

# London Borough of Hackney

## Authority Monitoring Report FY2018

Strategic Policy  
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### Executive Summary

The AMR provides monitoring information on spatial planning-related activity for the financial year of 2018 (FY2018) to inform and monitor policy development and performance. It highlights the extent to which the policies set out in adopted policy documents (the Core Strategy 2010, the Development Management Local Plan 2015, the Site Allocations Local Plan 2016, and adopted area action plans) have achieved their objectives, using quantitative indicators. The findings of previous monitoring reports have informed new policies in the Local Plan 2033 (LP33), which will replace existing adopted policy. LP33 is now in the final stage before adoption and the final Inspector's report is expected in Spring 2020.

This AMR reports on the monitoring year covering from 1st April 2018 to 31st March 2019. Data on planning applications recorded up to 1st April 2019 is included in any future pipeline projections. 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.

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

### Housing

#### **Key Points: Housing Delivery was on target.**

- Housing policy has been effective at delivering the homes needed by the Borough, with 8,093 new homes delivered or 101% of its target between FY2014 and FY2018. This housing supply is made up of conventional self-contained homes as well as non-conventional homes such as student halls. Delivery of 1,855 homes in FY2018 demonstrates that we are delivering against the current London Plan yearly target of 1599 units.

- The conventional supply of housing in FY2018 provided 1,521 homes, and of these 144 homes were in affordable tenures, with a fifth of those being 3 bed units and larger. In the same year, affordable housing contributions of £117,000 were agreed and £505,000 was received. Of the total number of units approved for large sites in FY2018 (765 units) 25% are affordable.
- New housing has been delivered across the borough but growth is focused in Woodberry Down, Shoreditch and Hoxton, and in and around Dalston.
- Dwellings in the 5 year period have been delivered over a broad range of sizes, broadly in line with policy requirements, with 21.6% of dwellings being 3 or more beds. There were marginally more 1-beds (41.2%) overall than 2-bed properties (37.1%).
- Housing in Hackney has become more unaffordable for much of the last decade. However, FY2018 saw the average cost of homes become 16 times average income compared to a ratio 15:1 in FY2017.
- Of the housing supply in Hackney, the non-conventional supply gave 1464 individual bedrooms over the last five years. The delivery of non-conventional housing is not meeting the most acute housing needs of Hackney residents. 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.

**LP33 Response: To address issues around housing affordability for residents, the Local Plan 2033 continues to require 50% affordable housing subject to viability and sets out new policies including policies to secure affordable housing on small sites of less than 10 units. The LP33 policy response to the high level of non-conventional housing supply is to prioritise C3 conventional housing over other types of C use class.**

## 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 224,048sqm net new space, mainly B1a (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 187,761sqm of new B1a floorspace in this area.
- Between 2014 and 2018 Hackney gained an additional 8,525 active enterprises, or a growth of 53% over the period, over double the Inner London average (23%), creating increasing demand for floorspace.
- Hackney's average rental value achieved for offices in FY2018 was £40.80 per sqft, a higher average than in FY2017 (£36.74 per sqft).
- To address the increasing level of unaffordability for businesses in the Borough, the Council introduced an Affordable Workspace policy in the Development Management Local Plan. Since 2014, the planning service has secured 11,225sqm of affordable workspace through S106 agreements.
- There were 866 new hotel and hostel rooms completed between FY2014 and FY2018. There is a pipeline of 1,120 hotel and hostel bedrooms, mostly in the south of the borough.
- In FY2018, 12,785sqm of B1a came forward in the PEAs, which accounted for the total in Hackney as a whole. There were losses across the borough of industrial floorspace with 1115sqm of B1c, 3507sqm of B2 and 4760sqm of B8.
- Overall between FY2014 and FY2018, Priority Employment Areas (PEAs) saw a net gain of 24,307sqm of B1a floorspace and a loss of 12,763sqm of B1C floorspace, 3,420sqm of B2 floorspace, and 13,259sqm of B8 floorspace. Unprotected areas in the rest of the borough recorded a loss of 18,624sqm of B1-B8 floorspace.

**LP33 Response: To respond to these issues, the Local Plan 2033 sets out an approach to secure more affordable workspace and better protect against the loss of industrial floorspace in the future. This has been further strengthened by a new Article 4 Directions protecting employment uses adopted in May 2018.**

## **Retail and Town Centres**

**Key Points: Hackney has seen growth in retail and there is a strong pipeline going forward.**

- Overall there has been an increase of 6,214sqm of A1 retail space across the borough over the last 5 years. In FY2018, 2,790sqm of A1 space came forward in Hackney.
- The pipeline for town centres going forward is positive for A1 (1,248sqm) and A2 (214sqm) floorspace. The major centre of Dalston is expected to gain an additional 1,131sqm of A1 floorspace, Hackney Central to gain 65sqm and Stamford Hill 128sqm. With A3, there will be a loss of 326sqm in the designated town centres but a gain of 8,040sqm outside of those areas. Stoke Newington High Street will see a loss of 146sqm of A1. Only the two local centres of Broadway Market and Stoke Newington Church Street see any change in A uses through the pipeline.
- Despite changes to permitted development rights in Hackney, there have been net gains in A1 floorspace (retail) between FY2014-FY2018 in Hackney Central (530sqm), Dalston (1623sqm) and outside Main Town Centres (5,942sqm), although Stoke Newington High Street has faced a loss of 1,881sqm, due primarily to a change of condition to a permission granted in 2013 (2015/3811). Local Centres have seen a small overall loss of 241sqm over the same time period, although this varies by centre with a gain of 262sqm in Chatsworth Road and a loss of 434sqm in Hoxton Street and 310sqm in Kingsland.
- In FY2018, small amounts of A3 floorspace came forward in Hackney Central (80sqm) but decreased in Dalston (49sqm). During the same period 486sqm of A3 has come forward outside of the main town centres. This is seen most notably in Shoreditch and Wenlock PEAs (261) and the Central Activities Zone.
- Over the last five years there has been a modest net gain in the town centres of A4 (drinking establishments) floorspace, with gains in Hackney Central (41sqm), Dalston (427sqm) and Lower Clapton (29sqm) set against losses in Church Street (-171sqm) and Well Street (-155sqm). Across the whole borough, there has been a loss of 726sqm, which means that 897sqm of A4 was lost outside of the designated town centres.

