.hackney.gov.uk/media/2665/Hackney-profile/pdf/Hackney-Profile2

Population

2.5 Hackney's population is estimated to have increased by 2.2% over the year to 269,009 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 (14%) of the population, making Hackney a relatively young borough.

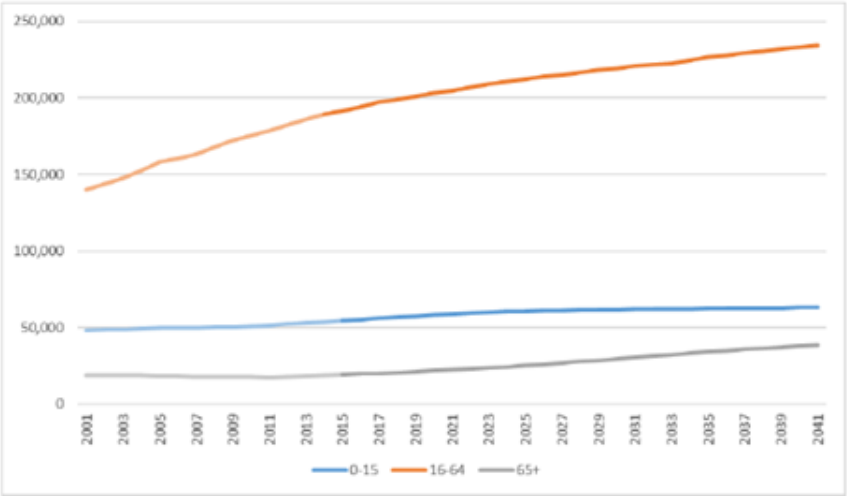


2.6 Hackney is a culturally diverse area, with significant 'Other White', Black and Turkish Communities, as well the largest Charedi Jewish Community in Europe focused in the North East of the Borough. 9/10 residents say groups get on well with each other.

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 78.7 years for men and 82.8 years for women. However, life expectancy for men and women in Hackney remains below the London average of 79.6 and 83.8 years respectively.

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 great improvement in secondary education, with 63.5% of pupils obtaining five or more GCSE's grade A* - C including English and Maths in 2016, up from 43% in 2008. This is well above the London average of 59.7%, and the England average of 52.8%.

Economy

2.14 The number of firms in Hackney increased by 66% from 2004-2016. The number of people claiming out of work benefits fell by 13,700 between 2000 and 2016, despite the rapid growth in the working-age population.

Housing

2.15 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

2.16 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

2.17 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. However, crime levels increased by 6% in 2015/16, in line with London-wide trends.

Growth and Change

There is significant growth in The North West of the borough around Manor House, the area along the upgraded North London Line from Dalston to Hackney Wick and along the recently improved East London Line from Dalston to Shoreditch are expected to experience the greatest growth in housing, commerce and infrastructure in the coming years.

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

3.2 The local development scheme outlines planning policy documents' content and the programme for preparing or reviewing them. It helps ensure effective spatial planning, guiding sustainable development and helping regenerate the borough.

Core Strategy

3.3 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)

3.4 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.

3.5 The Council formally adopted the Development Management Local Plan (DMLP), including the policies map, on 22 July 2015..

Hackney Site Allocations Local Plan

3.6 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 sets out land use allocations and other policies where appropriate for key sites in the Borough that are not already covered by

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

3.7 **The Site Allocation Local Plan (SALP) was adopted in July 2016.**

Local Plan 2033 (LP33)

3.8 The Local Plan 2033 sets out a growth strategy for the borough up to 2033. 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.

3.9 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.

3.10 **LP33: Early consultation on a Direction of Travel document and Sustainability Assessment Scoping report was undertaken in October to December 2017. A suite of evidence base documents have been produced and published alongside a draft Plan which is currently undergoing Regulation 18 consultation until 4th December 2017. Consultation on the Proposed Submission version is scheduled for Summer/Autumn 2018 with Examination in Public anticipated for late 2018/early 2019. Final adoption of the Local Plan is programmed for 2019.**

The North London Waste Plan (NLWP)

3.11 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.

3.12 **The North London Waste Plan (NLWP) is jointly being prepared by seven north London boroughs: Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest. The NLWP was consulted on between July and September 2015, and Boroughs are still considering the proposed Crossrail 2 scheme potential**

implications for existing and proposed waste sites before working on proposed submission version of the plan.

Area Action Plans (AAPs)

3.13 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.

3.14 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 well 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;

3.15 **In January 2017 the Council consulted on 'Towards a Stamford Hill Plan. The next stage of consultation on a draft Plan will be undertaken in Summer 2018. Adoption is anticipated in 2019.**

Future Shoreditch - Area Action Plan

3.16 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.

3.17 **Future Shoreditch: A launch consultation was carried out in March to May 2017 along with further stakeholder engagement in July. Consultation on the Future Shoreditch Issues and Options document will be undertaken in January to February 2018. The results of this consultation will inform a draft Plan, scheduled for consultation in Summer 2018. Future Shoreditch is anticipated to be adopted in 2019.**

Implementation of Hackney's CIL

3.18 The Council's CIL charging schedule was adopted following an examination by an independent planning inspector, and was implemented from 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).

3.19 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 if Hackney reviews its 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 SPD provides planning guidance on how sustainable design and construction can be achieved.

3.22 **The Sustainable Design and Construction SPD was adopted in July 2016.**

Housing Supplementary Planning Document

3.23 This SPD will help support the Council in delivering high quality mixed housing that is well-integrated with Hackney's varied places and communities, taking into account the current land availability and pressures for development. It will also provide guidance on the implementation of affordable housing policies and provide further guidance on Local Plan 2033 housing policies.

3.24 **The Housing SPD is currently at the evidence gathering stage.**

Hackney Central and Surrounds Supplementary Planning Document

3.25 The Hackney Central and Surrounds SPD seeks to the deliver the objectives and aspirations set out in the Hackney Central Area Action Plan (AAP). The AAP, which was adopted in 2012. It sets out a strategy for coordinated development and design in Hackney Central, to ensure that any changes reflect local aspirations for the future of the area.

3.26 The masterplan builds on this framework and sets out how these objectives and aspirations can be delivered in today's context and identifies a series of improvements including the refurbishment and/or redevelopment of key sites together with public realm enhancements. The delivery of these objectives and aspirations will help facilitate socio-economic growth, environmental improvements and significant regeneration in and around Hackney Central and beyond.

3.27 Hackney Central and Surrounds Masterplan: Consultation on the draft Masterplan was undertaken from 3 October to 14 November. The SPD was adopted on 19 June 2017

Neighbourhood Planning

3.28 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. A more detailed update on Neighbourhood Planning is provided in section 4 of this report.

Article 4 Directions

3.29 Article 4 Directions: The Council has made a series of 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) - made on 20th July 2015 and in effect since 15th September 2016.
- Flexible town centre uses (in all of the Borough's Major and District Town Centres and in the local shopping centres) - made on 20th July 2015 and in effect since 15 September 2016
- Retail to residential use (in all of the Borough's Major and District Town Centres and in the local shopping centres) - made on 20th July 2015 and in effect since 15 September 2016.
- Light industrial to residential use (borough-wide) – made in March 2017 and due to come into effect on 1 May 2018
- Storage and distribution to residential use (borough-wide) – made in March 2017 and due to come into effect on 1 May 2018
- Launderettes to residential (applies to all launderettes in the borough which are outside of Conservation Areas) - made in March 2017 and due to come into effect on 1 May 2018.
- **Chesham Arms -** 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.

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, in 2012 and 2016. 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 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. The Chatsworth Road Neighbourhood Forum are currently working on a draft Plan.

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 a total of 4 separate Stamford Hill area and forum applications. 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 won the London Planning Award, for the Best Community Led Regeneration Project in 2016.

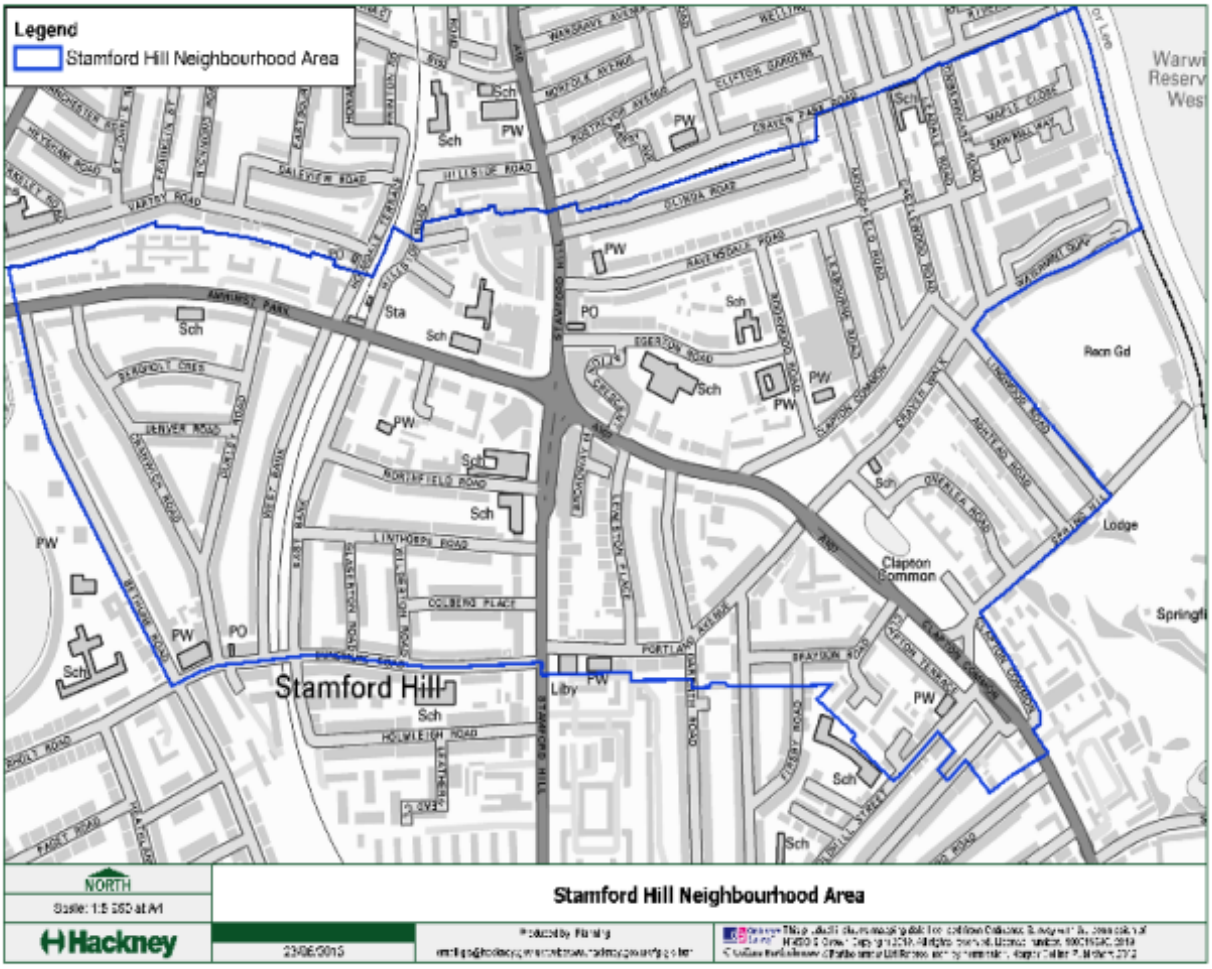


Fig 4.2: Designated Central Stamford Hill Neighbourhood Area

Queen Elizabeth/ Lordship Neighbourhood Area

4.13 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

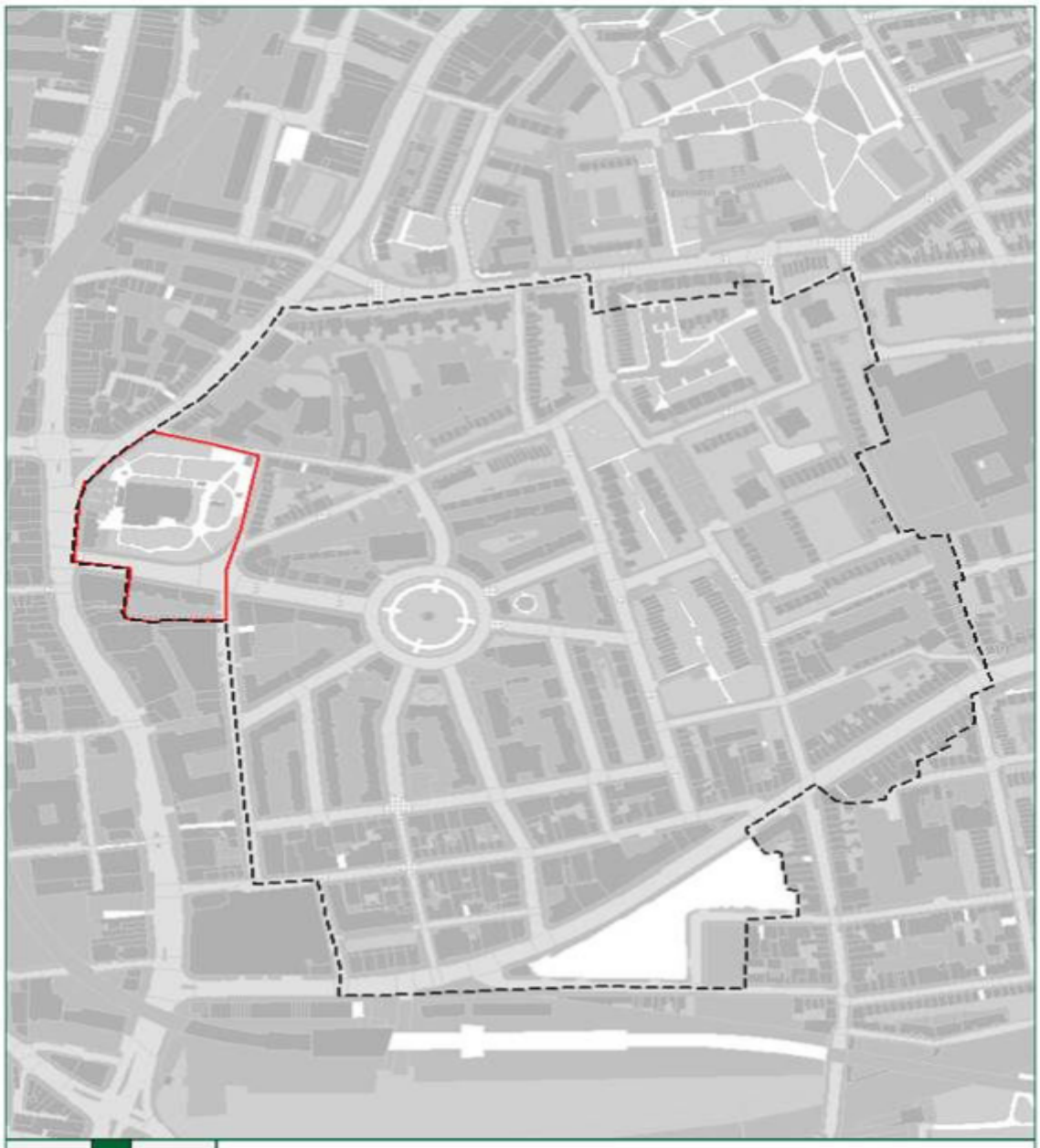
East Shoreditch Neighbourhood Area and Forum applications

4.14 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.

4.15 Hackney Cabinet designated 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 cabinet report also included a resolution for the planning team to start work on a Shoreditch Area Action Plan (see update on Future Shoreditch – Area Action Plan)

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



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Hackney

19/01/2015

Proposed East Shoreditch Neighbourhood Area

Duty to Cooperate

4.16 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.

4.17 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.

Organisation	Nature of Cooperation
All prescribed, specific and general bodies	Consultation on Local Plan 2033 - Notification to interested parties about the Local Plan. Meetings with prescribed bodies such as Historic England regarding Areas of Archaeological Priority, the GLA (see section in table below). Attendance at cross borough Inter Faith Forum.
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, Tower Hamlets, Waltham Forest GLA and others. • Tower Hamlets meetings 25/09/17 and 21 /11/17 focussed on the respective Local Plan reviews, Bishopsgate Goodsyard and the emerging Shoreditch AAP • Waltham Forest meeting 05/05/17, and another scheduled for 11 /12/17. Meeting focussed on the respective Local Plan reviews and the Lee Bridge, Leyton and Clapton areas. • City of London meetings 14/12/16 and 20 /09/17 focussed on the respective Local Plan reviews, and the Liverpool Street and Shoreditch areas where the two boroughs meet. • Haringey meetings: 12/12/16 focussed on LBH direction of travel document and subsequent meetings regarding Finsbury Park. • Islington meeting 15/12/16. Discussions regarding LBH direction of Travel document and LBI Regulation 18 draft Plan and the emerging Shoreditch AAP. • Newham meeting 31/05/17 focused on respective Local Plan preparation work and evidence base. Representation to Haringey Local Plan at all stages. The Plan was adopted in July 2017. Representation to Tower Hamlet Local Plan Regulation 19 consultation in October 2017. Representation to City of London Local Plan Issues and Options in January 2017. Representation to Waltham Forest Leyton and Lea Bridge (Lea Valley Eastside) consultation in January 2017.
North London Waste Plan	The NLWP was consulted on between July and September 2015. The seven Boroughs are still considering the proposed Crossrail 2 scheme potential implications for existing and proposed waste sites before working on proposed submission version of the plan. Ongoing meetings with officers and Members and DTC bodies relevant to waste matters.
London Legacy Development Corporation	Cooperation on strategic matters relating to the Hackney Wick area. Regular meetings held with the LLDC and the former host boroughs, the Lee Valley Regional and Transport for London on Planning Policy matters.

GLA	The Council have met with GLA officers to discuss the emerging policies in the draft Local Plan and the new draft London Plan. LBH officers have also had numerous meetings with the GLA in relation to the SHLAA work and also attended events relating to the London Plan including their evidence base on town centres and industrial Land Representations made to the London Plan ` A city for All Londoners' December 2016 Hackney made representation to the Draft Affordable Housing SPG February 2016.

Table 4.1: Duty to Cooperate actions in 2015/16

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 1758 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 1599/annum. The next iteration of the London Plan is proposing a housing target of 1,330/annum effective from 2019 based on an assessment of land availability.

Net additional dwellings over the last 5 years (FY2013-17)

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 2012-13 (See Fig 5.1, below).

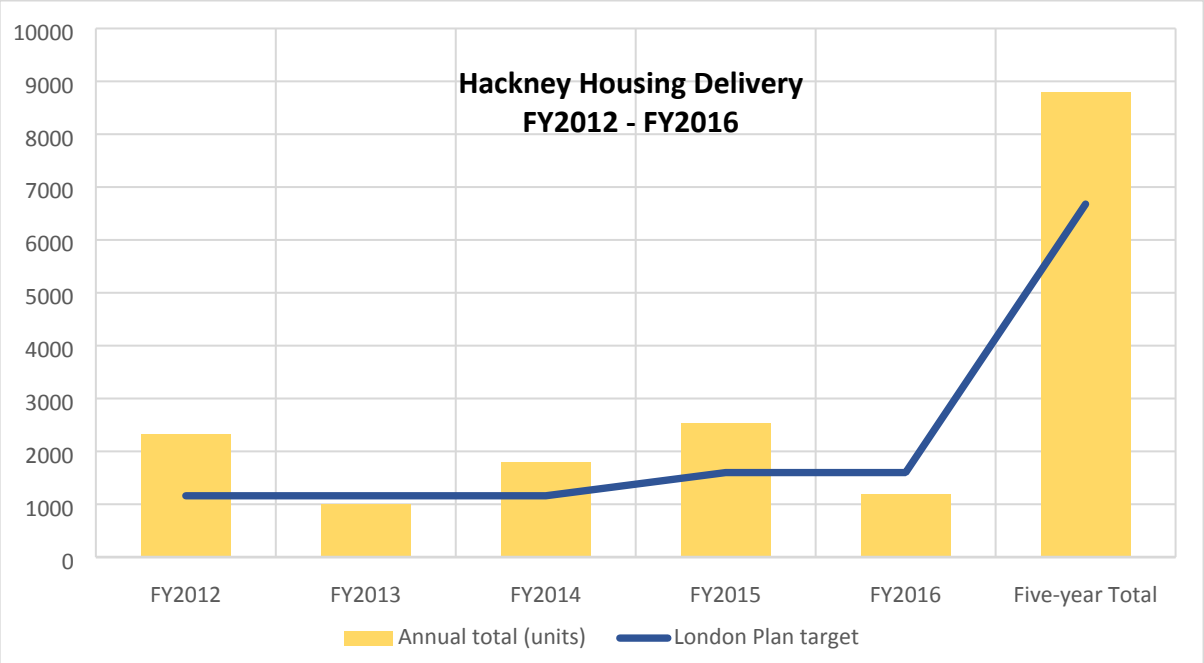


Figure 5.1: Housing Delivery in Hackney FY2012-FY2016

Tenure	FY2012	FY2013	FY2014	FY2015	FY2016	5 year Total
Affordable Rent	13		11	45		69

Intermediate	319	107	210	107	158	901
Market	690	642	1117	1214	1005	4668
Social Rented	778	128	459	94	20	1479
Empty homes returning to use	874	117	-41	36	-9	977
Non-conventional supply	-362	-6	35	1025	4	696
Annual total (units)	**2312**	**988**	**1791**	**2521**	**1178**	**8790**
London Plan target	1160	1160	1160	1599	1599	6678

Table 5.1: Housing Delivery in Hackney FY2012-FY2016

5.4 Although housing delivery for the current reporting year (FY2016) was below the housing target, the level of housing delivery is more appropriately measured over the longer-term due to several factors influencing housing delivery in any given year. Over the last five years the borough delivered approximately 132% of its target, with delivery exceeding the target for the period almost two years early, in 2015. 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