**LP33 Response: To respond to these issues, the Local Plan 2033 sets out a strategy to protect retail in town centres. The new London Plan, now at the Intend to Publish stage, has reclassified Hackney Central as a major centre, and retail growth will be focused there and in the other major centre of Dalston. Additionally, Stamford Hill becomes a district centre through the new London Plan and LP33, and Green Lanes, Hackney Downs, Oldhill Street and Dunsmere Road will be designated as new local 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. Article 4 directions have also been used to remove permitted development rights to protect retail.**

## Communities, Culture, Education & Health

**Key Points: Planning continues to secure funding through the Community**

**Infrastructure levy and Section 106 agreements.**

- In FY2018, the Council received a total of £3.18 million in Section 106 payments and signed agreements worth a total of £6.7 million.
- Over £7 million of Section 106 money received by the Council was spent in Hackney during FY2018, funding extensive improvements to libraries and schools, job opportunities, the public realm and open spaces.
- A further £4.8 million has been allocated in FY2018, with £3 million going towards supporting residents into sustained employment.
- Hackney's CIL, adopted in April 2015, received a total of £7.4 million in FY2018 in CIL contributions.
- CIL expenditure in FY2018 was £8 million, delivering benefits across the borough, from the Mabley Green All Weather Pitch to Haggerston Science Lab and Abney Park improvements.
- The borough also collected £6.7 million for the Mayoral CIL during the same period.

## Transport

**Key Points: Public transport use in the Borough has increased significantly over the last year.**

- There were a total of 50.9 million entries/exits at stations in Hackney in FY2018.
- Hackney Wick, Haggerston, Dalston Junction, Shoreditch High Street, Rectory Road, London Fields and Old Street have seen continued yearly growth in public transport users.
- Walking levels in Hackney have been increasing; 44.2% of people in Hackney use walking as their main mode of transport over a seven day period, compared to the Greater London average of 37.6%.
- Planning policies have facilitated the delivery of car free development throughout the Borough. There has been a steady annual increase in car-free developments completed over the last 5 years. In FY2018, 92.3% of approved developments were car free.
- 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.

**LP33 Response: The new Local Plan 2033 has considered transport and development as part of the growth strategy and through the Place Policies section. Further exploration of connectivity and growth linked to Crossrail 2 will be undertaken through a Dalston masterplan SPD.**

## Open Spaces, Environment and Climate Change

**Key points: Hackney, already the greenest inner London Borough has gained 0.745 hectares of open spaces from schemes completed between FY2014 and FY2018.**

- Hackney has green spaces totalling 396 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, 27 have been awarded Green Flag status in FY2018, an increase of two from the previous year.

- There has been a net gain of open space in Hackney over the last five years of 0.745ha. There was a gain of 0.105 Ha of open space in Hackney from schemes completed in FY2018.
- Planning obligations have been used to deliver the following improvements to open spaces in FY2018:
  - Daubeney Fields play area refurbishment
  - DeBeauvoir Square improvements
  - Stonebridge Gardens play area improvements

## Design and Heritage

**Key Points: The number of buildings on the at risk register remained static at 29 sites in FY2018.**

- The Heritage at Risk Register is operated by Historic England and identifies historic buildings, structures and areas at risk of neglect, decay and unlawful works. The number of listed buildings at risk in the borough remains static at 29 sites.
- The Hackney design awards are held biannually. The 2018 Hackney Design Awards received 42 nominations and winners were announced at an Awards ceremony in February 2019. Winners included the restoration and refurbishment of Hackney Town Hall and the Council's Kings Crescent Estate regeneration
- A total of 9 tall buildings have been built since 2014. In FY2018, 3 tall buildings were completed of 18, 20 and 39 storeys. 17 tall buildings of 10 storeys or greater are in the pipeline.
- All 9 tall buildings completed were in schemes containing residential units, indicating that tall buildings are primarily supported by high residential values.

**LP33 Response: The Proposed Submission Local Plan 2033, informed by a borough-wide characterisation study, sets out an approach to ensure that heritage assets can be protected by delivering good growth.**

## Planning Performance

**Key Points: Key targets in planning performance were met in FY2018. There has been a large number of planning applications processed and planning performance agreements made providing adequate revenue to support continued excellent performance.**

- In FY2018, 35 out of 39 Major Planning Applications were determined in accordance with agreed timescales. This is a 90% achievement rate against a target of 70%.
- 996 minor applications were received and 819 (82%) were determined within 8 weeks, beating the 75% target.
- 1333 of 1521 other applications (88%) were processed within their 8 week deadline, exceeding the 80% target.
- A large number of appeals (189) were submitted in FY2018. This was in part due to a high number of kiosk appeals. 109 (58%) of the appeals overall were dismissed.
- Percentage of planning enforcement enquiries acknowledged within 5 working days and Percentage of site visits in planning enforcement cases undertaken within 10 working days both exceeded their targets, at 86% and 92%.
- 54% of Planning Applications were validated within 5 days. This was below the target of 80%. This was due to Print Room and process issues. It should be noted that validation performance has had no impact on the very good performance for overall timescales of decision making.

- In FY2018, planning searches processed in 10 working days showed strong results in the Q3 and Q4, reflecting the embedding of the new ICT system.
- Building control held a market share for certification of 33% in FY2018, an increase on the year before.
- 92% of building control applications were processed within 3 days in FY2018, above the target.
- The number of site inspections undertaken within 1 day of request was, again, over target at 92%.

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# 1. Introduction

- 1.1. Hackney's Planning Service seeks to deliver the Council's spatial objectives through development and implementation of planning policy via the development management process. This report evaluates and demonstrates the effectiveness of planning policy and decision-making, and identifies 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 identified through the development of the new Local Plan, 'LP33'. LP33 is the new borough-wide Local Plan. It is the strategic planning document which directs and guide development in the borough up to 2033 and is anticipated to be adopted in early 2020. See: <https://www.hackney.gov.uk/LP33>.
- 1.2. This year is Hackney's sixteenth Authority Monitoring Report (AMR) (formerly known as Annual Monitoring Report) since requirements were introduced through Section 35 of the Planning and Compulsory Purchase Act 2004. 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 periods from 1st April 2018 - 31st March 2019 and where appropriate 1st April 2014 - 31st March 2019 (where a 5 year trend is considered). It reports 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, looking at both income and expenditure.
- 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 also been informed by information received from a range of council teams. All data in the AMR is as up-to-date as possible at the time of going to print.
- 1.8. The report is structured into the following sections:

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- Chapter 2: Hackney in Context

*Planning Policy Update*

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

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- Chapter 5: Housing
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- Chapter 7: Retail and Town Centres
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- Chapter 11: Design and Heritage

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- Chapter 12: Planning Performance Report

## 2. Hackney in Context

- 2.1. Hackney's Corporate Policy Team annually update a profile of the London Borough of Hackney and the people living and working here. Some of the key facts and figures for Hackney from the 2019 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 multinational 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.

### Population

- 2.5. Hackney's population was around 275,929 in 2018. Hackney is a relatively young borough with a quarter of its population under 20. The proportion of residents between 20-29 years has grown in the last ten years and now stands at just under 25%. By contrast, those aged over 55 make-up only 15% of the population, making Hackney a relatively young borough.
- 2.6. Hackney is a culturally diverse area, with significant 'Other White', Black and Turkish/Kurdish 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, US and Western European Immigrants.
- 2.8. In 2011, 14.5% of Hackney residents said they were disabled or had a long-term limiting illness.
- 2.9. Hackney's population is growing very rapidly, and is expected to reach 321,000 by 2033, a forecast increase of over 15% in 15 years. Between 2018 and 2033, the age mix is anticipated to shift towards a slightly older community (10,568 more over-65s than in 2018) and with a notably smaller increase in the school age population (2,383 more 0-15 years olds than in 2018).

## **Health and Wellbeing**

- 2.10. Life expectancy within Hackney is now 78.8 years for men and 82.9 years for women. However, life expectancy for men and women in Hackney remains below the London average of 80.5 and 84.3 years respectively.

## **Deprivation**

- 2.11. Hackney was the 22nd most deprived local authority overall in England in the 2019 Index of Multiple Deprivation, whilst in 2015 it was ranked 11th. In 2019, 19% of its Lower Super Output Areas were in the top ten percent most deprived, compared with 17% in 2015.
- 2.12. Hackney is ranked 4th most deprived in the country for Housing and Barriers to Services, 19th for Income Deprivation, 20th for Crime and 21st for Living Environment. It is far less deprived on the deprivation measure relating to Education, Skills and Training.

## **Education**

- 2.13. In 2018, at GCSE the average Attainment 8 score per pupil in Hackney was 48.8 points, higher than the London average of 48.6 and the England average of 44.6. Hackney was the 12th best performing borough in London for Progress 8 in 2017.

## **Economy**

- 2.14. The number of firms in Hackney increased by 66% from 2014. The number of people claiming out of work benefits fell by 10,650 to around 19,000 people between 2000 and 2018, 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; almost 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. Crime fell by over a third between 2003 and 2015 (over 13,000 fewer victims of crime), however crime levels increased since then reaching 12.3% in 2018/19. Crime in Hackney is now higher than in other inner-London boroughs with similar social and economic characteristics.

## **Growth and Change**

- 2.18. 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. These areas are expected to experience the greatest growth in housing, commerce and infrastructure in the coming years. If Crossrail 2 is delivered this will further increase the likelihood of growth in the medium to long term.

### **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.
- 3.2. In order to accurately monitor and reflect on FY2018 in this AMR, the data must be viewed through the lense of the documents that have guided development. These are:

#### **Core Strategy**

- 3.3. The Core Strategy sets out the broad strategy for the sustainable growth of Hackney. The Core Strategy and Proposals Map were adopted in 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 containing a range of policies which expand on the Core Strategy, used 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. The DMLP, including an updated policies map, was adopted in July 2015.

#### **Hackney Site Allocations Local Plan**

- 3.5. The SALP identifies key strategic development sites in the Borough, and provides site specific policy as well as allocating a particular use for those sites. Allocating sites is part of a strategic approach to guiding and managing development and growth in the Borough. This provides site specific policy on a number of key strategic sites in the Borough on which change and development is expected to assist in the delivery of the priorities for the Borough (such as housing and employment uses) by safeguarding and allocating uses for these sites. The document 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. The SALP was adopted in July 2016.
- 3.6. The next AMR (FY2019) will be reporting on development principles found in the Core Strategy, the Development Management Local Plan and the Hackney Site Allocations Local Plan, but potentially also the new policies that may come into effect in spring 2020 through the adoption of the Local Plan 2033 (LP33). The Local Development Scheme has been updated to reflect this move to the strategic principles found in LP33.

### **Local Development Scheme (2018-2021)**

- 3.7. The Local Development Scheme (LDS) (2018- 2021) outlines planning policy documents' content and the programme for preparing or reviewing them. It helps ensure effective spatial planning of the borough. This new LDS ensures the effective implementation of the new Local Plan 2033 and reflects the findings of the Council's monitoring work.

### **Local Plan 2033 (LP33)**

- 3.8. The Local Plan 2033 will replace the Core Strategy, Development Management Local Plan and Site Allocations Local Plan as well as the AAPs for Hackney Central (2012), Dalston (2013) and Manor House (2013) and will become the Council's key strategic planning document.
- 3.9. LP33 sets out a growth strategy for the borough up to 2033. It incorporates 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 provides an integrated and coordinated approach to planning within the borough.
- 3.10. The production of the new Local Plan has been informed by several rounds of consultation, together with evidence gathering and sustainability appraisal of policy options. A suite of evidence base documents have been produced and published alongside the draft submission Local Plan which have been subject to Regulation 19 consultation in November 2018, further to two earlier formal stages of consultation on the LP33, including; 'Direction of Travel' (2016), Draft LP33 (Regulation 18) (Autumn 2017).
- 3.11. LP33 was submitted to the planning inspectorate for examination in January 2019 and underwent the examination hearings in June 2019. Currently, the plan is undergoing consultation on the proposed main modifications to the plan. Once this consultation concludes the Inspector will take into account the response to the consultation before finally concluding whether or not a change along the lines of the main modifications is required to make the plan sound. Final adoption of the Local Plan is programmed for later in 2019.
- 3.12. The Plan is consistent with national policy and in general conformity with the London Plan.

### **The North London Waste Plan (NLWP)**

- 3.13. 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 identifies a range of suitable sites for the management of all north London's waste up to 2032 and includes 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 Proposed Submission Version NLWP was consulted on from March to April 2019, and then was submitted to the Secretary of State for examination in August 2019. The Hearings will take place in November 2019, with the adoption of the Plan anticipated for early 2020.

## **Area Action Plans (AAPs)**

- 3.14. 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. These AAPs will eventually be replaced by the emerging Local Plan (LP33).
- 3.15. The Council is preparing two new Area Action Plans for Shoreditch and Stamford Hill that will sit alongside the LP33. Both plans will provide guidance to help shape and coordinate development proposals in these key growth areas and identify key development sites.

### *Stamford Hill*

- 3.16. Stamford Hill is a vibrant neighbourhood where there are evident development and growth pressures that require management through area-based planning policies. Stamford Hill has a distinctive local character with a large Orthodox Jewish Community whose population is growing and creating a demand for large family homes, schools and social infrastructure.
- 3.17. A governance structure for the area action plan has been established and includes a Cross Party Members Steering Group and a Community Panel made up of Ward Councillors and Community leaders to advise on the consultation process. The project has carried out extensive local consultation in Stamford Hill and was awarded the Royal Town Planning Institutes National award for Excellence in Plan making practice in 2017/2018.
- 3.18. In January 2017 the Council consulted on 'Towards a Stamford Hill Plan'. Since then the responses from the consultation has informed further evidence gathering, and the Community panel and the Cross Party Members group have met several times to flesh out issues for the forthcoming plan. The next stage of consultation on the draft Plan will be undertaken in Summer 2020.

### *Future Shoreditch*

- 3.19. 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.
- 3.20. Initial consultation on Future Shoreditch was carried out in early 2017 along with further stakeholder engagement. Consultation on the Issues and Options document was undertaken from January to February 2018. The results of this consultation informed the preparation of the draft Plan, which was subject to consultation from April to June 2019. The comments from this consultation will help shape the final draft plan (Proposed Submission Version) which will be consulted on in Summer 2020. Future Shoreditch is anticipated to be adopted in 2020/21.