- 53% conventional market units
- 17% socially rented (i.e. Hackney Council/Housing Association)
- 11% empty homes in the borough being returned to use
- 10% Intermediate (Shared Ownership, etc)
- 8% Non-Self Contained (Student Halls and Hostels)
- 1% Affordable rent (Tenures set to 80% of market rates)

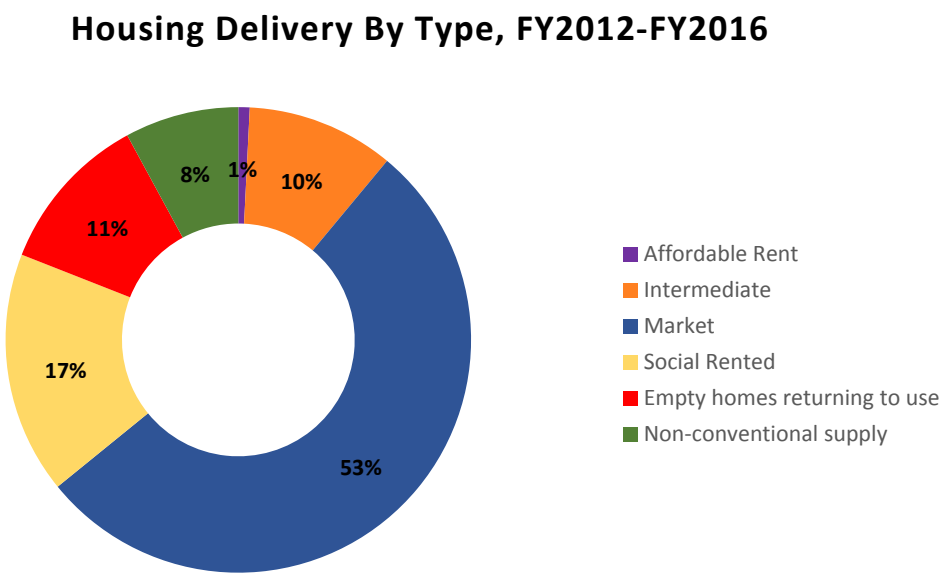


Figure 5.2: Housing Delivery in Hackney by Type FY2012-FY2016

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:

- 35% or 2449 units were affordable over the last 5 years. Of this:
- 21%, or 1479 units were socially rented
- 13%, or 901 units were intermediate
- <1%, or 69 units were Affordable Rent

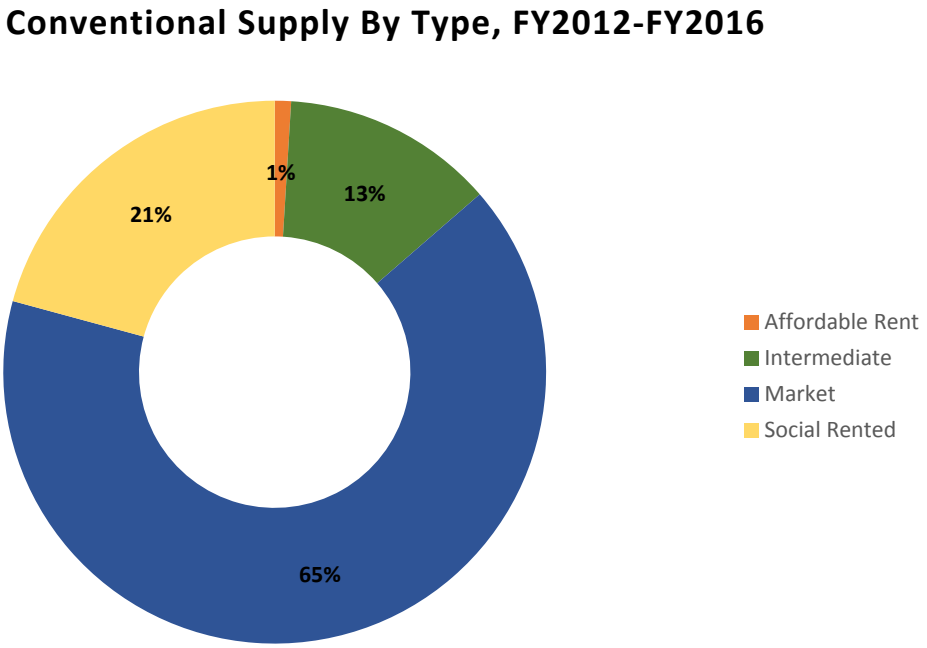


Figure 5.3: Conventional Supply in Hackney by Type FY2012-FY2016

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 (977 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, hostels, houses in multiple-occupation and housing for older people and accounts almost 10% of Hackney's delivery

for 696 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.

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 five financial years.

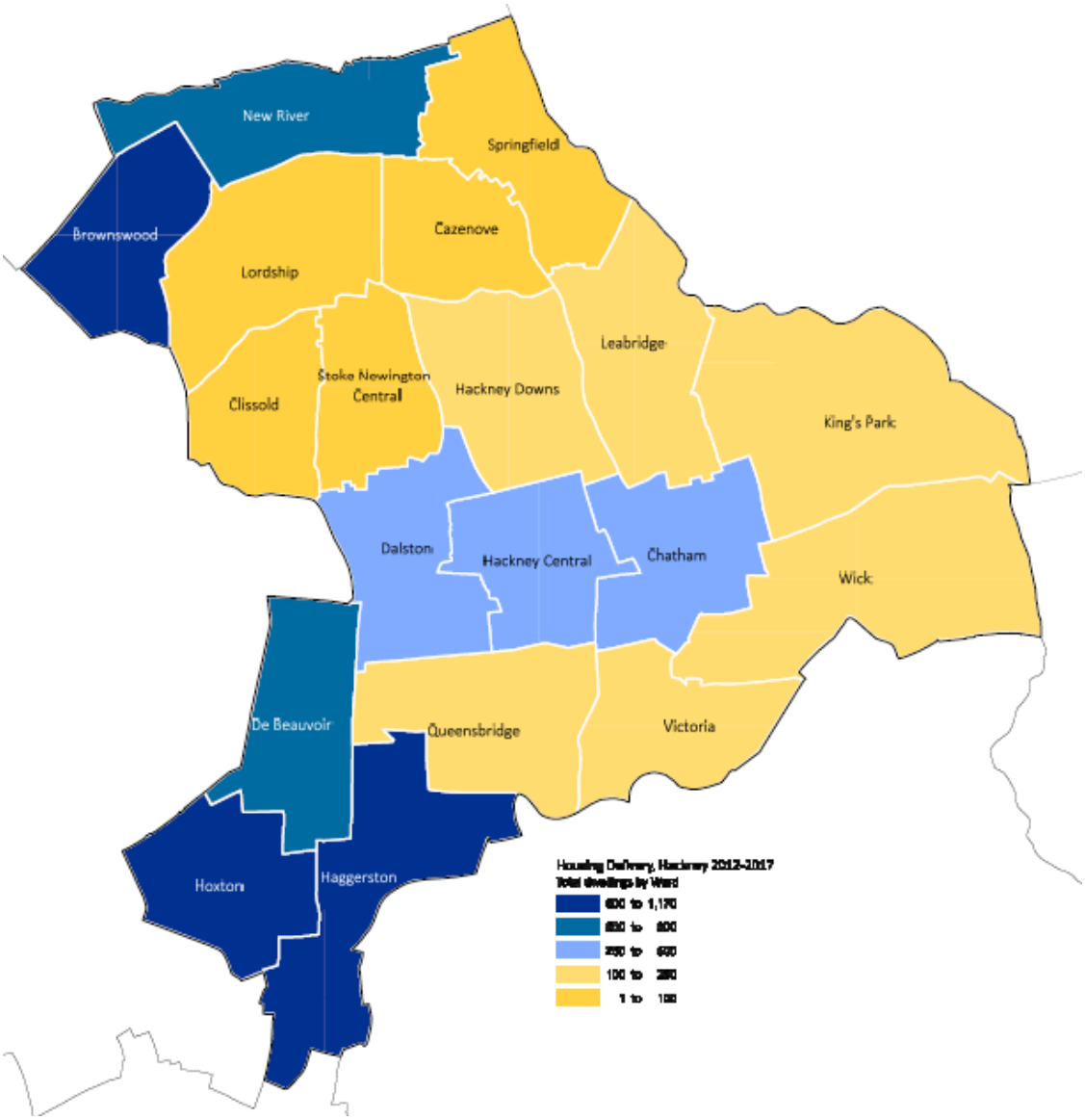


Figure 5.4: Housing Delivery by Ward, FY2012-FY2016

5.11 Figure 5.4 shows that there is a significant divergence in housing delivery between wards, with clear growth areas around the north of the borough and Shoreditch. There was also significant housing delivery in and around Dalston and Hackney Central.

Ward	Net dwellings delivered Fy2012-Fy2016
Haggerston	1105
Hoxton	1162
De Beauvoir	538
Dalston	411
Queensbridge	195
Clissold	73
Lordship	51
Stoke Newington Central	86
Hackney Central	382
Victoria	104
Brownswood	930
Hackney Downs	101
Chatham	392
New River	756
Cazenove	51
Wick	202
Springfield	47
Leabridge	219
King's Park	229

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 5.5, 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 (26% in total).

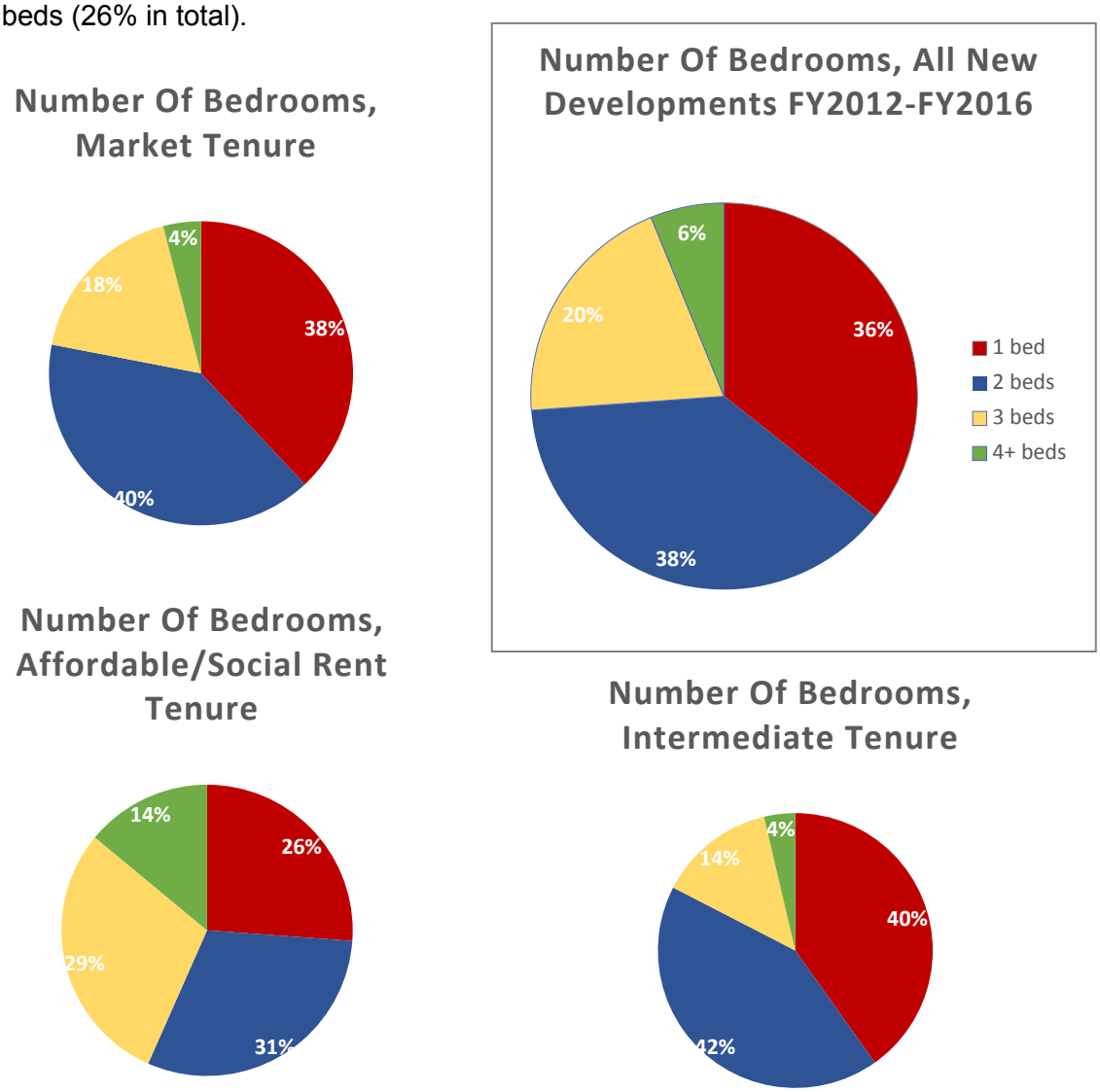


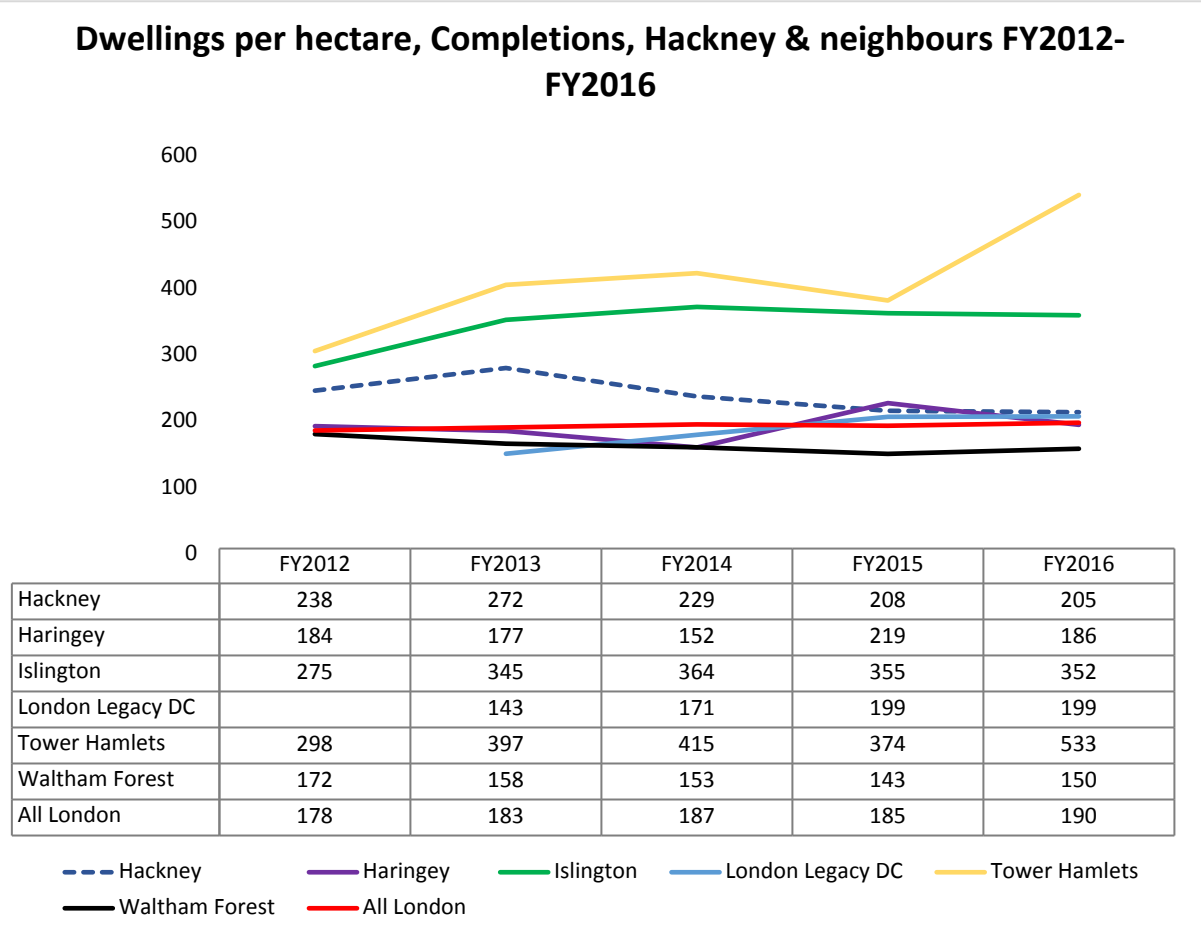
Figure 5.5: Bedroom Sizes, Tenures Fy2012-FY2016

5.16 Breaking this down by tenure, significant differences appear in the data. Market and intermediate 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 43% 3 or more bed units (Policy DM22 looks for 33%).

5.17 Overall, this policy is working effectively to broadly 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 over the Last 5 years has on average been 230 dwellings per hectare (DpH). This is significantly above the London Average DpH which is 185 DpH. Neighbouring boroughs Islington and Tower Hamlets have significantly higher average residential densities (See Fig 5.6, below).



	FY2012	FY2013	FY2014	FY2015	FY2016
Hackney	238	272	229	208	205
Haringey	184	177	152	219	186
Islington	275	345	364	355	352
London Legacy DC		143	171	199	199
Tower Hamlets	298	397	415	374	533
Waltham Forest	172	158	153	143	150
All London	178	183	187	185	190

Figure 5.6: Dwellings per Hectare, Completed Developments FY2012-FY2016

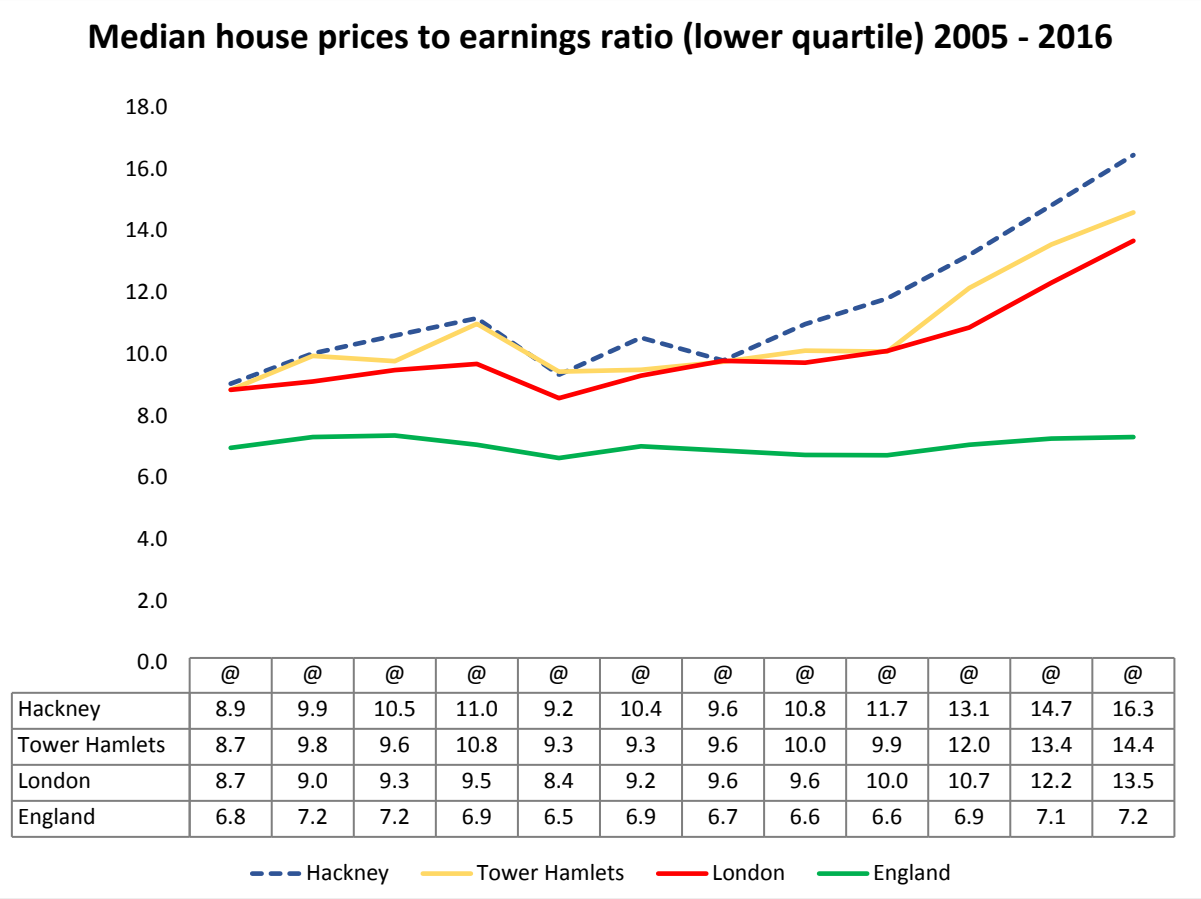
5.19 Considering the physical limitation of space within the borough, densification is to an extent inevitable, and will require increasingly innovative design responses to provide a high quality environment.

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 function of success, and an indicator of the need for stronger policy on affordable housing.

5.22 Fig 5.7 shows that housing has become increasingly unaffordable, with median house prices in the borough more than 16 times median incomes in 2016. In addition to this, unaffordability is accelerating, rising 70% or 6.6 between 2011 and 2016. 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).



	@	@	@	@	@	@	@	@	@	@	@	@
Hackney	8.9	9.9	10.5	11.0	9.2	10.4	9.6	10.8	11.7	13.1	14.7	16.3
Tower Hamlets	8.7	9.8	9.6	10.8	9.3	9.3	9.6	10.0	9.9	12.0	13.4	14.4
London	8.7	9.0	9.3	9.5	8.4	9.2	9.6	9.6	10.0	10.7	12.2	13.5
England	6.8	7.2	7.2	6.9	6.5	6.9	6.7	6.6	6.6	6.9	7.1	7.2

Figure 5.7: Median Income to House Prices, Hackney 2005-16

Net Additional Dwellings in the next 5 Years (FY17-21)

5.23 The NPPF requires Local Planning Authorities to optimise the supply of housing by assessing both demand and supply of new developments. This is to demonstrate a sufficient supply of housing for the next 5 years (a "5 Year Land Supply") to meet and exceed the housing target for the borough set by the London Plan. 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 Dwellings per Annum. This is likely to change with the likely adoption of the new London Plan in 2019 however for monitoring purposes the current target will continue to be used until the plan is adopted. This current target is broken down into types of delivery, below:

Housing Target, FY2017-21	
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 5.3: Current Housing Target

5.25 This is a high target for planning policy to meet, but as figure 5.9 (overleaf) shows, the current pipeline of housing indicates that the borough will exceed this target by approximately 728 dwellings, with a total of 9123 dwellings expected to complete by 2022.

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.

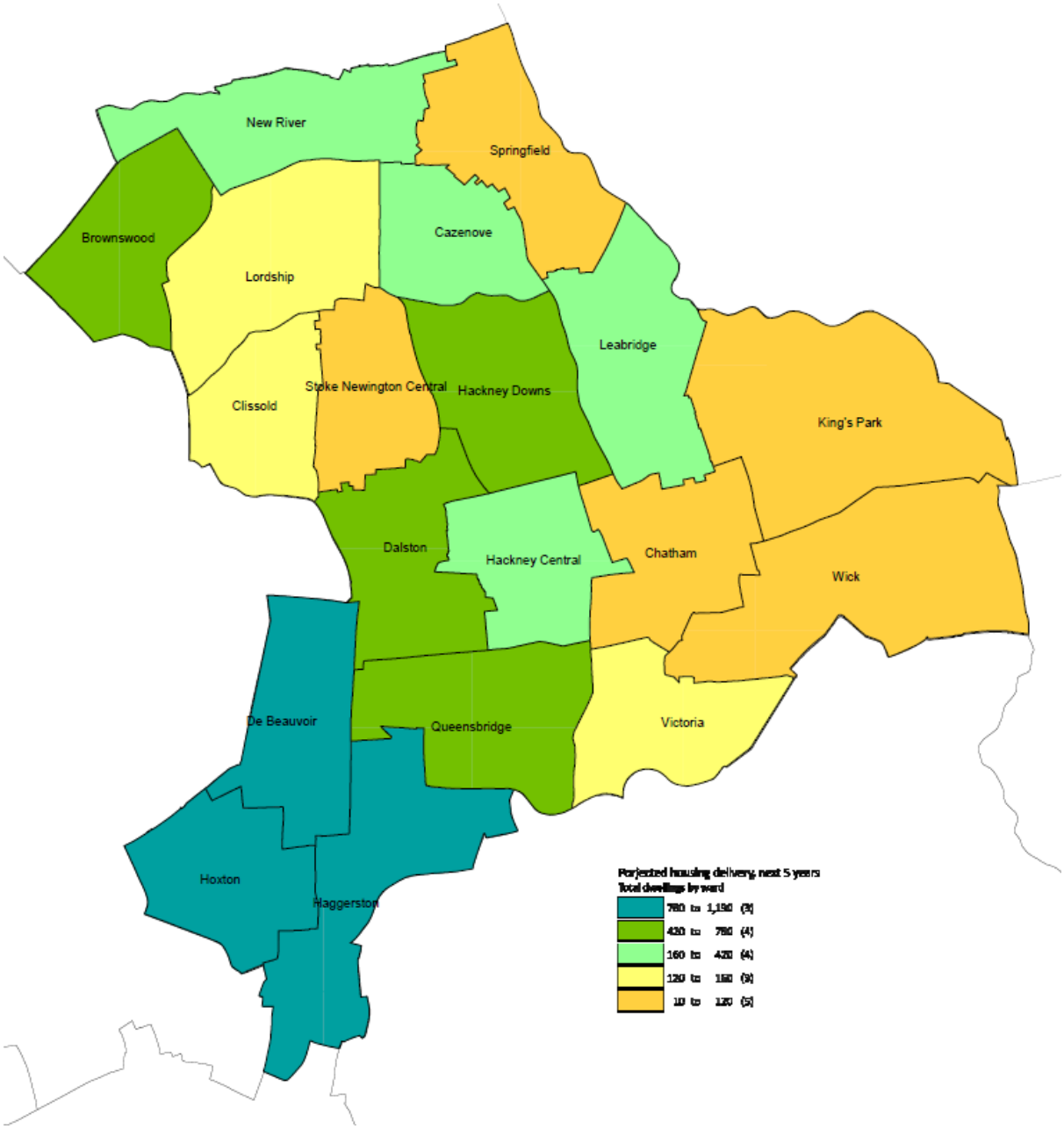
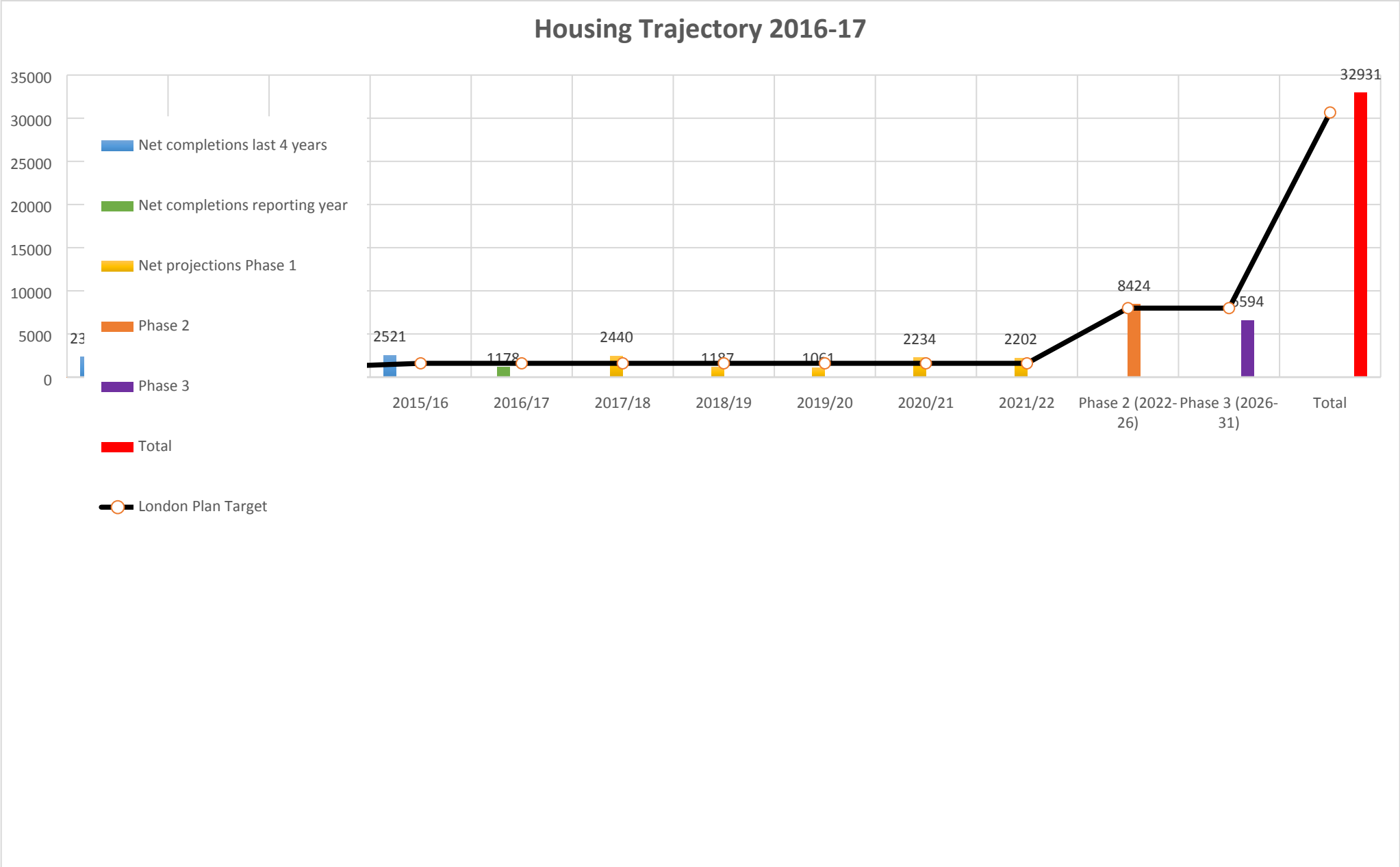


Figure 5.8: Housing Delivery, Pipeline to 2022

5.27 Figure 5.8 shows that the pipeline for new known developments (i.e. identified through planning permissions and allocated sites) over the next five years indicates that development is likely to continue to focus in and around the south of the Borough as well as the north-west. Significant housing growth is expected to take place in and around Dalston too. Data is sorted by the pre-2014 ward boundaries in figure 5.8 above because much of the data derived from the 2011 Census is still mapped to these old ward boundaries, which makes data comparisons with the current ward boundaries difficult. This will be the case until the new 2021 Census is released.

Figure 5.9: Housing Trajectory 2015



5.28 Figure 5.9 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 in Phase 3 around 2026 with a slight under delivery. An expected implementation rate of 84% is applied to planning permissions data based on past trends in the Borough for more realistic assumptions. Over this time period, total housing delivery is projected to exceed the London Plan target over the same period by 7%.

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 2017-18 and 2021-22 the borough will deliver a total of 9123 homes, or 114% of its London Plan Target. Delivery in the period is broken down below:

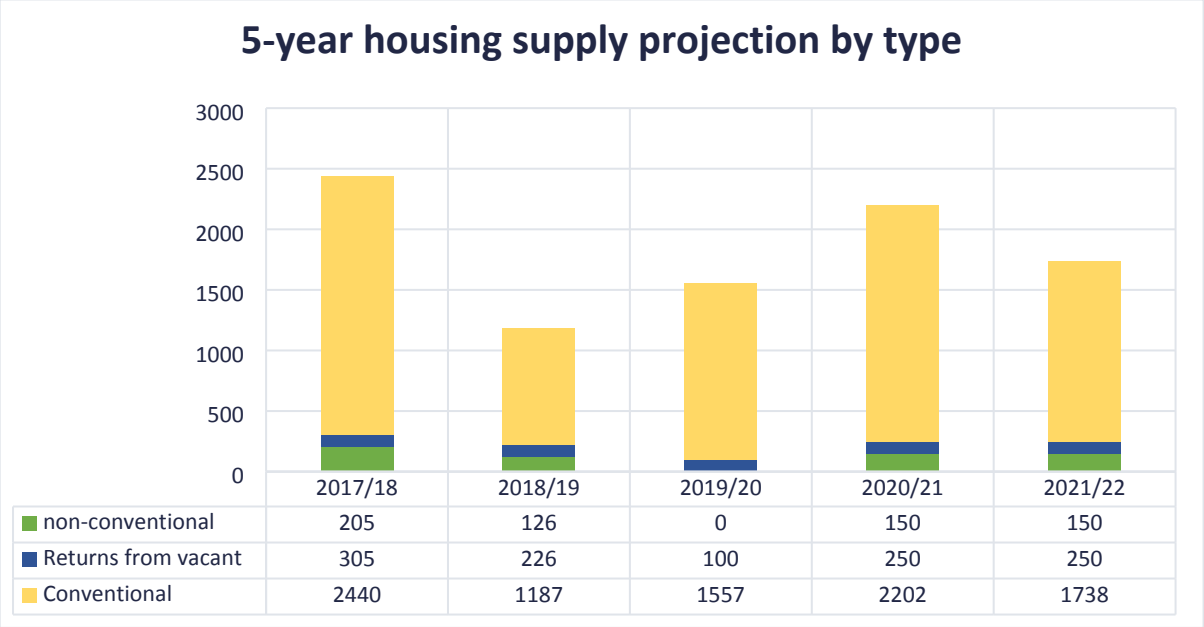


Figure 5.10: Trajectory for 2016-20 by type of housing.

5.31 Conventional completions make up the bulk of new development coming forward in the borough. It is supplemented by Non-conventional units, mostly in student halls. 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 SALP and AAPs expected to make significant contributions towards overall housing growth. 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 Local Plan 2033, as well as sites in the Council's emerging Brownfield Register.

Analysis

5.33 Over the last 5 years, planning policy has led to the delivery **of 132% of London Plan targets**, providing a total **of 8790 units**. Of this amount, approximately **2449 affordable units have been delivered, or 35%.** While this does not meet the council's very high target of half of new housing being affordable, it represents an outstanding achievement against a **London average of 24%** over roughly the same period, and is 6% higher than that of Tower Hamlets (29%) which shares Hackney's housing market. In addition, it has been highly successful in delivering a large proportion of 3 and 4 bed properties (26%) as required by Core Strategy policy 19 and DMLP 22. The new Local Plan will need to ensure that affordable housing delivery remains a critical aspect of planning policy.

5.34 However, housing policy faces new challenges going forward. The Council's housing target increased in 2015 to 1,599 homes/annum however it now expected to be lowered to 1,330 homes/annum from 2019 as set out in the Draft London Plan (December 2017). Despite this housing need in Hackney is higher than identified housing capacity in the Borough. Figure 5.8 shows that there **is sufficient development - 9123 homes, or 114% of target** in the pipeline to meet targets **over the next 5 years** to 2022, but the borough will need to develop additional sites for housing if it to meet the needs of its residents in the future.

5.35 In addition to this, **Housing affordability** continues to increase year-on-year, almost **doubling between 2008 and 2016** despite the great recession, with **median prices reaching over 16:1 with median earnings**. This poses a significant challenge to the delivery of new homes for the people of Hackney. The most recent Strategic Housing Market Assessment suggests that if the council were to achieve its objective of meeting the needs of current and future residents **planning must deliver 66% of new housing as socially rented**, 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. This is challenging within a national policy environment where viability remains the key driver of provision. LP33 will set out policies aimed at maximising the provision of affordable units across Hackney with regard to development viability, including from smaller developments (below 11 units) where there is not currently a requirements to provide affordable housing and where almost half of the borough's housing comes from.

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.

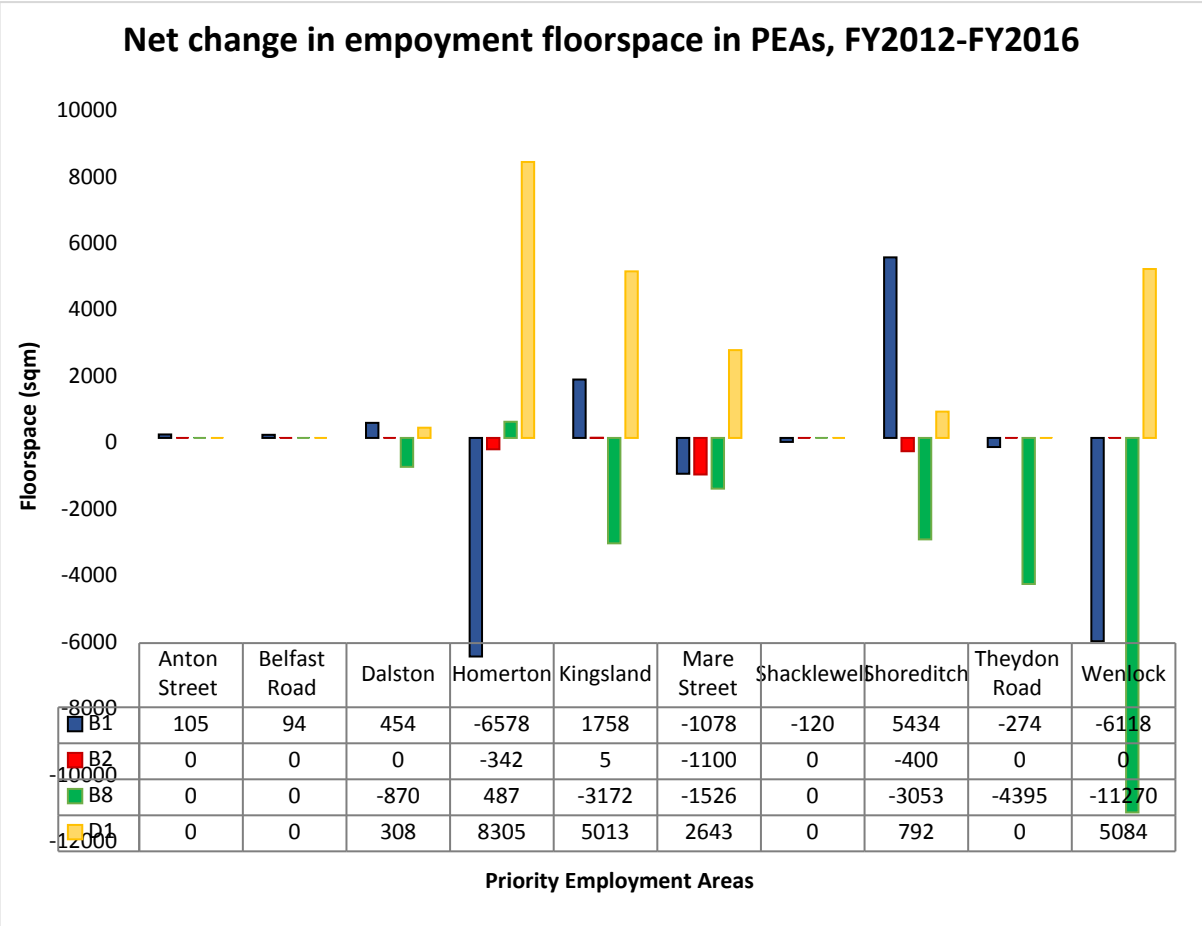
Employment Uses	
B1a	Offices
B1b	R&D
B1c	Light Industrial
B2	General Industry
B8	Storage & Warehousing
D1	Non-residental Institutions

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. This is reinforced through DM14. Within PEAs, DM17 seeks employment-led schemes, i.e. B1, B2 and B8, D1 as the majority use but enables residential to come forward as long as they are auxiliary to the employment component. 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 2012-2017, as figure 6.1 shows (overleaf) there has been a significant net loss of employment space in priority employment areas as a whole. Within the PEAs these losses have occurred in B1 and B8, with total losses of 6,323sqm and 23,799sqm respectively. B2, already a very minor floorspace type in PEAs, lost 1837sqm. D1 floorspace on the other hand registers a total net increase of 22,145sqm. Figure 6.1 indicates that PEAs were affected in different ways, with some experiencing significant losses (Wenlock, Homerton and Mare Street) while others, such as Kingsland saw transitions between employment uses (in this case B8 to B1) and Shoreditch saw a net gain in B1 floorspace but a loss of B8.



	Anton Street	Belfast Road	Dalston	Homerton	Kingsland	Mare Street	Shacklewell	Shoreditch	Theydon Road	Wenlock
B1	105	94	454	-6578	1758	-1078	-120	5434	-274	-6118
B2	0	0	0	-342	5	-1100	0	-400	0	0
B8	0	0	-870	487	-3172	-1526	0	-3053	-4395	-11270
D1	0	0	308	8305	5013	2643	0	792	0	5084

Figure 6.1: Net Change in Employment Floorspace in PEAS FY2012-FY2016

6.5 Whilst policy is working to counteract the loss of employment floorspace, a significant amount of B1, B2 and B8 floorspace has been lost in PEAs. Whilst losses in the rest of the Borough in B1 and B2 floorspace have been greater than in PEAs (where the majority of existing stock is) and this shows the effectiveness of policy in limiting losses in PEAs, changes in stock in PEAs have still been high in recent years. Loss of B8 floorspace in PEAs is particularly higher than in the rest of the Borough with most of these loses concentrated in Wenlock, Theydon Road, Shoreditch and Kingsland PEAs. The biggest losses in PEAS occurred between FY2012 and FY2014, with a net gain of B1-B8 floorspace in FY2015 and FY2016. Many of these changes are signs of the changing nature of and way businesses are growing in Hackney, with increased job densities and a continued shift to a service/tech economy.

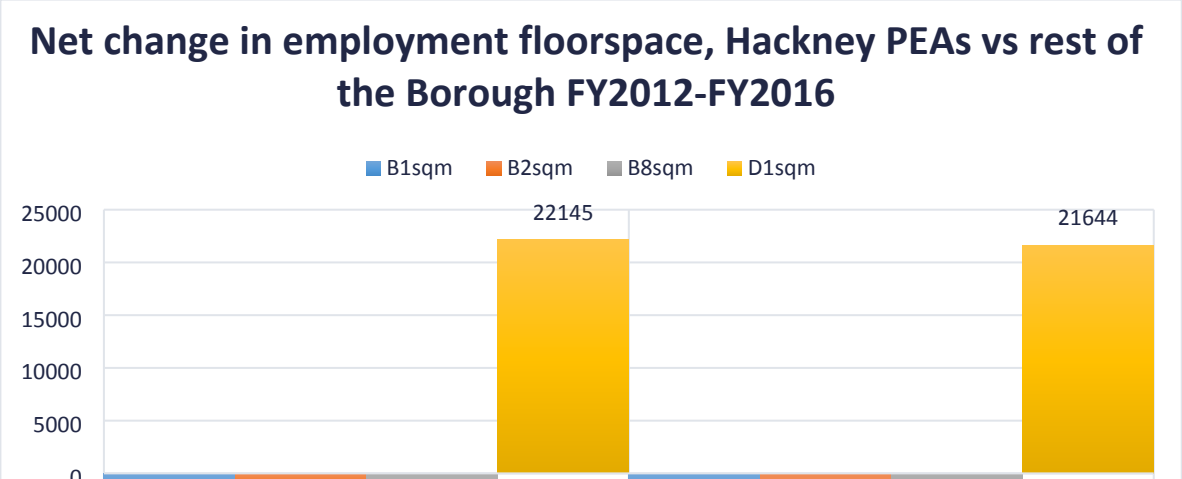


Figure 6.2: Net Change in Employment Floorspace PEAS vs Rest of Borough FY2012-FY2016.