## **Implementation of Hackney's CIL**

- 3.21. The Community Infrastructure Levy seeks to fund objectively-assessed strategic infrastructure needs as laid out in the Infrastructure Development Plan. The IDP

supports the delivery of Hackney's growth and development as envisioned in the Core Strategy. The evidence base used for the Core Strategy and DMLP and IDP is the same used to inform the development of the Levy.

- 3.22. This AMR is the last one to be considered under the current CiL Schedule. The Schedule will be revised in July 2020 to align with the new LP33 policies and vision for Hackney to be adopted in Spring 2020.
- 3.23. 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).
- 3.24. 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. Moving forward, CiL will be used more frequently but S106 negotiations can still be used for site specific mitigation or local infrastructure provision that is not covered by CiL. The Planning Contributions SPD was adopted in November 2015.
- 3.25. The Council will be updating the Planning Obligations Guidance and reviewing its CiL rates in 2020/21.

#### **Sustainable Design and Construction SPD**

- 3.26. Sustainable Design and Construction SPD will be updated following the adoption of LP33. It will provide guidance on implementing a range of sustainability measures including increased energy efficiency, reduced carbon emissions, reduction of land, water, noise and air pollution, increased biodiversity and urban greening, increased uptake of sustainable modes of transport and to reduce resource use and waste. The Sustainable Design and Construction SPD is set for adoption in Autumn 2020.

#### **Housing SPD**

- 3.27. Housing SPD will provide further guidance on affordable housing policies set out in LP33 as well as guidance on the application of national and regional housing policies, both having changed significantly since 2005. The SPD will also act as a support tool for designers, developers and other decision makers involved in the delivery of high density housing in Hackney. It will provide creative design approaches and guidance to make the most effective use of space. It will replace the existing Affordable Housing SPD (2005). It is anticipated to be adopted in late Spring 2020.

#### **Residential Extensions SPD**

- 3.28. The Residential Extensions SPD will examine how the borough's residential stock can be extended or altered in the most appropriate manner based on an analysis of the existing townscape, landscape and built character within the Borough. It is due for adoption in Autumn 2020.

## **Historic Environment SPD**

- 3.29. This SPD will provide guidance on how to enhance, protect, conserve and re-purpose Hackney's heritage assets and their settings for their contribution to the quality of life for this and future generations. It will also include guidance on shop front design. Adoption of the SPD is due in Summer 2020.

## **Hackney Central and Surrounds Supplementary Planning Document**

- 3.30. The Hackney Central and Surrounds SPD seeks to deliver the objectives and aspirations set out in the Hackney Central Area Action Plan (AAP). The AAP, which was adopted in 2012, 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.
- 3.31. 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 socioeconomic growth, environmental improvements and significant regeneration in and around Hackney Central and beyond.
- 3.32. Hackney Central and Surrounds Masterplan was adopted on 19 June 2017.

## **Neighbourhood Planning**

- 3.33. Neighbourhood Plans can be produced by designated Neighbourhood Forums for designated Neighbourhood Areas. There is only one designated Neighbourhood Forum in Hackney as the Chatsworth Road Forum designation has now lapsed. There are 3 remaining designated Neighbourhood Areas in Hackney. The most recent designation was in the Autumn of 2018 when the Finsbury Park and Stroud Green Neighbourhood Area and Forum was designated by Hackney, Haringey and Islington Councils. 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**

- 3.34. 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), which came into effect in March 2019.
  - 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. The Exemption area expires in May 2019 so an Article 4 Direction was made in March 2018 to remove the PD rights for change of use from office to residential, due to come into effect in March 2019 in advance of the end of the Exemption.
  - 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. An additional Article 4 Direction was made in

January 2018 to remove the PD right for flexible changes of use in the additional town centre areas proposed in LP33, due to come into effect in January 2019.

- 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. An additional Article 4 Direction was made in January 2018 to remove the PD right for change of use from retail to residential in the additional town centre areas proposed in LP33, due to come into effect in January 2019.
- Light industrial to residential use (borough-wide) - made on 1 May 2017 and came into effect on 14 May 2018
- Storage and distribution to residential use (borough-wide) - made on 1 May 2017 and came into effect on 14 May 2018
- Launderettes to residential (applies to all launderettes in the borough which are outside of Conservation Areas) - made on 1 May 2017 and came into effect on 14 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.
- Shacklewell Green Conservation Area - 19th April 2018. Effective from 22nd October 2019.

## 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. Since 2015 Neighbourhood Planning applications are subject to strict time limits. A local planning authority must determine an application for the designation of a neighbourhood area within 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.

- 4.8. 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**

- 4.9. The Council has so far designated five neighbourhood areas and two forums. These are as follows:
- Central Stamford Hill Neighbourhood Area - designated July 2013 - lapsed July 2018
  - Chatsworth Road Neighbourhood Area and Forum - designated July 2013 - lapsed July 2018
  - Queen Elizabeth Lordship Neighbourhood Area - designated January 2015
  - East Shoreditch Neighbourhood Area - designated February 2015
  - Finsbury Park and Stroud Green Neighbourhood Area - designated September 2018

### **Chatsworth Road Forum**

- 4.10. 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. The group has failed to deliver a Neighbourhood Plan within the 5 year window and this designation has now lapsed.

### **Central Stamford Hill Neighbourhood Area**

- 4.11. The Council designated the Central Stamford Hill Neighbourhood Area in July 2013 and resolved to deliver a fully inclusive Area Action Plan for Stamford Hill, led by the Council. The Stamford Hill Neighbourhood Area designation has now lapsed.
- 4.12. Good progress is being made on the Stamford Hill Action Plan, the Council is working with members of both local forum applicants to develop a shared vision for the future in the Stamford Hill area. A Cross Party Project Steering group involving local Ward Members from all political parties has been set up to steer the AAP and is working well. The Council has also set up 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.
- 4.13. Consultation on 'Towards a Stamford Hill Plan' took place in early 2017 and the Council won the 2018 RTPI Award for Excellence in Plan Making Practice for the plan.