6.6 2015/16 and 2016/17 show a different trend to the last five years combined. There was a net gain of 7,361sqm B1 floorspace in PEAs, compared to the loss of 6,323sqm over the previous five years as a whole. The majority of this was contained in Shoreditch and Mare Street, which together gained 11,095sqm of B1. Wenlock saw a significant loss of over 4,000sqm B1 floorspace, down mostly to a single development (2011/3007) which replaced it with over 5,000sqm of D1 floorspace. It should be noted that for several PEAs there was no recorded employment floorspace activity. There were few notable developments in 2015/16 and 2016/17, and key applications of interest were:

- 12-20 Paul Street (2007/1871) Demolition of existing buildings and erection of three buildings (6, 7 and 10 storeys, including basements) to comprise of 5400sqm of office space, 135 sqm of B1/A3 ground floor space and 419 flats for students accommodation with associated parking and landscaping.
- Mentmore Terrace (2013/4000) Demolition of single-storey warehouse (B2/B8 use) and erection of a 6 storey building (plus basement and mezzanine level accommodation) to provide 31 residential units (7 x 3 bed, 15 x 2 bed and 9 x1 bed) and 1724 sqm of Class B1 (Business) floorspace.

PEA	Net B1sqm	Net B2sqm	Net B8sqm	Net D1sqm
Anton Street	105	0	0	0
Belfast Road	94	0	0	0

Dalston	631	0	-870	0
Homerton	505	-342	487	0
Kingsland	72	0	-1080	4735
Mare Street	4696	-1100	-1382	
Shoreditch	6399	0	-2834	330
Theydon Road	-274	0	-4395	
Wenlock	-4867	0	922	5094
Total	**7361**	**-1442**	**-9152**	**10159**

Table 6.1: Net change in B1-B8 and D1 floorspace in PEAs, 2015/16-2016/17

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 FY2012-2016 there was a net loss of B1-B8 employment floorspace throughout the Borough but a gain in D1 floorspace.

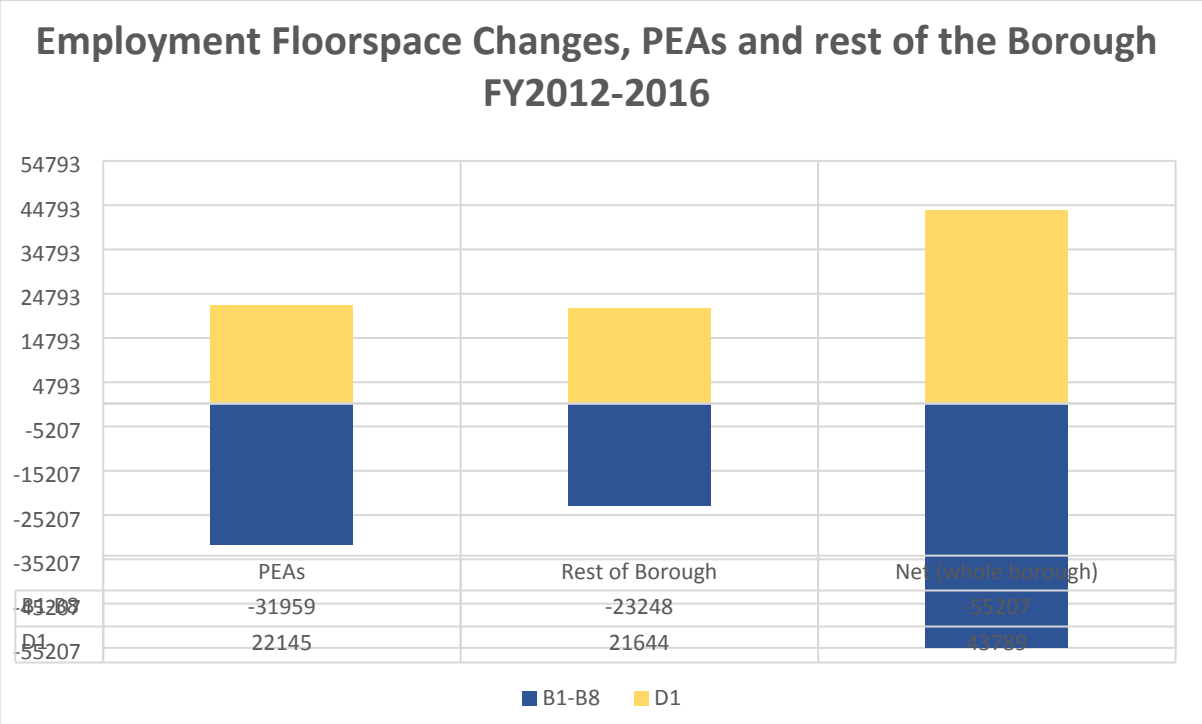
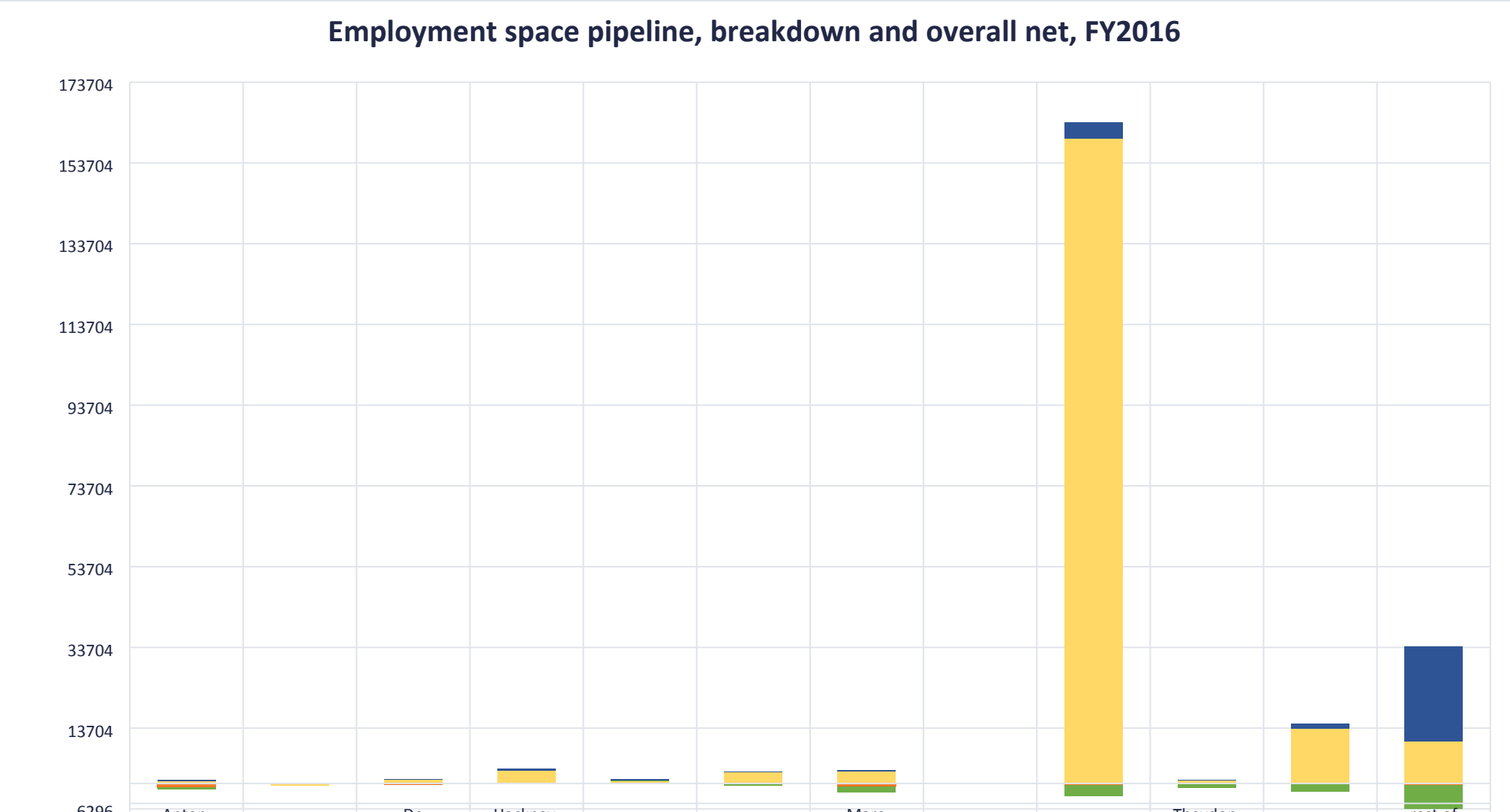


Figure 6.3: Overall Employment Floorspace Change, FY2012-16

6.8 Core Strategy policies 16, 17 and 18 look to increase levels of employment across the borough, and so this trend over the last five years is not considered to be positive. However, figure 6.4 (employment pipeline) shows this loss across the Borough and in PEAs will be offset by gains in high quality employment floorspace from developments already with planning permission.



	Anton Street	Dalston	De Beauvoir	Hackney Downs	Homerton	Kingsland	Mare Street	Shacklewell	Shoreditch	Theydon Road	Wenlock	rest of borough
Net B1sqm	544	-450	1066	3202	678	2932	3069	0	159739	800	13557	10525
Net B2sqm	-1025	0	-238	3202	678	2932	-720	0	-337	800	13557	-441
Net B8sqm	-1420	0	1066	3202	678	-500	-2120	0	-3088	-992	-1991	-6296
Net D1sqm	738	0	1066	3646	1013	2932	3394	0	163653	800	14796	33970

Figure 6.4: Employment pipeline, 2016/17

6.9 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 2016-17 there is approximately 195,000 sqm net of Employment Floorspace in the pipeline, of which over 80% 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. Furthermore, more than 90% of this demand is for B1 floorspace. The majority of PEAs record a net gain, as does the rest of the borough, which indicates policies are having a positive impact in comparison to trends.

6.10 Overall there is a mixture of losses and gains in the pipeline, with B1 space dominating gains (185,137sqm) followed by D1 (6,451 sqm), with a clear transfer from B2 (-2,320sqm) and B8 (-8,029sqm) within PEAs. Outside of the PEAS, the pipeline indicates a gain in B1(10,525sqm) and D1 (23,445sqm) and a loss of B2 (-441sqm) and B8 (-5,855sqm), a similar trend to the PEAs. The gain in D1 is mostly in the form of Educational uses. Planning policy is clearly affecting PEAs unequally, but overall the pipeline presents a more positive view of going forward. The new Local Plan proposes a more refined approach to the Council's employment policy has been taken in the draft Hackney Local Plan (LP33). The borough's designations have been redefined to comprise of Priority Office Areas (POAs), Priority Industrial Areas (PIAs) and Locally Significant Industrial Sites (LSIS). Within POAs, employment led development is required (with an emphasis on office delivery). Within PIAs, support mixed use development which safeguards industrial land/ floorspace but enables other uses to be introduced through redevelopment/ intensification.

6.11 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:

- Land bound by Plough Yard, Curtain Road (2015/3453) within Shoreditch PEA. A gain of 33,000sqm of new office floorspace as well as 412 residential units.
- Norton Folgate (2016/2044), within the Shoreditch PEA is the largest development on record, providing 80,000sqm of new office space as well as residential units in a 50 storey tower.

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

6.12 Hackney has a very small amount of land in protected industrial designations, known and LSIS. In 2015, there was no change to these areas. This demonstrates that the policies within the Local Plan have been effective in protecting industrial land within LSIS designated land.

Business in the Borough

6.13 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.

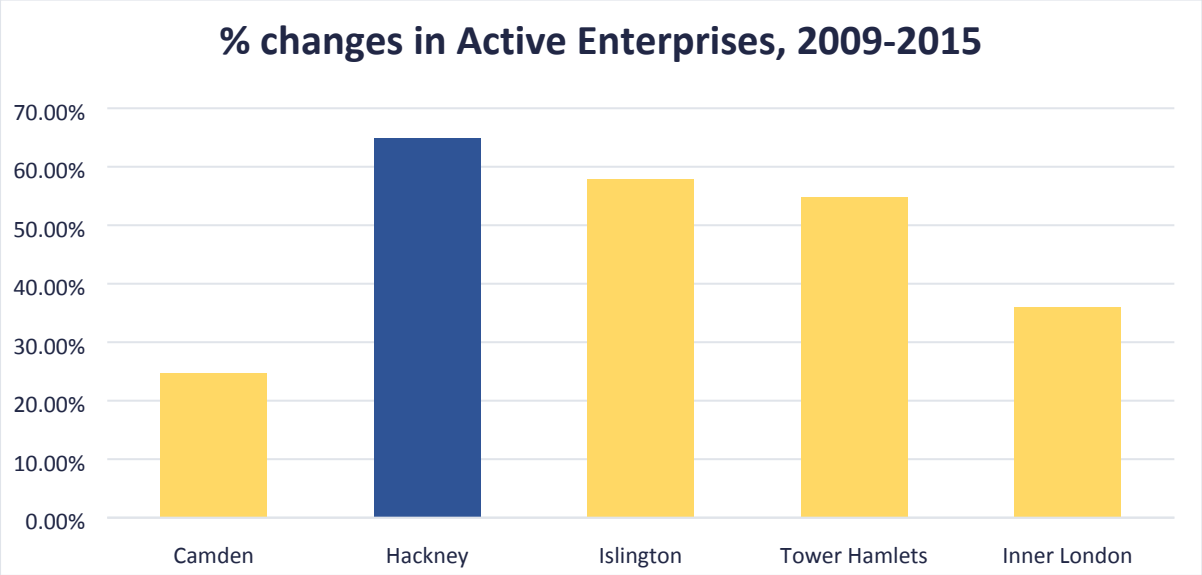


Figure 6.5: Active Enterprises, 2009-14

Area	2009	2010	2011	2012	2013	2014	2015
Camden	25,175	25,380	25,930	26,460	27,530	29,020	31,385
Hackney	11,230	11,700	12,150	12,980	14,180	16,095	18,510
Islington	14,010	14,095	14,395	15,310	16,850	18,710	22,110
Tower Hamlets	11,880	12,400	12,850	13,740	15,030	16,545	18,390
Inner London	211,365	216,275	220,385	230,730	245,615	265,230	287,585

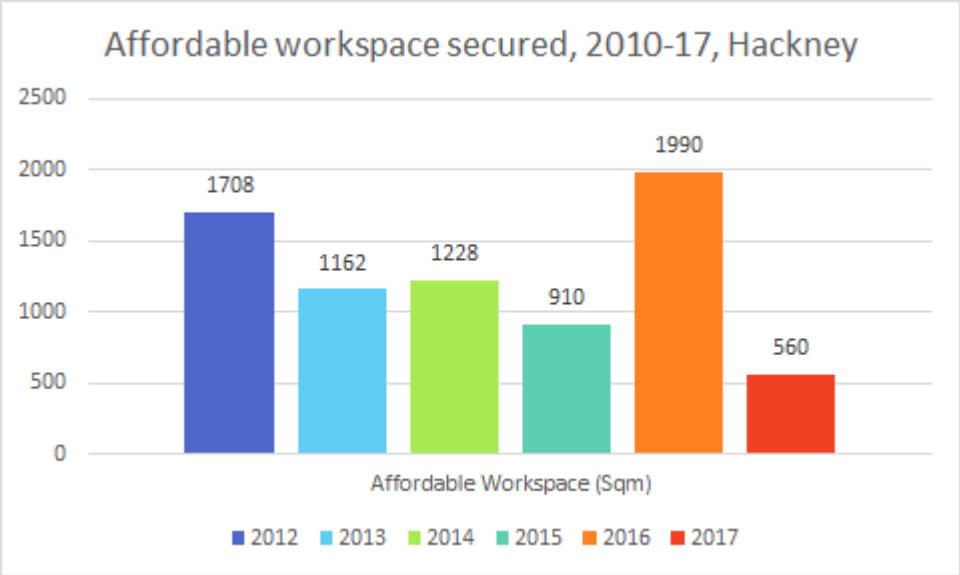
Table 6.1: Active Enterprises, Tables, 2009-15

6.14 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 2009-15 Hackney gained an additional 7,280 active enterprises, or a growth of 164% over the period, almost double the Inner London average.

6.15 There is a disconnection between the net loss of employment floorspace indicated by planning applications, but growing business base of the borough. This suggests either new businesses are using floorspace in new, less traditional ways, or that some businesses are not making use of traditional employment space for operation. It is also possible that the impacts of these conflicting trends have not begun to effect each other yet. An Employment Land Study has been produced to inform the new Local Plan. This analyses trends in employment space and helps our understanding of the type of floorspace in use by new businesses, and how best this can be provided through an effective policy response. The findings indicate that there is still a significant need for new employment floorspace (minimum 117,000sqm for the plan period) and also suggest a need to protect vital industrial land in the borough.

Affordable Workspace Provision

6.16 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 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.

Figure 6.6: Affordable Workspace, 2010-15 Hackney

6.17 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. There is also significant pipeline for new employment floorspace therefore it is likely that the amount of affordable floorspace provision in the borough will continue to increase.

New Hotel Rooms

6.18 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. Current 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

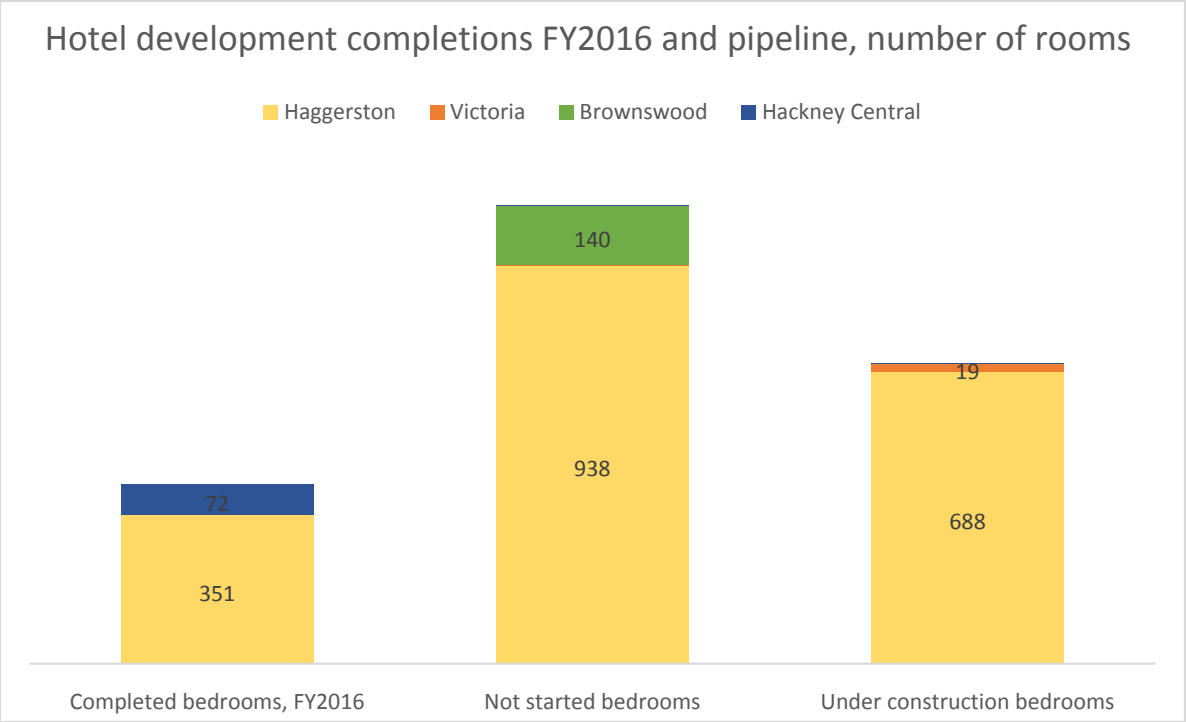


Figure 6.7: hotel completions and pipeline, Hackney

6.19 As figure 6.7 shows (above) there is a healthy pipeline of developments either construction or permitted, totalling 1785 new rooms over 12 new developments. Over 9%, or 1626 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 40% of the pipeline is under construction, representing a healthy rate of implementation. As set out in Hackney's Employment Land Study, the GLA's forecast of hotel room need for the Borough between 2016 and 2036 is an additional 1,600 rooms. Taking account of hotels under construction and planning permissions the twenty year forecast need has been met at the end of 2016. This evidence has informed the policy approach regarding hotel provision in the new Local Plan.

Analysis

6.20 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 6323sqm B1 and 23799sqm B8** respectively, with minor net losses to B2 and significant gains of **22145sqm D1**. Losses have been

concentrated in the Wenlock and Mare Street and Homerton PEAs. However, policies do seem to have slowed the loss for certain types of floorspace, with unprotected areas in the **rest of the borough** recording **a loss of 10,405sqm B1 and 10,027sqm B2.** Overall, across all PEAs in the reporting years there has been **a net gain of 6,926 sqm in 2015/16-2016/17** of employment floorspace, the majority of this being a growth in B1 and D1 floorspace.

6.21 However, the situation improves hugely when looking at pipeline developments which indicates **future delivery around 195,000sqm** of new employment space, mainly in the **B1 class**. Eight out of eleven PEAs will see an increase in floorspace, with **Shoreditch seeing a net gain of 160,000 sqm of new B1 floorspace** significantly ahead of other PEAs. Three PEAs will see a minimal loss or no gain in employment floorspace. Overall employment space outside of PEAs and LSIS is likely to shrink. The overall indication is that instead of losing employment floorspace to other uses, and therefore businesses, developers within Hackney appear to be **renewing employment space**, with policy helping to **refocus new floorspace into employment areas**.

6.22 Hackney's Employment Land Study suggest a strong need for B1a office (a minimum of 117,000sqm). The findings of this study also stress the need to ensure the retention of an adequate stock of industrial capacity to support a diverse, adaptable and more sustainable economy. In response to this evidence on employment needs, a more refined approach to the Council's employment policy has been taken in the draft Hackney Local Plan (LP33). The borough's designations have been redefined to comprise of Priority Office Areas (POAs), Priority Industrial Areas (PIAs) and Locally Significant Industrial Sites (LSIS). Within POAs, employment led development is required (with an emphasis on office delivery). Within PIAs, support mixed use development which safeguards industrial land/ floorspace but enables other uses to be introduced through redevelopment/ intensification.

6.23 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 64% since 2009/10** faster than neighbouring boroughs and almost **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, the 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.

6.24 Finally, the completion of **428 hotel bedrooms** in the reporting years as well as the pipeline for **1785 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.

6.25 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 objectives 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.

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.

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

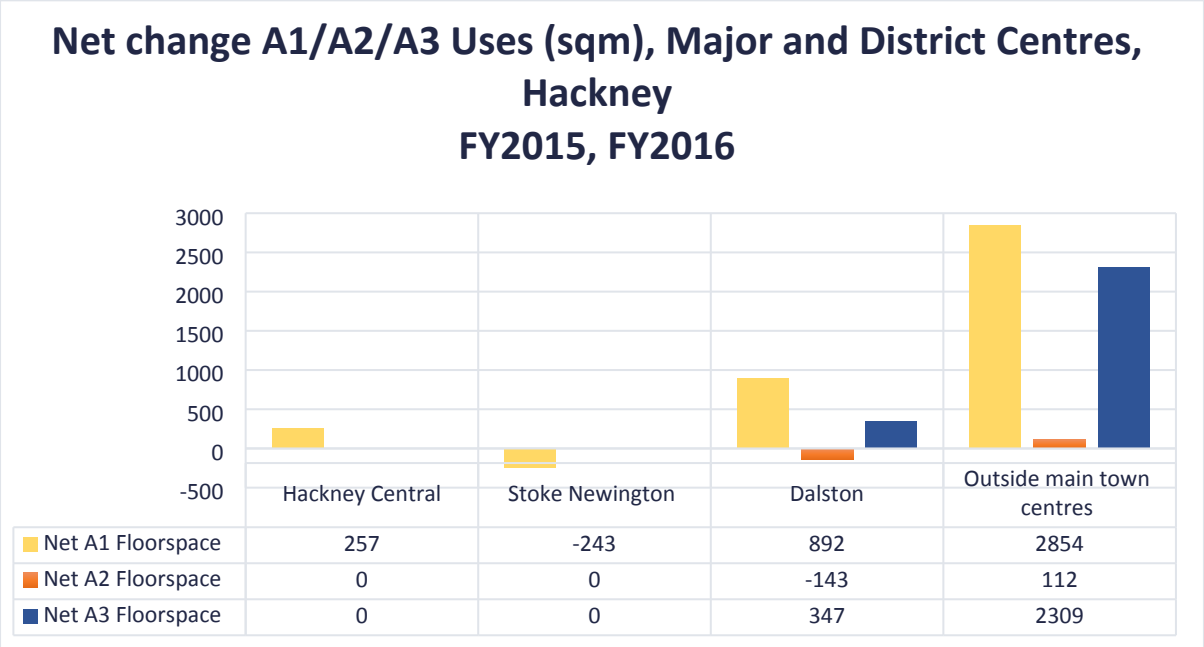


Figure 7.1 Net Change A1/A2/A3 Uses, Major and District Centres, FY2015-FY2016

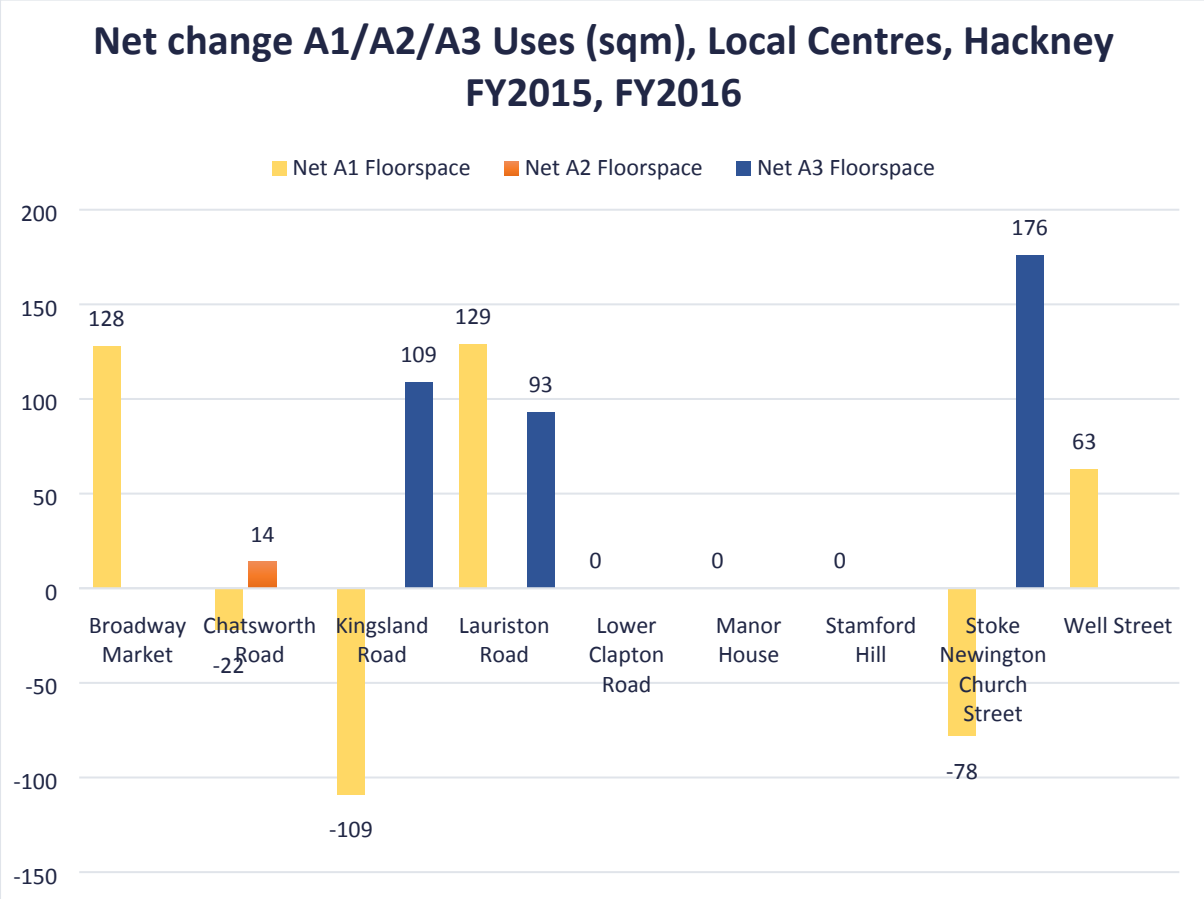
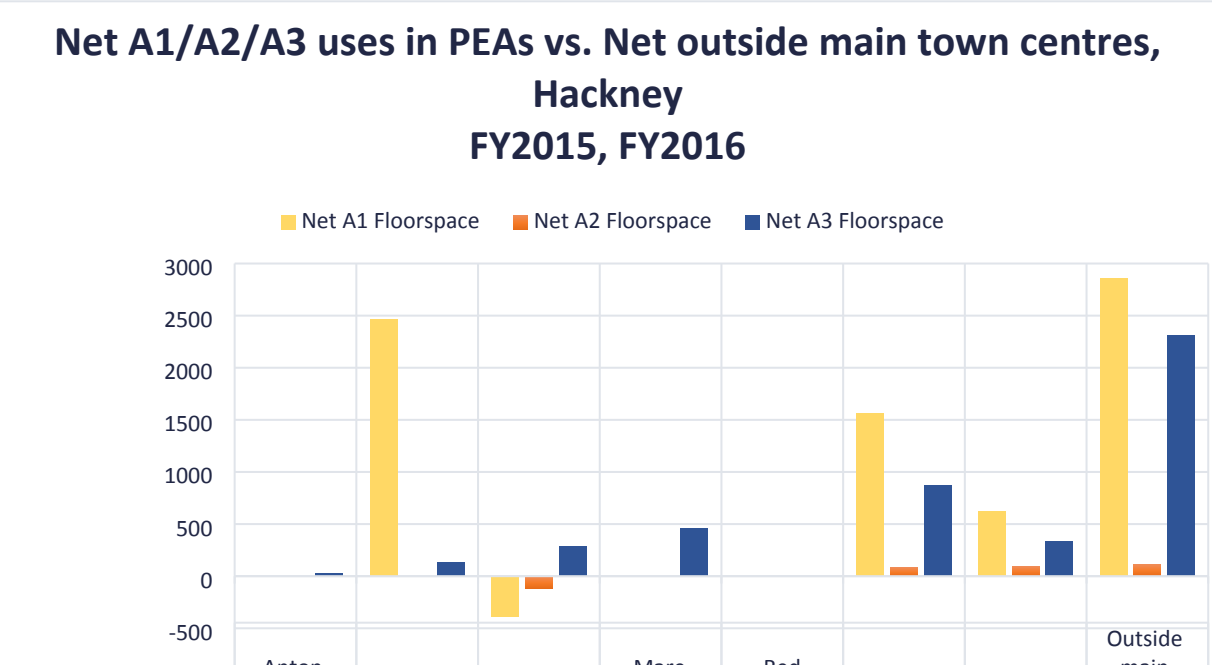


Figure 7.2 Net Change A1/A2/A3 Uses, Local Centres, FY2015-FY2016

7.5 In the reporting years, there has been a net gain of A1 in the district centre of Hackney Central (257sqm) and a net loss in Stoke Newington (-243sqm), with a larger increase in the Major centre of Dalston (892sqm). Local Centres have seen an overall increase of 111sqm, with Broadway Market and Lauriston Road gaining the greatest. Kingsland Road, Stoke Newington Church Street and Chatsworth Road showed a loss of A1 floorspace. 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 2854sqm of retail provided.

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 4262 of A1 completed in FY2015 and FY2016.



	Anton Street	Homerton	Kingsland	Mare Street	Red Square	Shoreditch	Wenlock	Outside main town centres
Net A1 Floorspace	0	2467	-388	0	0	1561	622	2854
Net A2 Floorspace	0	0	-117	0	0	86	95	112
Net A3 Floorspace	30	129	282	461	0	876	335	2309

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.*

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 will be considered going forward through the new Local Plan 2033.

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 the reporting years 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 in Hackney Central and Stoke Newington High Street and gains in A1 floorspace in Dalston. There are gains in A2/A3 space (see for example Hackney Central and Kingsland Road and Stoke Newington Church Street).

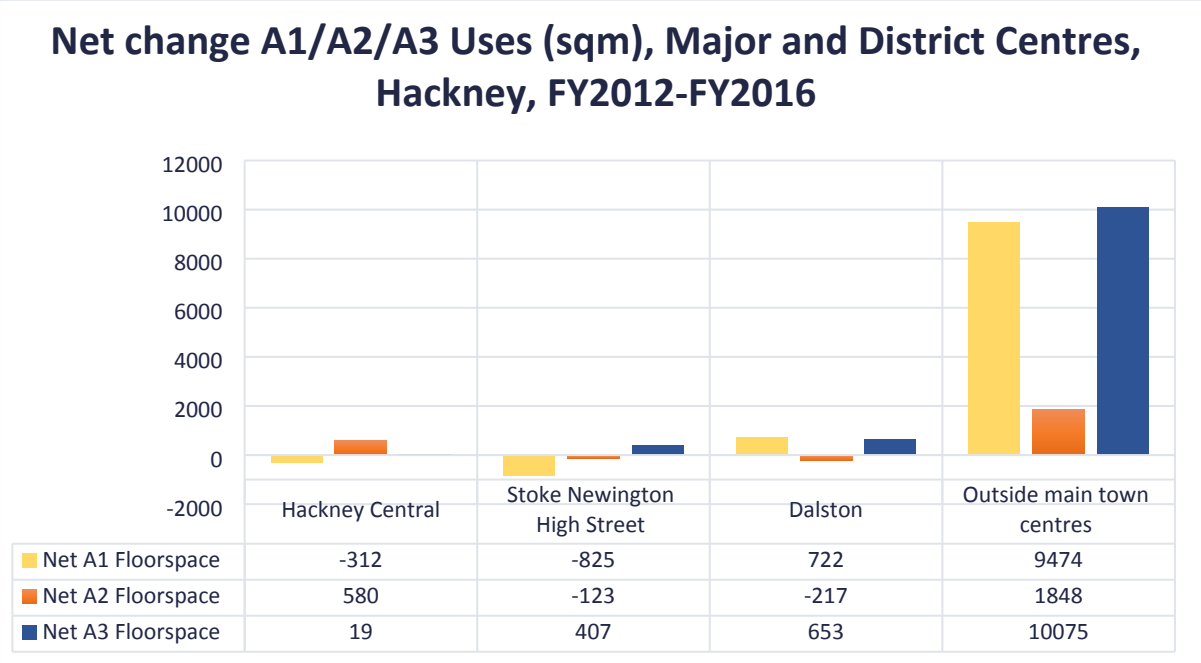


Figure 7.4 Net Change A1/A2/A3 Uses, Major and District Centres FY2012-FY2016

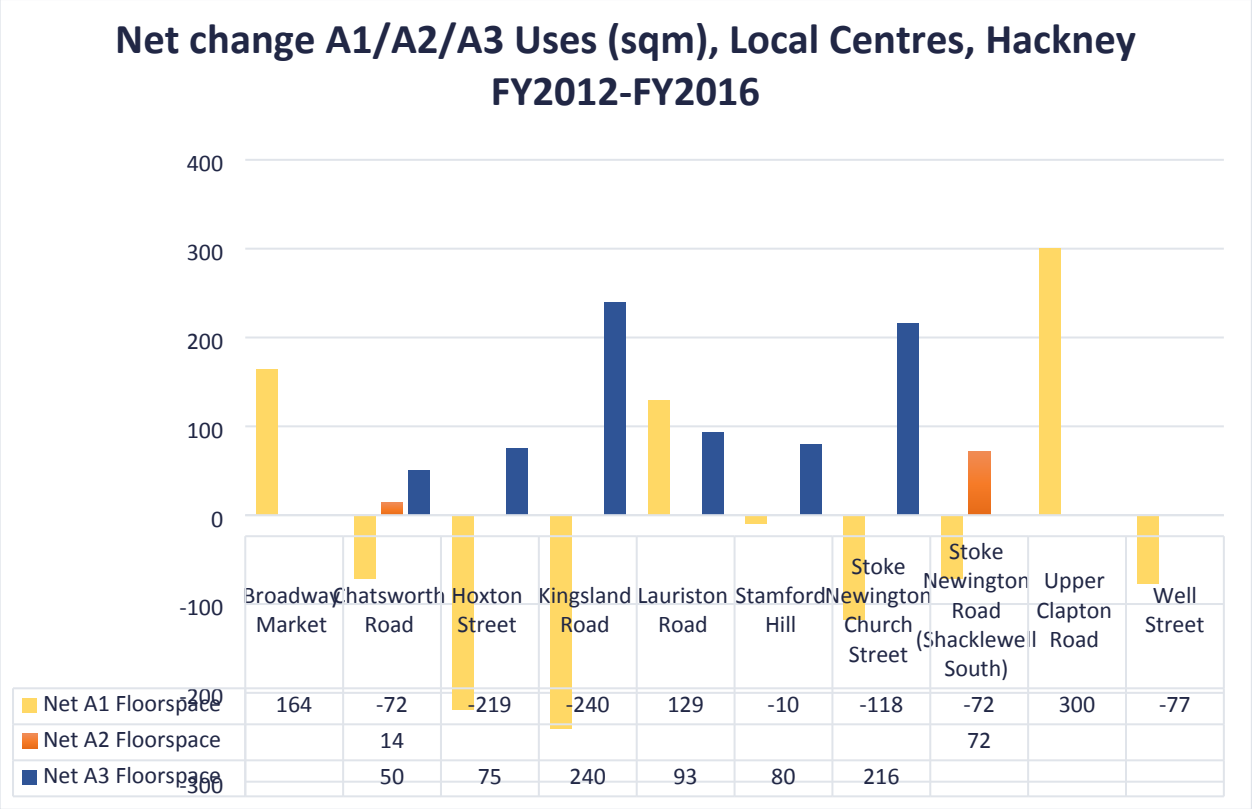


Figure 7.5 Net Change A1/A2/A3 Uses, Local Centres, FY2012-2016

7.9 Changes in Local Centres (shown in figure 7.5, above) vary by centre, with provision of A1 floorspace in Broadway Market increasing by 164sqm, Lauriston Road by 129sqm and Upper Clapton Road by 300sqm. A3 provision increased in Stoke Newington Church Street by 216sqm and Kingsland Road by 240sqm. 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 7.6, 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. 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 as well as considering the designation of new town centres. The new Local Plan 2033 will consider when preparing new policies.

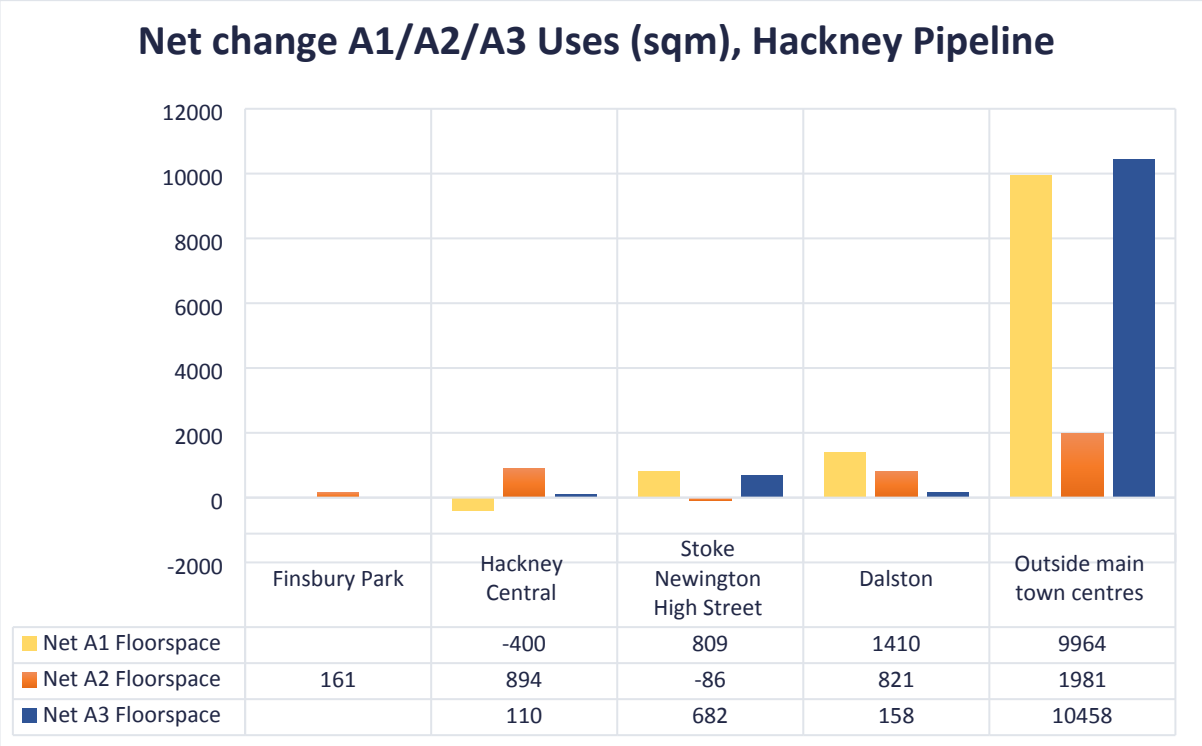


Figure 7.6 Net Change A1/A2/A3 Uses, Major and District Centres Hackney, Pipeline