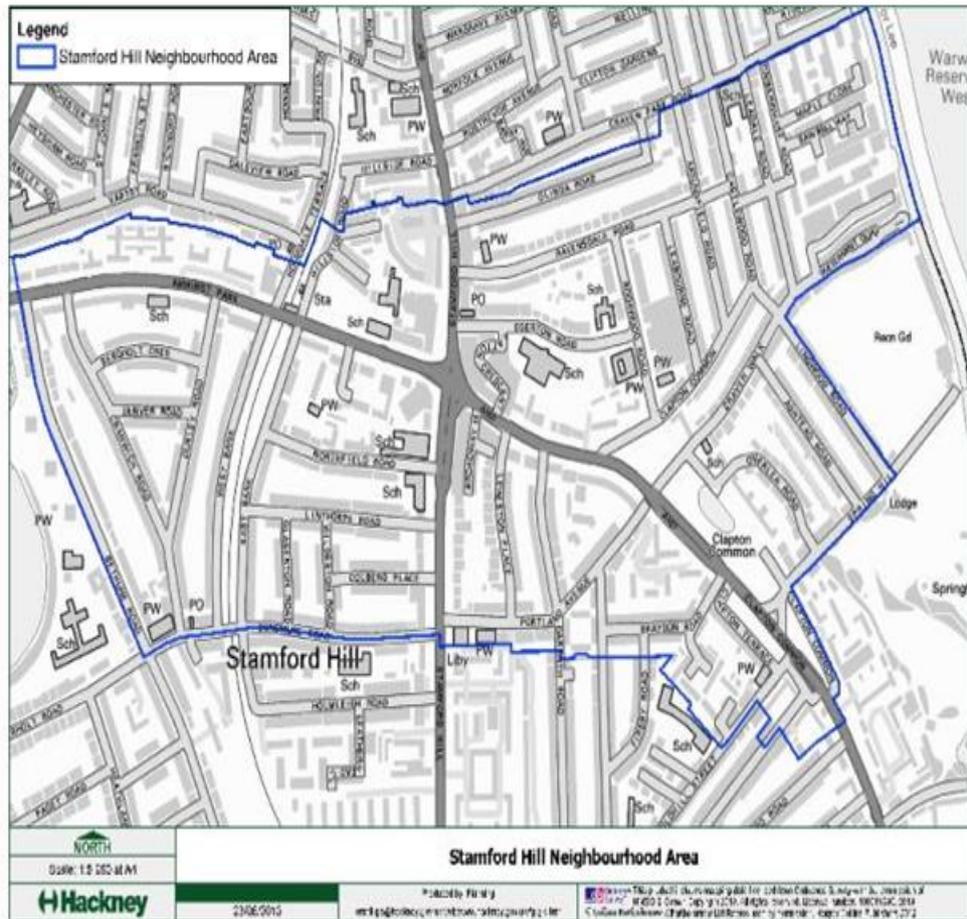


Figure 4.1: Designated Stamford Hill Neighbourhood Area

### Queen Elizabeth/ Lordship Neighbourhood Area

- 4.14. 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 is 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 with no amendments at the January 2015 Cabinet.

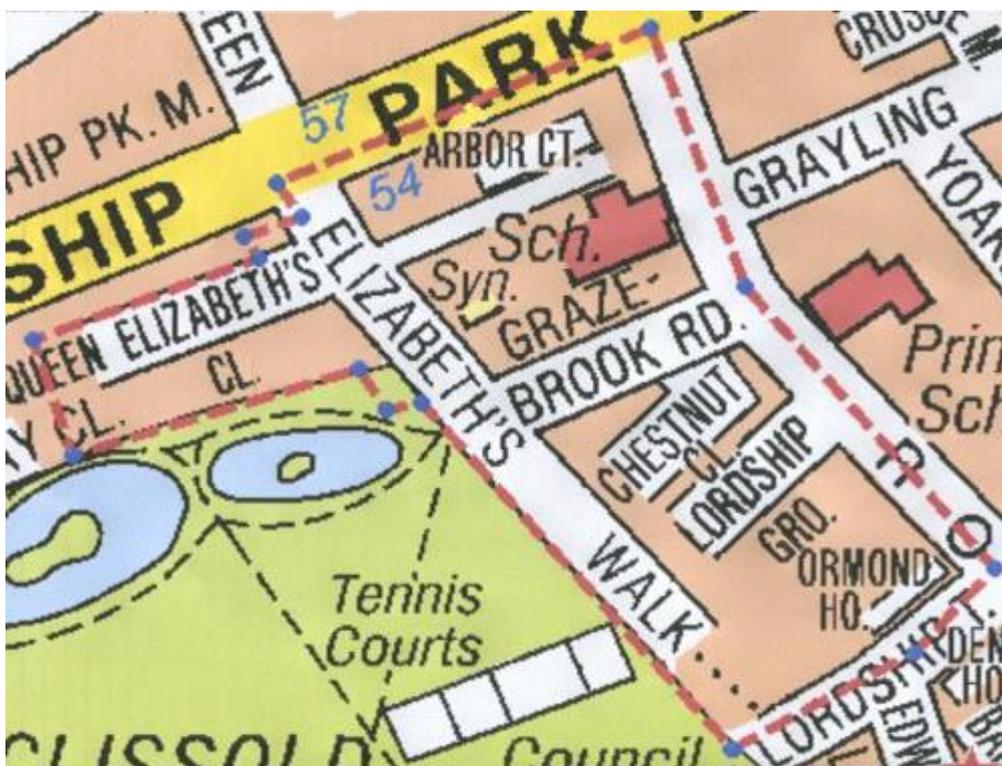


Figure 4.2: Queen Elizabeth/Lordship Park Neighbourhood Area

#### **East Shoreditch Neighbourhood Area and Forum applications**

- 4.15. 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 the part of the proposed area within their borough boundary.
- 4.16. Hackney Cabinet redrew the boundary and 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 makeup 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).
- 4.17. The Shoreditch Area Action Plan is progressing well and has completed public consultation on a draft plan during the summer of 2019.