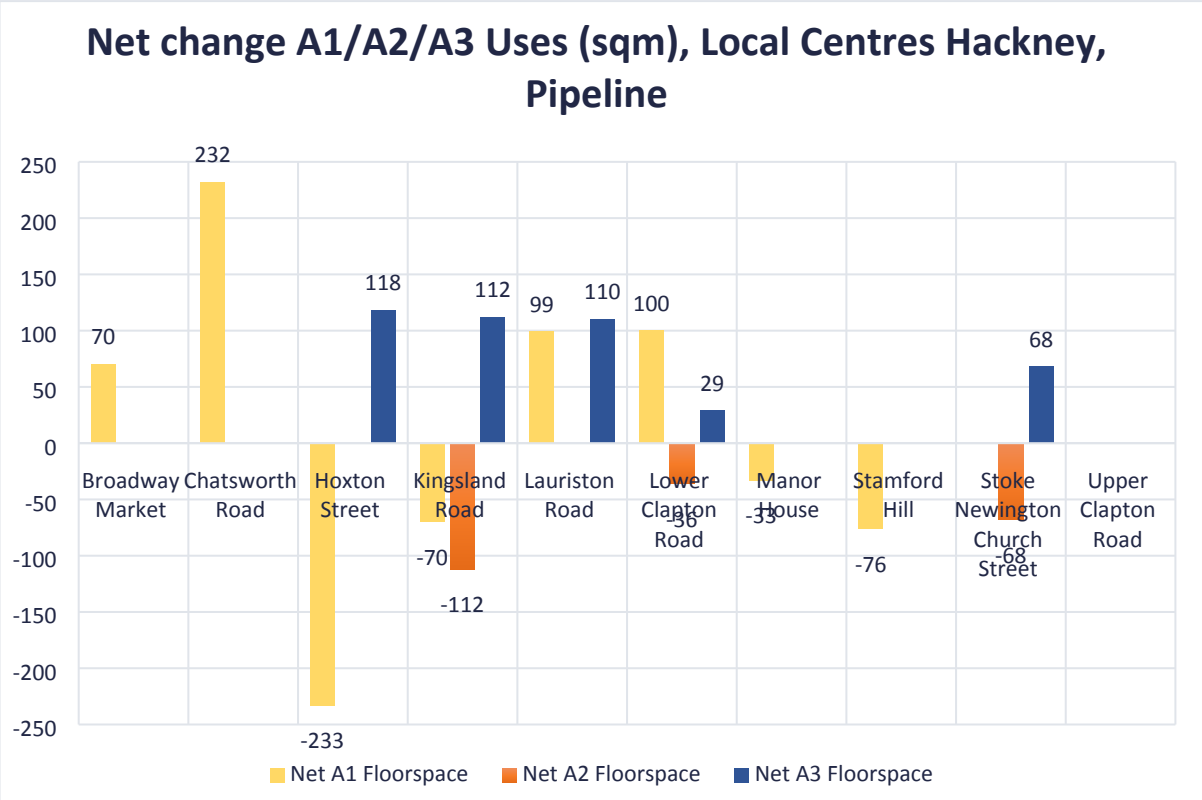


Figure 7.7 Net Change A1/A2/A3 Uses, Local Centres Hackney, Pipeline

7.11 Changes in Local Centres (shown in figure 7.7, previous page) are also positive, with A1 provision in Chatsworth Road increasing by 232sqm, Lauriston Road by 99sqm and Lower Clapton Road by 100sqm. Hoxton Street shows the largest loss of 233sqm of A1 floorspace, but a gain of 118sqm of A3 floorspace. Similarly, 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. This is to help maintain 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 2017:

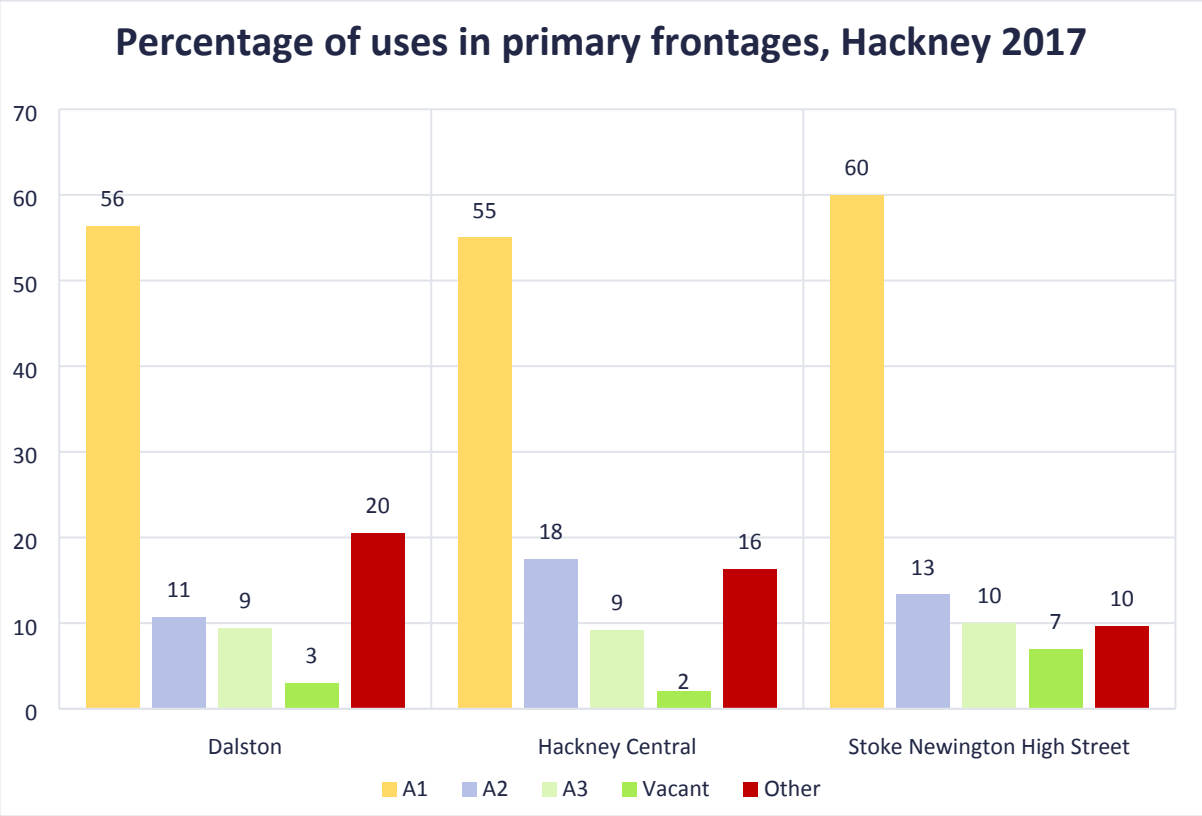


Figure 7.8 Percentages of Uses in Primary frontages 2017

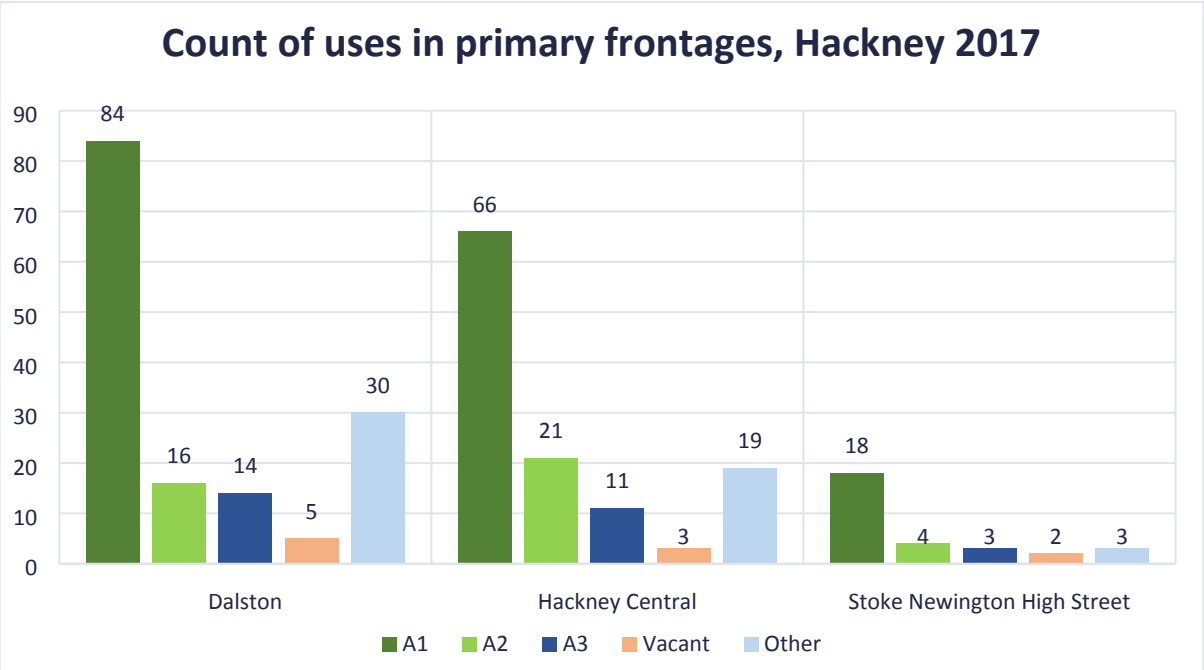


Figure 7.9 Count of Uses in Primary frontages 2017

7.13 All primary frontages in the borough meet or are close to meeting the aims of policy, sitting at around 60%. In addition to this, all have a good additional mix of A2, and A3 units, and in general very low vacancy levels; this is better demonstrated by figure 7.9.

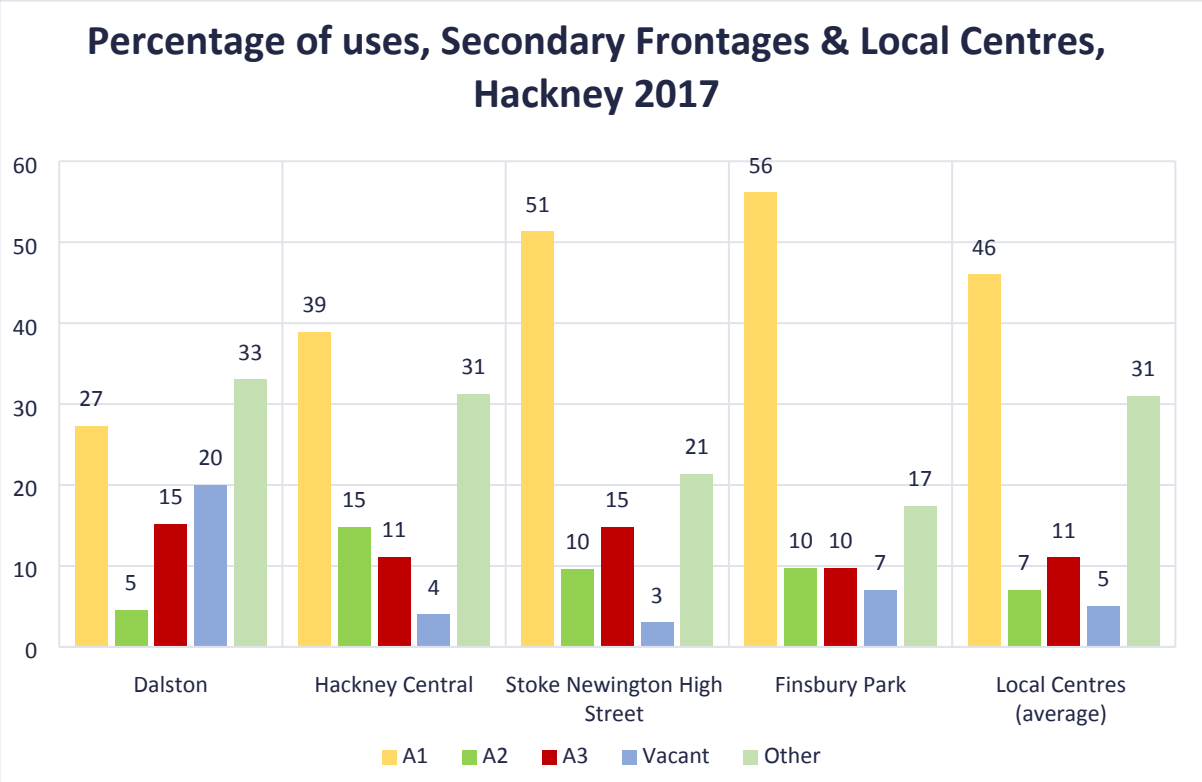


Table 7.10 Percentages of Uses in Secondary frontages 2017

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 27% of units in A1 use (23% off minimum) and 20% vacant units, the highest proportion across all town centres. Hackney Central, Dalston and the Local Centres (on average) have a very large proportion of units in different uses. Stoke Newington High Street achieved a proportion of 51% of units in A1 use.

7.15 By contrast Local Centres, Stoke Newington High Street and Finsbury Park, (shared with the boroughs of Islington and Haringey), fare well, all exceeding the minimum, except for the Local Centres (average) which comes close at 46%, 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 however this has changed with the implementation of Article 4 Directions (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 increases have been limited 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 recent years. However, the trend over the last 5 years indicates that Dalston has gained a total of 653sqm, and Stoke Newington a total of 407sqm of A3 floorspace, indicating that the policy is having a positive effect. However those same

figures also show a total of 10075sqm 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 involving A4 uses, with the LDD recording a total of 78 applications completed in the last five years or within the pipeline. The A4 floorspace changes as a result of these are shown below in figure 7.10

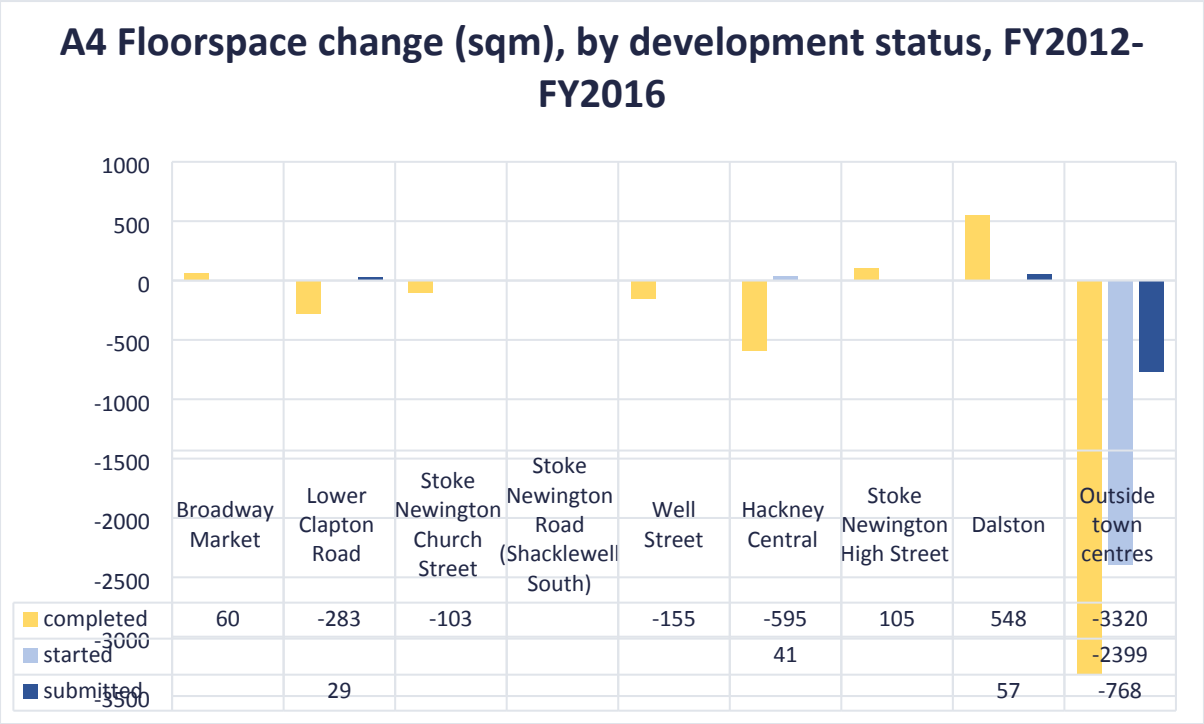


Figure 7.10 Changes to A4 floorspace, FY2012-FY2016

7.20 Figure 7.10 shows a loss of A4 across the borough, and with significant losses within Hackney Central (two developments lost totalling 595sqm), although there was a net gain in Dalston of 548sqm from eight developments. 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 3,320sqm of A4 floorspace has been lost outside town centres. Within the pipeline, the same trend is

seen with a loss of A4 floorspace within the town centres (on average) and an even greater loss outside of town centres.

7.21 An important external factor effecting the night time economy are the Special Policy Areas (SPAs) established by Hackney Council. These areas, in Shoreditch[2]and Dalston[3] strictly limit the grant of licences for late night opening of bars and restaurants. They have a double impact of both reducing the provision of these uses within Dalston Town Centre and Shoreditch (which is not designated as a town centre) and overall provision in the borough. While SPAs are compatible with planning policy which, by conditions on an application can limit opening hours to maintain neighbour's amenity and impact on town centres, greater consideration may need to be given to the future strategy of directing these uses into town centres or areas covered by SPAs.

7.22 Overall, all new A4 floorspace has been permitted outside of existing town centres, much of which is in Shoreditch and the Central Activities Zone, and largely based around flexible consents and therefore its usage uncertain. The new Local Plan 2033 and Shoreditch AAP will seek to manage this growth effectively. 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.

7.23 A5 uses are at a similarly low level to A4 uses, with a limited set of completions and pipeline, which are outlined below in figure 7.11. Planning for A5 uses promotes them within town centres.

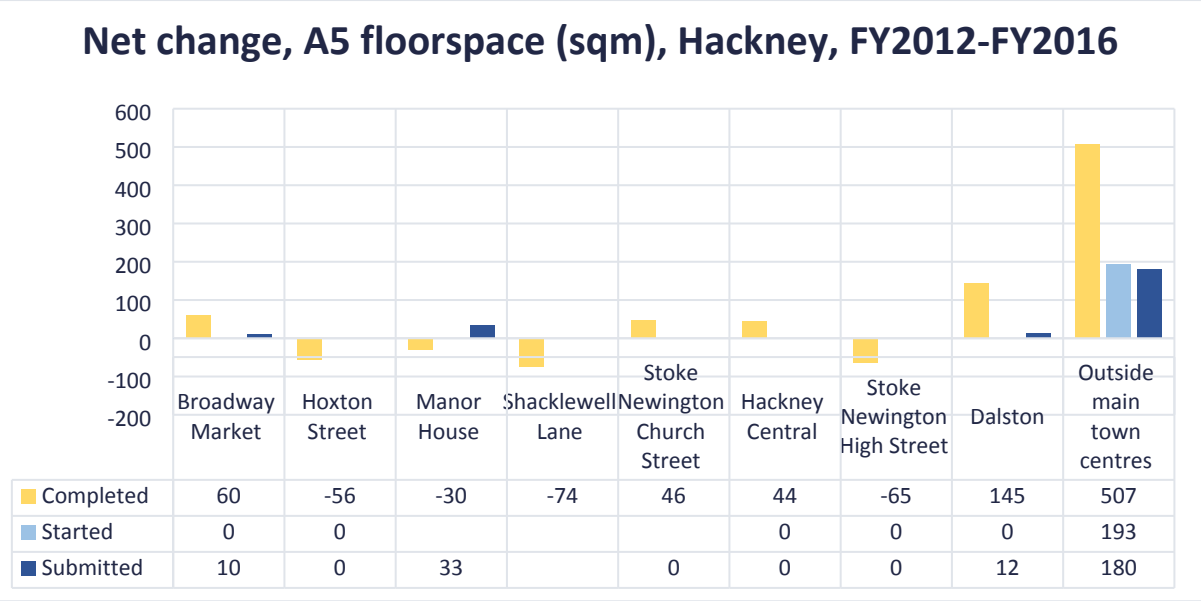


Figure 7.11 Changes to A5 floorspace, FY2012-FY2016

[2] http://www.hackney.gov.uk/media/2224/Shoreditch-special-policy-area-map/pdf/Shoreditch-Special-Policy-Area-Map
[3] http://mginternet.hackney.gov.uk/documents/s35028/Dalston%20SPA%20Report%20to%20Council%20290114.pdf

7.24 As figure 7.11 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 507sqm of A5 floorspace has been gained. Overall there is 385sqm of additional A5 floorspace in the pipeline.

Analysis

7.25 Overall, provision of retail floorspace in Hackney's town centres has been mixed in the reporting years but overall there has been a net loss of A1 in town centres in recent years. Hackney Central has gained 257sqm, Stoke Newington lost 243sqm, and 892sqm gained in Dalston in the reporting years. **Local Centres have seen an overall increase of 111sqm, with Broadway Market and Lauriston Road gaining the greatest in the reporting years.** Over the last 5 years there was an overall net loss of A1 of 415sqm in major and district town centres, with an increase of 722sqm in Dalston and losses in the others**. The pipeline for town centres going forward is more positive with Dalston expected to gain an additional 1410sqm of retail floorspace and Stoke Newington to gain 809, however a loss of 400sqm is expected in Hackney Central**. It is less positive within Local Centres, with only a slight gain in A1 floorspace expected an over 200sqm of A2 floorspace expected to be lost. 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.

7.26 It is important to note that outside of town centre designations there has been an increase of 2854sqm of new retail space in the reporting years, as well as increases in A2 and A3 floorspace, with provision increasing by 9474sqm retail outside town centres between FY2012-FY2016, **and this is expected to increase further, with the pipeline showing a delivery of 9964sqm.**

7.27 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.

7.28 The key trigger for policy DM9 is a 60% of primary (50% of secondary) frontages in use for A1 uses. Stoke Newington High Street performs well, sitting at **60%, and with very low vacancy levels. Dalston and Hackney Central on the other hand fall just short with 56% and 55% of the primary frontage in A1 use.** Secondary frontages are less positive - Dalston, which is a major centre recorded 27% of units in A1 use (23% off minimum) and 20% vacant units, the highest proportion in a frontage across all town centres. These performance results, which are similar to the previous 2014 report, may bring into question Dalston's position in the London Plan town centre hierarchy. Finsbury Park performed well, exceeding the minimum and showing low vacancy rates

at 7%, which was an increase of two vacant units only. Local Centres are close to the 50% requirements at 56%. This indicates that **town centre policy has been broadly 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.

7.29 Planning policies for the night time economy have had mixed results over the last five years. Broadly, A3 uses have increased in the centres of Dalston (653sqm), and Stoke Newington High Street (407 sqm). **Over the same period 10075sqm of A3 has come forward outside of town centres**. This provision mirrors paragraph 7.27 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.

7.30 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, although the greatest loss has been outside town centres with a loss of 3320sqm.** This could be due to the adoption of **Special Policy Area (SPA)** in 2015 which limits licences for these uses within Dalston and Shoreditch, and is likely to have prevented developments coming forward in these places. Future local plan policy will further consider the role of night time economy in Hackney. The future outlook does not reflect well on policy, with a projected loss of 3167sqm of A4 floorspace outside of the town centres. **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 floorspace changes have varied across all centres but significant changes have not been recorded in any particular centre, expect outside town centres which have seen an increase of 500sqm.

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.