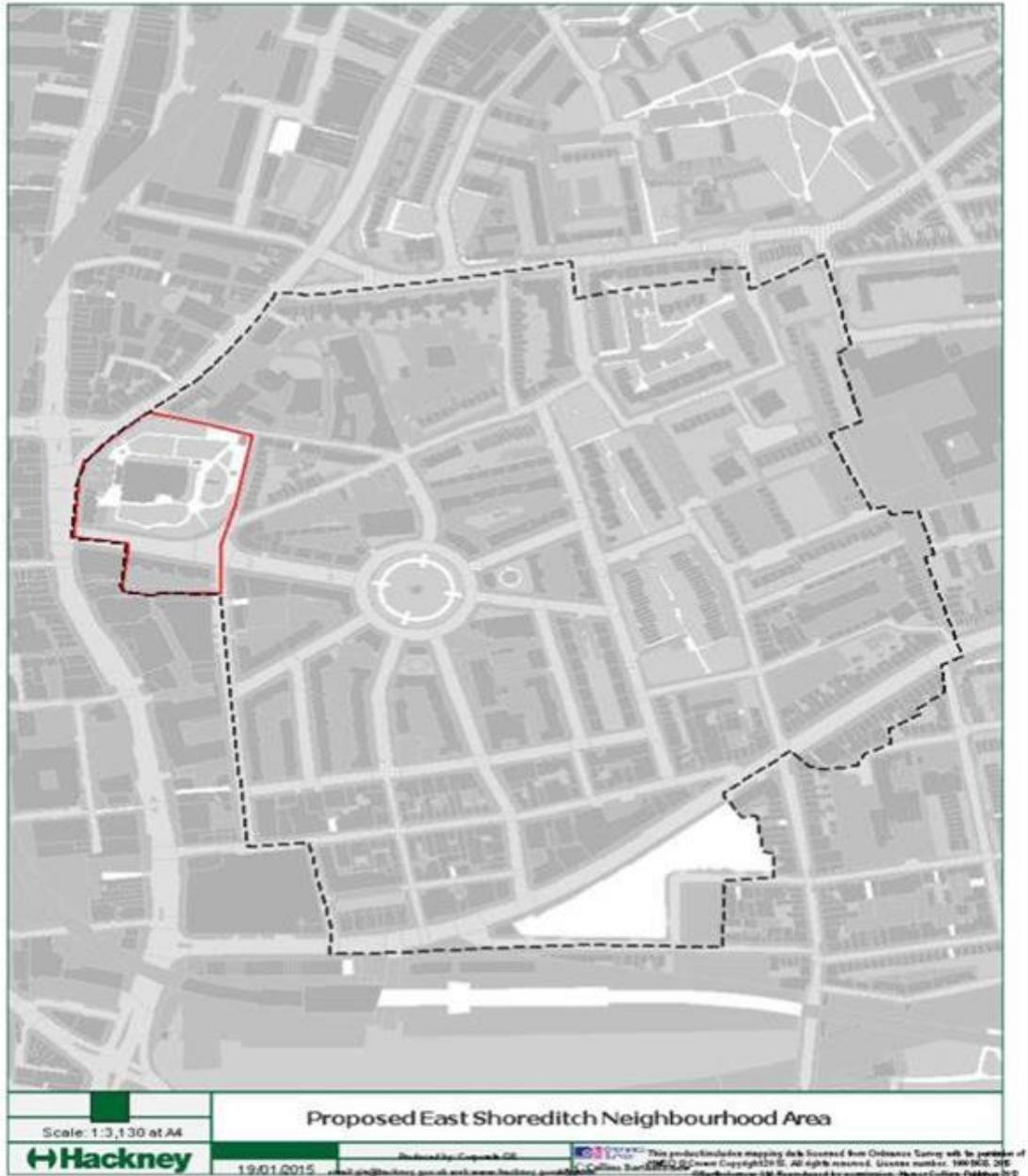


Figure 4.3: East Shoreditch Neighbourhood Area (area outlined in red)

### Finsbury Park and Stroud Green Neighbourhood Forum and Area

- 4.18. The Finsbury Park and Stroud Green Neighbourhood Forum and Area was designated by all 3 boroughs in the Autumn of 2018. The area straddles the borough boundaries of Islington, Hackney and Haringey, making it a tri-borough application. Officers from all three councils worked closely to coordinate the processing of the two applications, including public consultation, and to synchronise the formal decision making processes in the three boroughs. Each of the three local authorities can make a decision only in respect of their part of the Neighbourhood Area.
- 4.19. Only a small section of the neighbourhood area is within Hackney. The area within Hackney mainly comprises residential streets bounded by Blackstock Road and a small section of Seven Sisters Road. The area follows the

Brownswood Ward boundary, but excludes the adjacent Stoke Newington Filter beds Conservation Area and Kings Crescent estate.

4.20. The area contains the following Local Plan designations:

- Finsbury Park District Centre The corner of Blackstock Road and a small section of Seven Sisters Road is designated as a District Town Centre in Hackney's adopted Core Strategy, DMLP Development Management Local plan and new Local Plan LP33



Figure 4.4: Finsbury Park and Stroud Green Neighbourhood Area

- 4.21. The Finsbury Park Town Centre is an area in need of significant regeneration and improvement. The area has a number of strong attributes, including the nearby asset of a large open space (the Grade II listed Finsbury Park), excellent and improving transport links, a vibrant entrepreneurial local community and an attractive although degraded built heritage. However, the area faces a number of challenges. Finsbury Park is one of the most deprived areas in the country, and the layout and functioning of the area is severely constrained by transport infrastructure which creates a disjointed and unattractive area lacking a real centre or heart.
- 4.22. Islington, Haringey and Hackney Councils share a long standing ambition to improve the area. The three boroughs have worked closely together since 2012 when Islington, Haringey and Hackney Councils signed the Finsbury Park Accord a tri-borough agreement. The aim of the agreement was to establish the terms of cross-borough delivery of strategic policy, planning and public services in the Finsbury Park area.

- 4.23. The Planning focus of the Accord was the creation of a cross-borough spatial strategy in the form of a Supplementary Planning Document (SPD). A tri-borough SPD for the Finsbury Park Town Centre was jointly prepared by the three local authorities and was adopted by all three boroughs during 2013/2014. The Finsbury Park Town Centre SPD area falls largely within Islington, but includes parts of Haringey and Hackney. The Hackney area includes the eastern side of Blackstock Road and part of Seven Sisters Road just beyond the junction with Wilberforce Road
- 4.24. This Finsbury Park and Stroud Green Neighbourhood Forum evolved from a group of local residents and workers who met at the Finsbury Park Regeneration Conference in 2015. A working group was formed following the conference and has been gathering support for a Neighbourhood Plan for the area. The Forum has now started work on its Neighbourhood Plan.

## Duty to Cooperate

- 4.25. Section 110 of the Localism Act (2011) 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 cooperate 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.
- 4.26. 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
<p><b>All prescribed, specific and general bodies</b></p>	<p>Consulted on Hackney A Place for Everyone Local Plan 2033 at Regulation 18 and Regulation 19 stages of the local plan process.</p> <p>Met with Historic England twice in 2017 to discuss the review and update of the Hackney Archaeological Priority Areas. Met with Historic England on 6.12.18 to discuss LP33.</p> <p>Met with the Environment Agency on 10 September 2018 regarding the LP33 climate change policies. Discussion centred around the Strategic Flood Risk Assessment, water resources, efficiency and the possible impact of growth.</p>

	<p>Met with Thames Water on the 9 October 2018, regarding the growth aspirations in the plan, infrastructure capacity and surface water.</p> <p>Met with the London Fire Brigade 22nd August 2018 regarding three sites in Hackney and the Fire Brigade's future requirements in the Asset Management Plan.</p>
<p><b>London Boroughs</b></p>	<p>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, LLDC, GLA and others.</p> <p><b>Tower Hamlets</b> Meetings between officers on 25th September 2017, 21st November 2017 and 1st November 2018 focused on:</p> <ul style="list-style-type: none"> <li>● Respective Local Plan reviews.</li> <li>● Housing.</li> <li>● Approaches to taller buildings including Hackney's emerging Characterisation study.</li> <li>● Bishopsgate Goodsyard includes a Statement of Common Grounds for Tower Hamlets' Local Plan.</li> <li>● Emerging Shoreditch AAP and neighbourhood planning.</li> </ul> <p>Representation to Tower Hamlet Local Plan Regulation 19 consultation in October 2017.</p> <p><b>Waltham Forest</b> Meetings on 5th May 2017, 11th November 2017 and 13th December 2018. Meetings focused on the:</p> <ul style="list-style-type: none"> <li>● Respective Local Plan reviews</li> <li>● Lee Bridge, Leyton and Clapton areas, which form part of the Lea Valley Eastside vision. Common interest in the proposals and longer plans for the Lea Bridge Roundabout ( Hackney), and potential for the expansion of the Lea Valley Ice Centre, Waterworks site and former Thames Depot site (Waltham Forest).</li> <li>● Employment and the Upper Lee Valley productive valley works.</li> <li>● Article 4 directions.</li> <li>● Self builds, the approach taken by both boroughs, monitoring processes, fees.</li> </ul> <p>Representation submitted to Waltham Forest Leyton and Lea Bridge (Lea Valley Eastside) consultation in January 2017.</p> <p><b>City of London</b> Officers met on the 20th September 2017 and in December 2018. Discussion focused on the:</p> <ul style="list-style-type: none"> <li>● Respective Local Plan reviews.</li> <li>● The Liverpool Street and Shoreditch areas where the two boroughs meet.</li> </ul> <p>Representation submitted to the City of London Local Plan Issues and Options in January 2017.</p>

	<p style="text-align: center;"><b>Haringey</b></p> <p>Meetings with Haringey held on 26th April 2018 and December 2018. Meetings focused on:</p> <ul style="list-style-type: none"> <li>● Respective Local Plan reviews, in particular approach to warehouse living.</li> <li>● Cross boundary issues such as town centre designations Stamford Hill/South Tottenham, Imperial Wharf, social infrastructure, decentralised.</li> <li>● Finsbury Park neighbourhood area</li> <li>● Upper Lee Valley OAPF</li> <li>● London Plan and housing targets.</li> </ul> <p style="text-align: center;"><b>Islington</b></p> <p>Islington meetings held on 15th December 2016, 18th January 2018 and 17 October 2018. Meetings focused on:</p> <ul style="list-style-type: none"> <li>● Local Plan review, evidence work.</li> <li>● Article 4 in relation to the Permitted Development Rights.</li> <li>● Hackney’s Characterisation Study.</li> <li>● Finsbury Park</li> <li>● Taller Buildings</li> <li>● Shoreditch AAP and the approach to office and employment led schemes in the plan, and the Old Street Roundabout.</li> <li>● Dalston which borders the two boroughs, heritage, building heights, public realm/open spaces</li> <li>● Emerging issues such as AirBNB, custom build, and self-build register.</li> </ul> <p><b>Newham</b></p> <p>Newham meetings 31st May 2017, 17th and 24th January 2018. Meetings focused on:</p> <ul style="list-style-type: none"> <li>● respective Local Plan reviews.</li> <li>● the evidence base - in particular housing need and capacity evidence, and Newham’s Gypsy and Traveller DPD.</li> <li>● Housing and growth around the role/classification, taller buildings</li> <li>● There are limited cross boundary issues between the two boroughs.</li> </ul> <p>Meetings are continuing.</p>
<p><b>North London Waste Plan</b></p>	<p>The NLWP was consulted on between July and September 2015, and the seven boroughs are still considering the proposed Crossrail 2 scheme potential implications for existing and proposed waste sites.</p> <p>The Proposed Submission NLWP was approved for consultation purposes by Hackney Cabinet and Council in October 2018. It was the first of the seven Boroughs to be approved by their Cabinet and /or Council. All seven boroughs approved the Plan for consultation and the plan was submitted to government services in August 2019. The examination hearings have been scheduled for November.</p> <p>Regular meetings are held at officer and member level with the other six north London Boroughs.</p>

<b>London Legacy Development Corporation</b>	LLDC Planning Policy Forums attended on 22.11.2018 - Cooperation between Tower Hamlets, Newham, Waltham Forest and TfL on strategic matters relating to the Hackney Wick area. Meetings held with LLDC, GLA, TfL and the Lea Valley Regional Park Authority around traveller allocation.
<b>GLA</b>	<p>The Council has had meetings with the GLA on the 22nd November 2018, 3rd January 2019 and 9th January 2019, regarding the Local Plan, and attended events relating to the London Plan including their evidence base on town centres and industrial Land.</p> <p>Worked with the GLA on the 2017 Strategic Housing Land Availability Assessment (SHLAA) analysing potential housing sites.</p> <p>Working with the GLA and neighbouring boroughs on the Upper Lea Valley OAPF.</p> <p>Participation in the evidence and modelling work for the Upper Lee Valley Transport study as part of the OAPF.</p> <p>Regular attendance in FY2018 at the monthly Association of London Boroughs Planning Officers development plan meetings and the policy officers subgroup meetings.</p>

Table 4.1: Duty to co-operate actions in FY2018

## 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 Addendum indicating the need to build 1,758 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 has been required by the London Plan to meet and exceed a housing target, set from 2015 at 1599/annum. Looking forward, the Intend to Publish London Plan requires Hackney to meet and exceed a housing target, based on land availability, from 2019 set at 1,330/annum.

### Net additional dwellings over the last 5 years (FY2014-18)

- 5.3. As a raw measure of policy effectiveness, net housing delivery over the last 5 years has totalled 8,093 units, an average of 1,619/year. FY2015 saw the strongest delivery within the five years. FY2018 saw a stronger performance than the previous financial reporting year.

Tenure	FY2014	FY2015	FY2016	FY2017	FY2018	Total
Affordable Rent	196	45	63	36	10	350
Social Rented	-185 <sup>1</sup>	94	20	97	15	41
Intermediate	221	107	147	128	119	722
Market	1084	1223	944	890	1377	5518
Non-conventional supply	33	1029	-6	72	334	1462
<b>Total</b>	<b>1349</b>	<b>2498</b>	<b>1168</b>	<b>1223</b>	<b>1855</b>	<b>8093</b>
London Plan Target	1599	1599	1599	1599	1599	7995

Table 5.1: Housing Delivery in Hackney FY2014-FY2018

- 5.4. Housing delivery for the current reporting year at 1,855 (FY2018) demonstrates that Hackney can deliver against the current London Plan Target (1,599). Over

<sup>1</sup> Phase 1 Haggerston West and Kingsland estate regen: L&Q Kingsland Road re-development resulting in initial loss of 396 social rented units and replaced with 170 intermediate and 248 social rent. 2012/3006 - the redevelopment of Buccleuch House - saw a loss of 39 units of social rent.

the last five years, the borough delivered approximately 101% of the higher target of 1599.