8.3 Hackney sets out its infrastructure need in its Infrastructure Delivery Plan, which is updated in a regular basis. This chapter reports on the amounts of S106 contributions received and agreed during the two financial years of 2015/16 and 2016/17 and also reports on the collection and spend of the community infrastructure levy for these two periods in accordance with government regulations.

Section 106 Planning Obligations in 2015/16

8.4 Section 106 are a contract signed between developer and Hackney, with agreed heads of terms and financial amounts. The amounts agreed and received in 2015/16 are set out in table 8.1 below:

	2015/16 Agreed	2015/16 Received
General Heads of Term	£3,374,464	£4,764,006
Affordable Housing	£10,200,000	£440,936
Highways	£875,041	£2,141,829
Total	£14,449,505	£7,346,772

Table 8.1, S106 Contributions received in 2015/16 excluding S106 contributions for Crossrail

8.5 The overall amounts (general heads of term) received can be further broken down to indicate their broad purpose, as set out below in table 8.2.

Heads of Terms	2015/16 Agreed	2015/16 Received
Children's Play Area	£0	£0
Community Facilities	£187,500	£720,692
Ecological Management	£0	£0

Education and Training	£66,078	£1,585,978
Employment and Job Creation	£1,754,082	£300,798
Environmental Improvements	£425,500	£1,077,411
Open Space & Nature Conservation	£1,254	£142,341
Public Arts	£0	£0
Sustainability	£230,700	£0
Town Centre Management	£312,500	£0
Sustainable Transport	£396,850	£936,787
Health Facilities	£0	£0
Total	**£3,374,464**	**£4,764,006**

Table 8.2, S106 Contributions received in 2015/16

8.6 Education and Training and Sustainable Transport form the majority of all S106 contributions received. Contributions for Open Space and Nature Conservation contributions are low however the Council can no longer seek S106 contributions towards type of infrastructure as this is included on Hackney's 123 List and therefore CIL is used to fund green infrastructure.

8.7 In 2015/16, there was approval to spend 53 projects were approved worth £3.2 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
Environmental improvements	3	£460,592.00
Highways	37	£1,809,089.00
Open space and nature conservation	1	£4,868.00
Affordable Housing	1	£133,000.00
Community Facilities	5	£661,010.00
Sustainable Transport	6	£206,167.00
Total	53	£3,274,726.00

Table 8.3, S106 spending in 2015/16

8.8 Completed projects in 2015/16 include:

- Improvements to Allens Gardens, aimed at improving biodiversity. The works include Owl Boxes, bat detectors, wildflower pollinators and additional seating as well as an educational program.
- Work has completed on renewing the interior of Stoke Newington library and on improvements to Shoreditch library.

Section 106 Planning Obligations in 2016/17

8.9 The S106 amounts agreed and received in 2016/17 are set out in table 8.1 below. These totals have increased since the previous financial year (2015/16).

8.10	**2016/17 Agreed**	**2016/17 Received**
General Heads of Term	£7,255,450	£9,869,655
Affordable Housing	£13,212,480	£5,970,371
Highways	£2,714,287	£1,452,451
Total	£23,182,217	£17,292,477

Table 8.4, S106 Contributions Agreed and Received in 2016/17 excluding S106 contributions for crossrail

8.11 A further breakdown of the overall amount (General Heads of Terms) is provided below in table 8.5 below.

Heads of Terms	**2016/17 Agreed**	**2016/17 Received**
Children's Play Area	£0	£0
Community Facilities	£12,207	£12,207
Ecological Management	£0	£0
Education and Training	£655,381	£6,807,990
Employment and Job Creation	£4,163,598	£1,260,374
Environmental Improvements	£475,123	£1,233,488
Open Space & Nature Conservation	£1,584	£32,755
Public Arts	£0	£71,282
Sustainable Transport	£1,389,425	£70,050
Sustainability	£536,457	£83,057
Town Centre Management	£21,675	£111,831
Health Facilities	£0	£186,621
Total	£7,255,450	£9,869,655

Table 8.5 , S106 Contributions Agreed and Received in 2016/17

8.12 Employment and Job Creation, Environmental Improvements and Education and Training form the majority of all S106 contributions received.

8.13 In 2016/17, there was approval to spend £6 million on 47 projects. A summary of the areas with spending can be found in the table 8.6, below:

Head of Term	Number of Projects	S106 contribution value
Education and Training	3	£1,019,500
Employment and Job creation	1	£126,201
Environmental improvements	3	£1,371,263
Community Facilities	3	£207,015
Town Centre Management	1	£124,435
Highways	26	£1,898,210
Open space and nature conservation	8	£226,199
Sustainable Transport	2	£1,051,104
Total	47	£6,023,927

Table 8.6, S106 Spending in 2016/17

8.14 Completed projects in 2016/17 include:

- Cardinal Pole Roman Catholic School received a much needed internal work to consolidate 3 small areas into one large fit for purpose library. S106 contributions were allocated to free up three existing rooms for future curriculum delivery and transform the delivery of the library function. An addition, an extension was built to the existing school estate.
- Due to increasing demand for school places, S106 contributions were allocated for the expansion of Woodberry Down Primary School from two to three forms of entry. This work was completed in April 2017.
- S106 contributions went towards improving De Beauvoir Square's play area. A second entrance was added to the play area to provide an alternative exit point from the enclosed space. The wooden edges to the squares rose beds have been replaced with a metal edging eliminating future maintenance issues.
- The London Fields outdoor gym equipment had reached the end of its life and was located in the children's play area. Contributions went towards replacing and expanding outdoor gym equipment in a new more accessible location in London Fields.
- Contributions went towards improving and replacing play equipment which had come to the ends of its life in Haggerston Park.

8.15 Overall there has been more activity on the spending side of S106 in 2016/17, with a higher 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

8.16 The Community Infrastructure Levy (CIL) is a mechanism to allow local planning authorities to seek to raise funds from new development, in order to contribute to the cost of infrastructure that are necessary to support new development. Hackney adopted its CIL in April 2015. The CIL will directly contribute to the provision of new community infrastructure in Hackney through the Infrastructure Deliver Plan

8.17 CIL income and expenditure in 2015/16 is detailed in the table below.

Details	Amount (£)	Amount (%)
CIL receipts in 2015/16		
Total CIL received	122,575	100
No 'in-kind' infrastructure or land was received in lieu of CIL payments	n/a	
Expenditure on Infrastructure (Regulation 123 List)	0	
Amount of CIL applied to repay money borrowed and items of infrastructure funded	0	
Amount of CIL applied to administrative expenses (in accordance with Regulation 61 of the CIL Regs)	6,129	5
Amount of CIL applied to neighbourhoods (in accordance with Regulation 59C of the CIL Regs)	0	
CIL receipts retained for expenditure in future years		
Amount of Hackney CIL which has been retained to be applied to infrastructure items on Hackney's Regulation 123 list in future years	98,060	80
Amount of Hackney CIL which has been retained to be retained for expenditure on neighbourhoods in future years	18,386	15

Table 8.7: CIL income and expenditure 2015/16

8.18 Hackney received £122,575.19 in Hackney CIL receipts from development in the 2015/16 financial year. Payments were received from the following schemes:

Planning reference number	Site Address	Financial Value (£)
2015/1610	Shacklewell Lane 1C, E8 2DA	5,074
2014/2591	Shepherds Lane 9, E9 6JJ	30,448
2015/0861	Broadway Market 12, E8 4QJ	9,025
2014/3111	Woodmill Road, Block 5, London E5 9BQ	52,003
2015/1118	Evering Road 160, E5 8AH	3,195
2015/2005	Thistlewaite Road 59, E5 0QG	373
2015/1019	Hackney Road 43 - 47, E2 7NX	22,458
TOTAL		**122,575**

Table 8.8 Developments from where CIL was received in 2015/16

8.19 CIL income and expenditure in 2016/17 is detailed in the table below.

Details	Amount (£)	Amount (%)
CIL receipts in 2016/17		
Total CIL received	£6,637,037	100
No 'in-kind' infrastructure or land was received in lieu of CIL payments	n/a	
Expenditure on Infrastructure (Regulation 123 List)	0	
Amount of CIL applied to repay money borrowed and items of infrastructure funded	0	
Amount of CIL applied to administrative expenses (in accordance with Regulation 61 of the CIL Regs)	331,852	5
Amount of CIL applied to neighbourhoods (in accordance with Regulation 59C of the CIL Regs)	0	
CIL receipts retained for expenditure in future years		
Amount of Hackney CIL which has been retained to be applied to infrastructure items on Hackney's Regulation 123 list in future years	5,309,630	80
Amount of Hackney CIL which has been retained to be retained for expenditure on neighbourhoods in future years	995,555	15

Table 8.9: CIL income and expenditure 2016/17

8.20 Hackney received £6,637,037 in Hackney CIL receipts from developments in the 2016/17 financial year. A detailed breakdown of contributions received from development is provided in the table below.

Planning reference number	Site Address	Financial Value (£)
2015/3916	10-14 Crossway Stoke Newington London	£615,075
2015/3432	109 Graham Road	£9,002
2016/1054	115 Stoke Newington Road	£9,020
2014/4101	127 Richmond Road	£5,549
2015/1144	127a Shacklewell Lane London	£3,686
2016/0824	15 King Edwards Road	£15,300
2015/4622	169 Blackstock Road	£204

2015/3347	1a West Bank	£38,180
2016/3452	20 Beatty Road	£4,395
2016/0867	23 Kyverdale Road	£1,975
2015/0014	233 Well Street	£6,064
2014/3644	241 Evering Road	£2,607
2015/1840	28 Amhurst Road	£9,880
2015/3945	28 Fountayne Road	£3,850
2015/3254	2a Median Road London	£1,940
2015/1695	3 Clifden Road	£1,820
2014/3405	3-5 Kingsland High Street	£78,090
2016/0831	37 Mildenhall Road	£604
2015/1895	39-45 Gransden Avenue	£318,514
2016/2328	46 Reighton Road	£2,100
2015/2745	47 and 49 Chatsworth Road	£469
2015/1250	4-8 Defoe Road	£15,029
2014/4207	501-505 Kingsland Road London	£28,738
2015/2278	51 Darnley Road	£1,858
2015/2184	61 Alkham Road	£1,601
2016/2309	71 Mount Pleasant Lane	£1,497
2016/0866	71 Reighton Road	£1,733
2016/0231	72 Southgate Road	£10,975
2016/1578	73 Great Eastern Street	£12,760
2014/4209	92a Chatsworth Road	£1,476
2015/2643	Eagle Wharf Road 32-34 London N1 7EG	£240,354
2014/1460	Great Eastern Buildings, Reading Lane E8 1DR	£73,629
2015/2762	Great Eastern Street 21-33 (odd), Holywell Lane 36-41, Holywell Lane 34-39 London EC2A 3EL	£166,870
2015/1700	Holywell Centre Phipp Street 1 EC2A 4PS	£190,043
2015/0627	Hoxton Street 44-76	£146,859
2016/1349	Lower Clapton Road 131 and 133	£17,591
2015/0843	Maitland House 25-31 Mothers Square London	£19,087
2015/3504	Mare Street 371 and 371a Brett Road 14 E8 1JP	£21,350
2015/2277	Millfields Road London	£18,462
2016/0300	New Regents College Upper School, Nile Street, London	£837,699
2015/1717	Site bound by Corsham Street, Brunswick Place and Baches Street London	£389,735
2015/0877	Sun Street 5-29, Crown Place 1-17, Earl Street 8-16, Wilson Street 54 (One Crown Place)	£3,311,367
TOTAL		£6,637,037.00

Table 8.10: Developments from where CIL was received in 2016/17

Mayoral Community Infrastructure Levy

8.21 In addition to the Hackney CIL, Hackney has been collecting the Mayors CIL since 1st April 2012. In the FY2015/16 Hackney contributed £6.4 million. Over the same period, Hackney reported demand notices for £2,418,215.79 to developers. In the FY2016/17, Hackney contributed over £4.3 million. Over the same period, Hackney reported demand notices for over £5.3 million to developers.

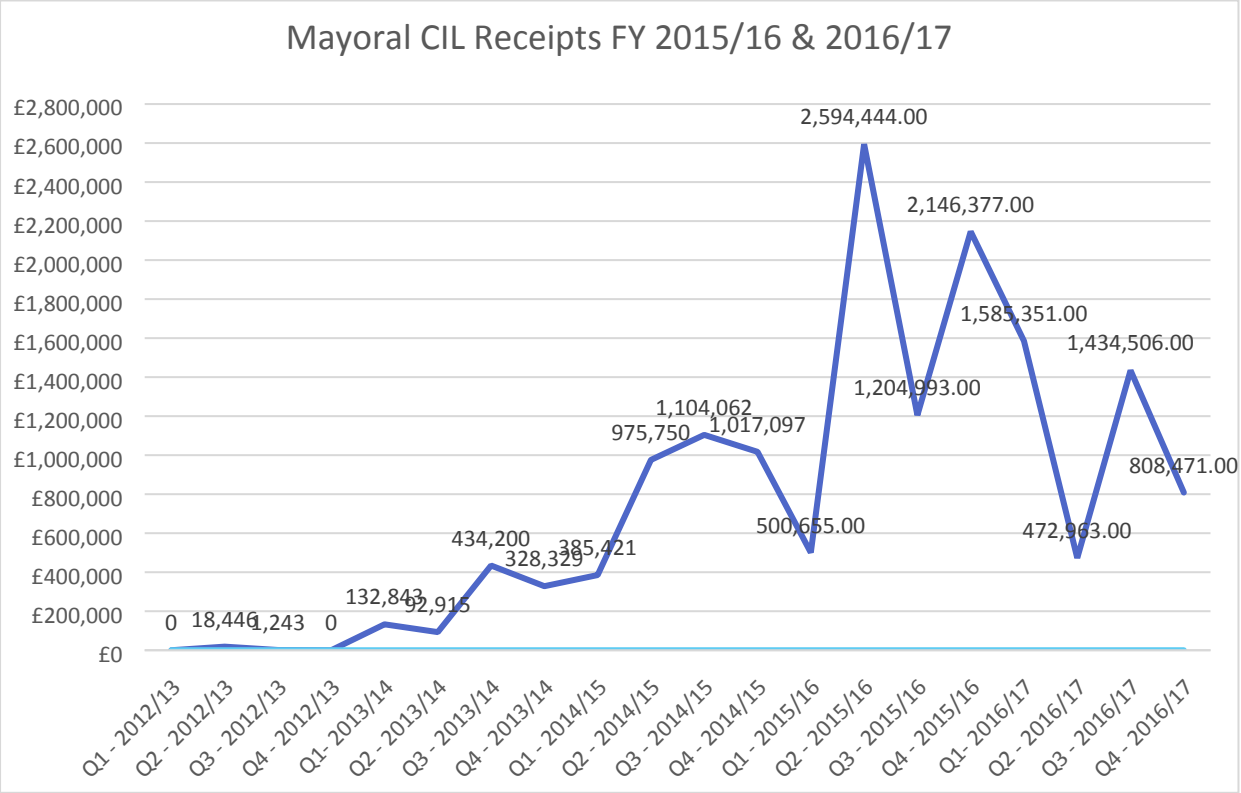


Figure 8.1, Mayoral CIL receipts 2015/16 – 2016/17

8.22 Figure 8.1 shows that rates of Mayoral CIL have increased steadily over time, peaking at 2.59 Million in the second quarter 2015-16. 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.

D1 – Community Uses - Non- residential institutions

8.23 The D1 Use Class refers to non-residential institutions which encompasses a range of uses including schools, nurseries, education and training centres and health centres among others. During the 2015/16 year 15,020sqm of D1 floorspace was completed in the Borough. A further 364sqm was completed in the 2016/17 year.

Education Floorspace

8.24 The additional floorspace delivered for education purposes specifically is also very positive. During the 2015/16 and 2016/17 years an additional 14,975sqm and 1,207sqm respectively, of education floorspace was delivered. Over the last five years an additional 36,864sqm of D1 floorspace for education use was delivered in the Borough as figure 8.2 shows.

8.25 Some notable developments include:

- the net gain of 6,345sqm of D1 floorspace at Holy Trinity Primary School in Dalston (application ref: 2013/0457); and
- the net gain of 5,557sqm floorspace for a new secondary school on Kingsland Road (2013/1895).

8.26 Over a five year period, 28,273sqm of D1 floorspace for education use was given planning permission, 18,343sqm of which has been completed. This is captured in figure 8.3. Figure 8.3 also shows that there is currently 8,572sqm in the pipeline for development, 4,632sqm of which has started.

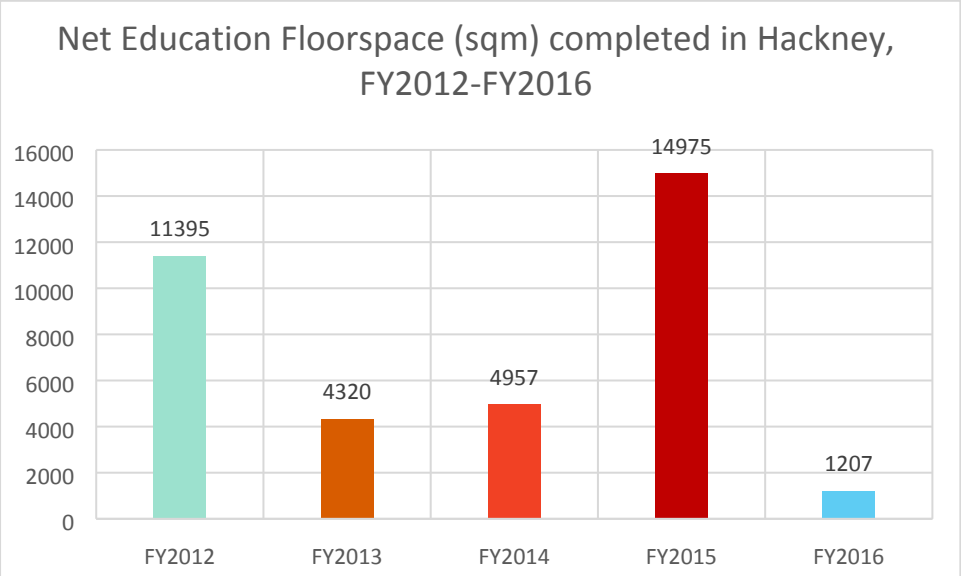


Figure 8.2: Net D1 floorspace for education purposes completed in Hackney, FY2012-FY2016

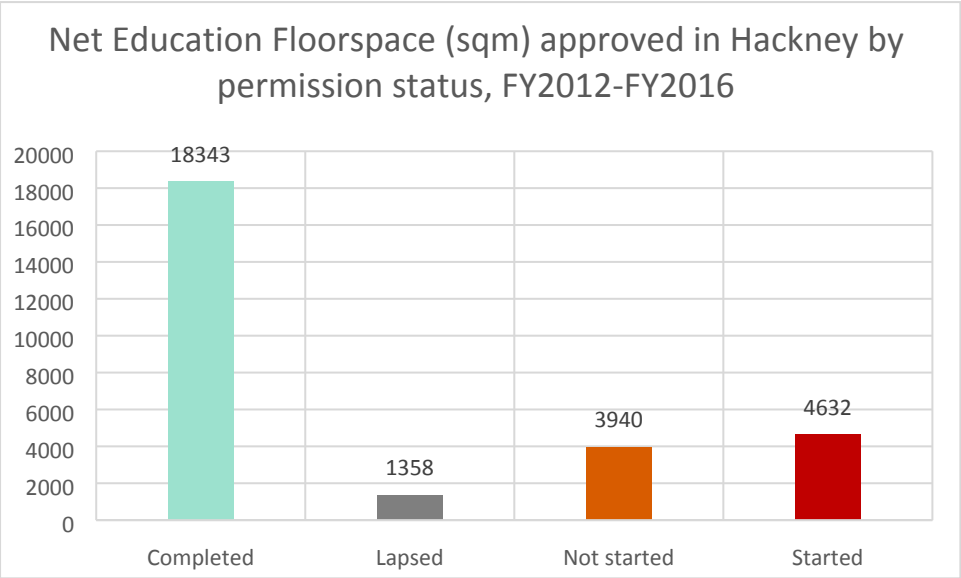


Figure 8.3: Net D1 floorspace for education purposes approved in Hackney, FY2012-FY2016

8.27 Some notable planning permissions for educational uses in the pipeline include:

- Development of 1,972sqm D1 floorspace for a new primary school and nursery at Tiger Way, Hackney Downs (2016/0307).
- Development of 1,889sqm of D1 floorspace for a new school and college at Nile Street, Hoxton (2016/0300).

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 2016/17

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 The purpose of Hackney's Transport Strategy 2015-2025 is to encourage more walking, cycling and use of public transport for those who live, work and visit the Borough and to continue to reduce the need for private car use. The Strategy supports the objectives set out in the Mayor of London's Draft Transport Strategy 2017.

9.4 Car ownership levels in Hackney fell between 2001 and 2011 with the proportion of households with a car dropping from 44% to 34%.Hackney has seen an 8% reduction in motor traffic levels between 1994 and 2011.

9.5 Walking levels in Hackney have been increasing over the years; 39% of people in Hackney use walking as their main mode of transport over a seven day period, compared to the Greater London average of 32%.

9.6 Cycle space provision in approved developments almost quadrupled between 2015/16 and 2016/17.

9.7 In 2015, Transport for London (TfL) and Hackney Council announced improvements to - Cycle Superhighway Route 1 (CS1) in Hackney. Initial improvements were completed in April 2016.

9.8 **Cycle Superhighway Route 1** (CS1) runs largely on roads parallel to the A10 between Tottenham and Liverpool Street station, forming part of the London-wide network of Cycle Superhighways. Following a public consultation in 2015, further improvements to areas around De Beauvoir and Wordsworth Roads were identified (through traffic at five junctions in the De Beauvoir Road and three junctions around Wordsworth Road areas were to be restricted). Improvement works on these junctions started in October 2016.

9.9 The pedestrian interchange between Hackney Downs and Hackney Central stations was completed in August 2015. The fully accessible route makes travelling between the two stations much easier. 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

9.10 Passenger usage at railway stations in the borough primarily reflects the levels of growth at a station which is either economic or housing driven. This growth is an important indirect indication of the effectiveness of planning policy in both encouraging public transport usage and providing access to these services.

Station Name	% Change, Passengers 2014-15	% Change Passenger 2015-16
Haggerston	24	35
Hoxton	17	43
Hackney Wick	10	26
Hackney Central	7	5
Homerton	7	-11
Dalston (Kingsland)	3	-7
London Fields	16	64
Clapton	4	-2
Dalston Junction	16	38
Shoreditch High Street	20	57
Stoke Newington	4	19
Rectory Road	-2	12
Stamford Hill	13	11
Hackney Downs	6	5
Old Street	16	115

Table 9.1, Station Passenger Numbers 2014/15 and 2015/16, Hackney

9.11 Table 9.1 shows that there has been significant increases in station usage over the last one year, with London Fields, Shoreditch High Street and Old Street registering an increase in passenger numbers of more than 236%, with a total of 12.5 million entries and exits in 2015/16 across the three stations. In the same period, overall station use within Hackney increased from 40.5 million to 48.8 million passengers – an increase of more than 8 million (17%). However growth appears to be decelerating some centres including Hackney Central and Dalston Kingsland/Junction, with passenger numbers decreasing by an average of 2% and 10% respectively at these stations between 2014/15 and 2015/16. It is too early to say if this is a trend. Usage at these stations will continue to be monitored.

9.12 Overall, the Overground lines in Hackney have been highly successful, though are near to capacity at peak times in the borough. TFL is working to improve capacity, primarily

through the addition of an extra car to all services presently operating on the Overground Network, increasing capacity by 25% by 2018. In addition, the connection via walkway of Hackney Central and Hackney Downs stations has helped in spreading increases in demand by providing a more direct route to the city centre.

Net Car and Cycling Spaces

9.13 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 2014/15	68	0.3	4413	23	88%
Completions 2014/15	196	3.1	963	16	88%
Approvals 2015/16	38	2.11	1803	22	94%
Completions 2015/16	59	2.03	1349	31	87%
Approvals 2016/17	153	8.5	5763	99	93%
Completions 2016/17	363	14.5	1993	46	87%

Table 9.2, Net Car and Cycle Spaces, 2014, 2015 and 2016, Hackney

9.14 Figure 9.2 shows that overall, the policy has been effective at delivering car free development; 87% of completed development were car free in 2015/16 and 2016/17 and on average; 2.03 car parking (disabled included) spaces were delivered per scheme in 2015/16, a decrease of 1.07 per scheme since 2014/15. However, this figure went up by to 14.5 car parking spaces (including disable) per scheme in 2016/17, and this was mainly due to the completion of two large projects (Woodberry Down Estate and the International Broadcast Centre (IBC) on Waterden Road) which between them delivered 971 car parking spaces. Cycle space provision has gone up by almost 27% from 963 in 2014/15 to 1349 in 2015/16, and by almost 33% to 1993 in completed developments in 2016/17.

Analysis

9.15 The Core 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. Between 2015 and 2017, transport improvements were delivered for **improved**

accessible bus stops and **increased cycle hangers** as well as **completion of the Hackney Downs/Central link and cycle superhighway.**

9.16 Hackney's railway stations continue to improve year on year, with **a total of** 48.8 **million entries/exits at stations in 2016**. The key growth areas of Old Street and Shoreditch High Street stations recorded growths of **115% and 57%** in 2015/16. On these statistics **Dalston Kingsland station is busier than Nottingham**, **Hackney Central than Ealing Broadway** and **Shoreditch than Stanstead Airport.** These statistics reflect **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.

9.17 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 2015/16 and 2016/17, 87% of completed development were car free, as were 94% and 93% of approved developments respectively. Cycle space provision almost quadrupled from 1803 to 5763 in approved developments between 2015/16 and 2016/17. 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.

9.18 Hackney Council will continue to seek to develop policies of re-prioritising the needs of road users away from the car and more towards pedestrians, cyclists and public transport users in line with National Guidance. At a local level, Hackney has sought to improve conditions through a variety of interventions including upgrading the public realm, managing parking demand through controlled parking zones, removing gyratories and one way streets, and introducing traffic calming measures.

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 green space totalling about 400 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 seeks to safeguard existing open space in Hackney, by preventing the loss of designated open space. There was a gain of 0.207 Ha of open space in Hackney from schemes completed in 2016.

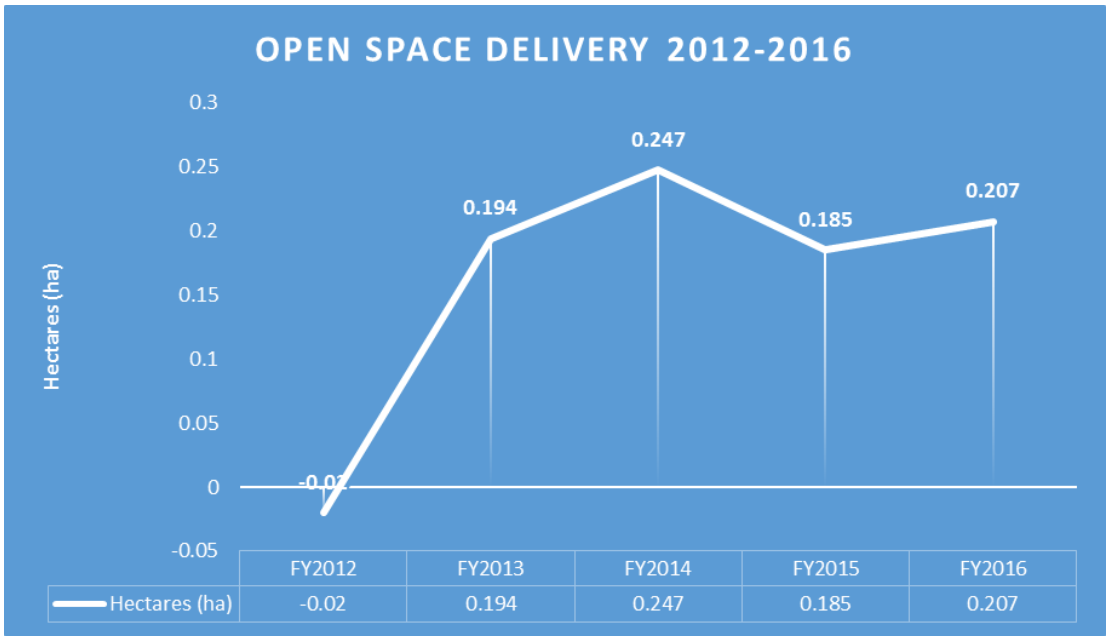


Figure 10.1, Open Space Delivery 2012-16, Hackney

10.3 Figure 10.1 indicates that there has been a net gain of open space in Hackney over the last five years of around 0.183ha.

10.4 Overall, the policy seems to be working. The decline in open space delivery in 2016 could be to lack of big projects delivery within the year. However, the current acute development pressures in the borough (all new development was developed on brownfield) and lack of any Greenfield developable land may negatively impact on future open space delivery within the borough.

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 2016/17, 21 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
- Mark street gardens EC2A
- Millfields Park, E8
- Shoreditch Park, N1
- Springfield Park, E5
- St John's Churchyard Gardens, E5
- Well Street Common, E9
- West Hackney Recreation Ground, N16
- Woodberry downs park N4

10.6 This is an increase of 2 new awards over the previous financial year, with Woodberry Down and Mark Street Gardens being the additional parks awarded Green Flags, indicating that the quality of parks is growing. In 2015/16 we had 19 Green Flag Awards (Millfields and West hackney Recreation Ground were the new ones). Hackney currently has 23 Green Flag Awards, which includes all of those listed above plus Stonebridge Gardens and Kynaston Gardens. All of Hackney's District and Regional Parks are designated along with many local spaces.

Planning Obligations for open spaces

10.7 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 to the improvement of existing open spaces. Several projects were funded out of S106 in Hackney for Open Space in 2016. These were:

- Clissold Park pathway and fencing improvements
- De Beauvoir Square Play area infrastructure
- Hackney Road Recreation Ground Improvements
- Haggerston Park Play Area
- London Fields outdoor gym
- Shepherdess Walk Play Area
- Daubeney Fields Play Area
- Clapton Square Improvements

Analysis

10.8 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 DMLP policies 31 and 34 which protect open space as well as biodiversity. Although there has been a net loss of 1360sqm of open space in Hackney 2015/16, but overall, the policy has been effective given the positive trends in open space delivery for the last 5 years.

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 Historic England and, as the name suggests identifies historic buildings, structures and areas at risk if maintenance or restoration is not carried out. There has been a reduction in the number of listed buildings at risk in the borough by 3 sites, or around 9%, from 34-31 sites. This overall figure hides the churn in the register: more than 3 sites were removed, but then others were added.

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. Of the buildings on the October 2016 register, 11 are the subject of development schemes or restoration proposals at various stages and/or enforcement action which should see them removed from the register in the coming years.

11.4 Three Conservation Areas (Dalston Lane (West), Mare Street and Sun Street) are at risk. Dalston Lane (West) has recently had its Conservation Area Appraisal and Management Plan revised and renewed and it is hoped that once a single large development project is complete, it can be removed from the register. Mare Street and Sun Street will be subject to review in the proposed Conservation Areas Review and this review will address their boundaries and other issues.

Conservation Areas

11.5 Hackney contains a large number of conservation areas which protect the historic character of areas such as De Beauvoir Town and Mare Street, the total number of

conservation areas in the borough currently stands at 30. 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.

11.6 Two conservation area were designated in July 2016, these comprised the designation of a new conservation area in Dalston and a small extension and review of the existing Albion Square Conservation Area. The Dalston Conservation Area runs from Dalston Junction north to Stoke Newington Road and comprises many Victorian and Edwardian buildings that flank the linear route of the Roman Ermine Street. The conservation area also includes several mews style streets of former workshops that run parallel to the main roads. In Albion Square, the conservation area was extended eastwards to include the Victorian Queensbridge Primary School and a full character appraisal of the conservation area was also produced, which sets out its important qualities.

11.7 In late 2016, the Council consulted local residents and stakeholders on a westwards extension to the existing Dalston Lane (West) Conservation Area. This conservation area was originally designated in 2005 and comprised early ribbon development along Dalston Lane dating from the Georgian and Victorian eras. The westward extension brings in many buildings from Hackney's industrial past including the former Reeves Colourworks Building in Ashwin Street and the former Shannon Factory (now Springfield House) in Tyssen Street. The extended conservation area was formally adopted on 23rd January, 2017.

Tall Buildings

11.8 Tall buildings are of particular interest primarily as they represent some of the largest and most complex planning applications the borough deals with and they significantly test the strength of planning 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 (2007), within the context of the London Plan (with amendments, 2016).

11.9 A total of 6 tall buildings of 10 storeys or greater with an average height of 23 storeys were approved between 2015 and 2017. During the same period a total of 7 tall buildings were completed with the average height of 14 storeys. These developments have predominantly taken place to the south of the borough. It is interesting to note that 4 of 6 buildings approved between 2015 and 2017 are in schemes containing residential units, indicating that tall buildings are primarily supported by high residential values as opposed to office space.

Hackney Design Awards

11.10 The Council first ran the Hackney Design Awards (HDAs) programme in 2004 and has been run successfully every two years since then. It is widely acknowledged that the HDAs are an established part of Council's programme of events that enhances its reputation and promotes good architectural and urban design in Hackney. The Hackney Design Awards are one way to ensuring development in Hackney is delivered to the highest possible standard and to enable high quality development through a range of initiatives (Design Review Panels etc) and partnerships.

11.11 Hackney Design Awards celebrate the rich and diverse new high-quality architecture and open spaces that contribute to the borough's reputation as a hub of some of the best buildings and places in London.

11.12 The 2016 Hackney Design Awards were run on a similar basis to previous years. We received 50 project nominations and the Judging Panel was convened in August to determine a shortlist of 16 schemes. In September 2016, the Judging Panel crowned Woodberry Wetlands the people's choice winner. The winners were announced in late November 2016 in Hackney Today and on the Council's website.

The Awards:

- Acknowledges, promotes and rewards buildings and public spaces throughout Hackney that make a positive contribution to the lives of people and places throughout the borough – this in turn raises the awareness of the built environment across Hackney's diverse communities.
- Reward the client for having the vision, the highly skilled architects and designers who bring the vision to life, and the competent contractor for constructing buildings to a high standard of finish.
- Send a positive message to the design and development industry that Hackney is serious and committed to achieving high quality design for its residents and businesses.

Analysis

11.13 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.

11.14 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 were concluded in November 2016 with Woodberry Wetlands emerging the overall winner.

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 at which applications were processed was maintained throughout 2015/16 and 2016/17, and exceeded targets, despite a record number of planning applications being received., Processing of other applications was consistently above target, averaging 87.5%.

12.4 Quality has also been maintained despite the increase in the number of appeal cases in 2016/17. A total of 128 appeal cases were submitted in 2016/17, of which 63% were dismissed.

Indicator	Target	2015/16					2016/17				
		Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total
Percentage of major planning applications determined within 13 weeks	70%	46% (6 out of 13)	67% (2 of 3)	100% (11 of 11)	86% (6 out of 7)	**74% (25 of 34)**	67% (8 of 12)	92% (12 of 13)	80 % (8 of 10)	100% (9 of 9)	84% (37 of 44)
Percentage of minor applications determined within 8 weeks	75%	73%	78%	78%	80%	**79%**	80%	83%	83%	74%	80%
Percentage of other applications determined within 8 weeks	80%	84%	86%	85%	86%	**87%**	90%	88%	91%	85%	88%
Percentage of planning appeals dismissed	70%	62% (15 out of 24)	66% (10 out of 15)	59% (10 out of 17)	83% (25 out of 30)	**70% (60 of 86)**	52% (21 of 40)	73% (22 of 30)	68% (17 of 25)	64% (21 of 33)	63% (81 of 128)

Table 12.1, General Planning Performance, 2015/16 and 2016/17, 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 (80%) by a small amount of 8% in 2015/16. However, the gap between the target and performance grew bigger in

2016/17 (52%). Planning searches on the other hand performed better, with a 64% in 2015/16 and 87% for the first 3 quarters of 2016/17 of the searches being processed within 10 working days.

Indicator	Target	2015/16					2016/17				
		Q1	Q2	Q3	Q4	2015/16	Q1	Q2	Q3	Q4	2016/17
% Applications validated within 5 days	80%	70%	75%	79%	63%	**72%**	64 %	55%	50%	57%	52%
% planning searches processed in 10 days	80%	73%	58%	75%	64%	**64%**	70 %	94%	98%	TBC	TBC

Table 12.2, Planning Performance, Local Indicators, 2015/16 and 2016/17, 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 3 percentage points, from 34-37%, though it slightly went down to 34% in 2016/17. Still below the target of 50%. The percentage of chargeable applications processed within 3 working days improved over the year, averaging 77%, or 3% below target. 86% in 2015/16 and 87% in 2016/17 of full plan pre-decisions were given within 15 days, 4% and 3% below target respectively. The number of site investigations undertaken within one day of request was significantly above (13%) (11%) target, with 93% and 91% of visits being undertaken in these two periods. Finally, the number of completions certificates issued within 5 days of an inspection was slightly below target, at 83% versus a 90% target in 2015/16, but it bounced back to 96% versus a 90% target in 2016/17.

Indicator	Target	Q1	Q2	Q3	Q4	Total 15/16	Q1	Q2	Q3	Q4	Total 16/17
Percentage market share of building regulations working applications	50%	34 %	41 %	35 %	38%	**37%**	33%	36%	34%	32 %	34%
Percentage of Building Regulations chargeable applications acknowledged within 3 working days (Full Plans, Building Notices,	80%	70 %	76 %	73 %	86%	**77%**	61%	67%	65%		

Regularisation & Demolition Notice applications).											
% of Building Control Full Plans Pre decisions given within 15 days	90%	88 %	71 %	88 %	100 %	**86%**	77.5 %	91.3 %	92.3 %	87 %	87%
% site inspections undertaken within 1 working day from request (service standard)	80%	90 %	95 %	94 %	88%	**93%**	94.5 %	93.3 %	83.2 %	86 %	91%
% 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%**	*	*	96.5 %	96 %	96%

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; 84% of Major Planning Applications were determined in accordance with agreed timescales, beating a target of 70%. A total of 37 major applications were processed. 80% of minor applications were determined within 8 weeks, also beating the target of 75% and 88% of other applications were processed within their 8 week deadline, beating a target of 80%. The quality of decisions slightly suffered, with only 63% of cases taken to appeal being dismissed. Validation was also below target, with 52% of applications processed in 5 days against an 80% target. This may be accounted for by very large or complex applications being received.

12.10 Building control performance has remained consistent though it is still below the 50% target, but an increase of 4% in the market share 2015/16 is an indicator that performance is moving in the right direction. Chargeable applications processed within 3 working days improved in 2015/16 to 77%, or 3% below target, however the trend shows a decline in the chargeable applications processed within 3 working. The number of site investigations undertaken within one day of request was significantly above (13%) target, with 93% of visits being undertaken in 2015/16. The percentage (91%) was still significantly higher than the target of 80% in 2016/17. 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 (CPO) - 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	Permission Granted - Not Started	2016/1930
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	Permission Granted – Development completed	2008/2333
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	Planning application 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	Planning Permission - Pending	2016/1814
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 Refused - Pending appeal	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	Permission Granted - Started	2016/4054
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	Development Completed	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 - 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	2016/0734	Current Application
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	2015/0844	Granted

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	Current Application	2017/3600
B	Dalston Kingsland Station and associated works	Permission Granted - Completed	2014/222
C	51-57 Kingsland High St	Permission Granted - Completed	2013/2042
D1	25-33A, 2-8 & 10-34 Kingsland High Street	Permission Granted - Completed	2013/1039
D2	1, 3, 5, 7 Dalston Lane, (Dalston Western Curve), & 1-7 Ashwin St	No Permission Granted	N/A
D2	2-34 Kingsland High Street (Dalston Western Curve Site)	Permission Granted - Completed	2013/1039
E	36-42 Kingsland High Street (currently McDonalds)	No Permission Granted	N/A
F – F12	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 - Completed	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 - Completed	2013/0457
N	67A-73 Dalston Lane and frontage onto Tyssen Street	Permission Granted - Completed	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 wash-house', 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.

Appendix 2 – s73 decisions

S73 decisions (all approvals) for major apps 2016-17 and 2017-18 (Q1 to Q3)

Date	Ref	Address	Development	DoV to S106
14/04/16	**2015/1937**	**180-182 Lordship Road**	**15 unit residential**	**Yes**
Minor design changes and addition of 2 balconies				
06/06/16	**2015/3811**	**92-94 Stamford Hill**	**80 unit residential**	**Yes**
Minor design changes, reduction in number of units from 80 to 68 to allow provision of more 3 and 4 bed units, small increase in A1 and B1 space, removal of rainwater harvesting condition and amendment to transport plan				
07/07/16	**2015/1123**	**Gascoyne Road Community Centre**	**16 unit residential plus community centre**	**Yes**
Change to approved energy statement to allow individual boilers rather than communal heating				
29/07/16	**2016/1018**	**Hackney Marshes**	**Cricket pavilion**	**No**
Changes to parking arrangements				
21/09/16	**2016/2571**	**2-4 Oswald Street**	**Children's home**	**No**
Minor design changes				
12/10/16	**2016/2391**	**9 Shepherds Lane**	**31 unit residential**	**Yes**
Variation of Secured by Design requirements				
18/10/16	**2016/2303**	**Kings Crescent**	**765 unit residential**	**No**
Minor design changes				
01/11/16	**2015/3453**	**The Stage, Curtain Road**	**Mixed use scheme including 385 residential units**	**Yes**
Minor design changes, increase in number of units from 385 to 412, relocation of plant, minor increases in A1 and B1 space				
22/11/16	**2016/1987**	**350 Seven Sisters Road**	**139 room hostel**	**No**
Internal changes to increase capacity from 322 to 346 persons				
30/11/16	**2016/3285**	**Spurstowe Works, Spurstowe Terrace**	**21 unit residential**	**No**

Removal of roof plant condition				
26/01/17	**2015/3391**	**Bridge House, Homerton High Street**	**116 unit residential**	**Yes**
Minor design changes, removal of basement car park, provision of additional cycle parking, changes to approved transport, waste and energy strategies				
27/01/17	**2015/0402**	**2 Salcombe Road**	**30 unit residential**	**Yes**
Minor design change				
29/03/17	**2016/2044**	**Principal Place, Norton Folgate**	**Mixed use scheme including 273 private residential units**	**Yes**
Minor design changes, increase in the number of private residential units from 273 to 301, increase in A1 opening hours, addition of small D2 use, increased cycle provision, alteration to waste storage facilities, reduction in A1 space				
02/08/17	**2016/2139**	**Bayton Court, Landsdowne Drive**	**29 unit residential**	**Yes**
Change to approved energy strategy				
30/08/17	**2016/2713**	**St.Leonard's Court, New North Road**	**72 unit residential**	**Yes**
Minor design changes, alteration of wording of conditions				
22/09/17	**2017/0289**	**55 Pitfield Street**	**Cinema with ancillary café, 18 unit residential**	**Yes**
Minor design changes, and to allow A3 use to operate independently of cinema				
19/10/17	**2017/2121**	**67a-71 Dalston Lane**	**Mixed use B1 and 121 unit residential scheme**	**No**
Minor design changes, additional A2/B1/D2 space				
30/10/17	**2016/4054**	**Art Hotel, 84-86 Great Eastern Street**	**Hotel and other commercial use scheme**	**Yes**
Minor design changes				