- 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:
- 16.8% or 1,113 units were affordable over the last 5 years. Of this:
  - 3.7%, or 41 units were for social rented
  - 64.8%, or 722 units were intermediate
  - 31.5%, or 350 units were Affordable Rent

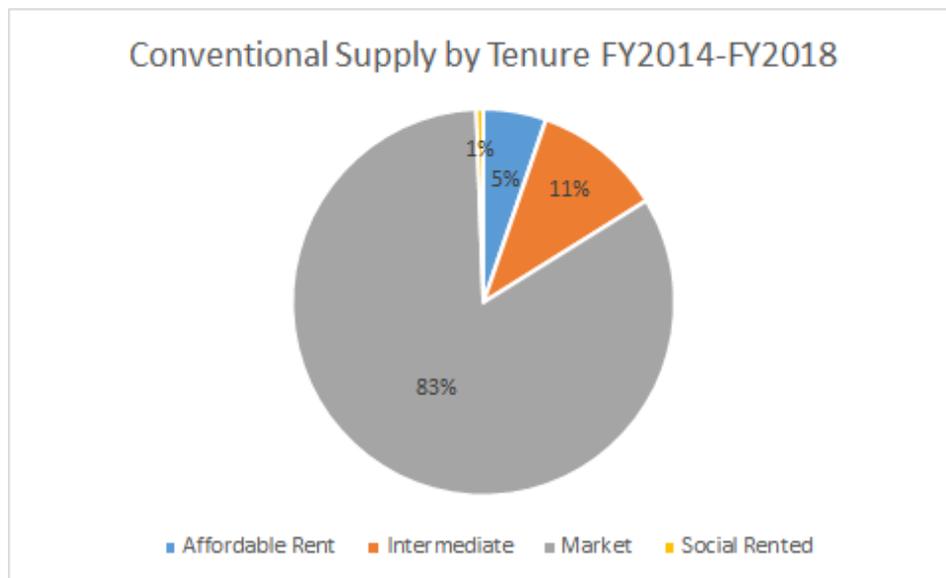


Figure 5.1: Conventional Supply in Hackney by Type FY2014-FY2018

### Net additional dwellings in 2018/19

- 5.7. Looking at FY2018, the total number of conventional housing units delivered was 1,521 units of which 144 units, or 9.5%, was affordable. Of this,
- 6.9%, or 10 units, were affordable rent
  - 82.7%, or 119 units, were intermediate
  - 10.4%, or 15 units, were social rented.
- The further breakdown of the affordable figures gives 58% of 1 bed, 22% of 2 bed and 20% of 3 bed and more.
- 5.8. In FY2018, of the total number of units approved for large sites (765 units) 25% were affordable.
- 5.9. It is helpful to compare Hackney to other London boroughs to give a fuller picture. Looking at affordable housing data from the Ministry of Housing, Communities and Local Government, which includes estate regeneration and units funded through the GLA and Homes England, in FY2017 (the last year for which data is available), Hackney delivered 310 affordable units, more than Haringey (163) and Islington (73).

- 5.10. It should be noted that long-term empty homes have in the past delivered a large amount of Hackney housing back to use (977 in the previous period of FY2012-2016). However, due to changes to funding supporting this initiative in Hackney, this housing stream will not be included in housing delivery targets or delivery going forward.
- 5.11. Non-self-contained housing refers to student housing, hostels, houses in multiple occupation and housing for older people and accounts for almost 7% of Hackney's delivery 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). LP33 has adopted a new policy approach which prioritises the conventional C3 housing supply over other forms of C Use Class types.

### Delivery by Ward

- 5.12. 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.
- 5.13. Table 5.2 shows that there is a significant divergence in housing delivery between wards over the last five years, with clear growth areas around the north of the borough and Shoreditch. There was also significant housing delivery in and around the major town centre of Dalston and London Fields.

LP33 Place Policy Area	Hackney Wards	Total	%
<b>Dalston</b>	Dalston	529	59.0
	Stoke Newington Central	115	12.9
	Clissold	111	12.4
	Shacklewell	137	15.7
		<b>892</b>	
<b>Hackney Central</b>	Hackney Central	125	20.1
	Hackney Downs	132	21.7
	London Fields	350	57.7
		<b>607</b>	
<b>Stamford Hill</b>	Stamford Hill West	148	39.7
	Cazenove	131	35.1
	Springfield	94	25.2
		<b>373</b>	

<b>Hackney Wick</b>	Hackney Wick	93	41.7
	Victoria	130	58.3
		<b>223</b>	
<b>Clapton and Lea Bridge</b>	Lea Bridge	216	87.4
	King's Park	31	12.5
		<b>247</b>	
<b>Shoreditch and Hoxton</b>	De Beauvoir	50	2.2
	Hoxton East and Shoreditch	436	19.4
	Hoxton West	1244	55.3
	Haggerston	518	23.0
		<b>2248</b>	
<b>Manor House</b>	Woodberry Down	1378	80.1
	Brownswood	342	19.8
		<b>1720</b>	
<b>Homerton</b>	Homerton	322	100
		<b>322</b>	

Table 5.2: Net dwellings delivered by LP33 Place Policy Areas and Ward FY2014-FY2018

- 5.14. These figures indicate that new housing growth is coming forward broadly in line with the aims of the Core Strategy.

### Small Sites

- 5.15. Over the last five years, 89% of all planning applications were for small sites, reflecting the dense network of streets found over much of the borough.

	<b>Total Number of applications in Year</b>	<b>Number of applications for small sites</b>	<b>Small sites %</b>
FY2014	120	104	86.67%
FY2015	213	193	90.61%

FY2016	196	181	92.35%
FY2017	182	168	92.31%
FY2018	128	106	82.81%
<b>Total</b>	<b>839</b>	<b>752</b>	<b>89.5%</b>

Table 5.3: Small sites applications FY2014-FY2018

- 5.16. In FY2018, 11.74% of new conventional housing came from sites of 9 units or fewer.

<b>Completed Financial Year</b>	<b>Total Units</b>	<b>Small sites &lt;10 units</b>	<b>Small sites % &lt;10 units</b>
FY2014	1316	222	16.87%
FY2015	1469	297	20.22%
FY2016	1174	313	26.66%
FY2017	1151	367	31.88%
FY2018	1521	174	11.74%
<b>Total</b>	<b>6631</b>	<b>1391</b>	<b>Average 21.47%</b>

Table 5.4: Delivery of housing from sites under 10 units FY2014-FY2018

- 5.17. The pipeline for housing units indicates that 33% of planning permissions that have been granted are for sites of 9 units or fewer. Responding to the evidence that small sites make a significant contribution towards housing delivery in Hackney, LP33 has introduced a new policy which will enable affordable housing contributions to be sought from developments of under 9 units.

### **Housing Quality – Size and Density of New Conventional Development**

- 5.18. 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.
- 5.19. A key element of this is 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 3 bed or greater with a descending amount of 2 bed and 1 bed units.
- 5.20. As Fig 5.2 demonstrates the last 5 years has broadly delivered this, with an overall proportion of slightly more 1 beds than 2 beds units (providing 3027 beds and 2731 beds) and almost a quarter of all bedrooms being in 3 or more bed units (1,594 beds, 21.6% in total).

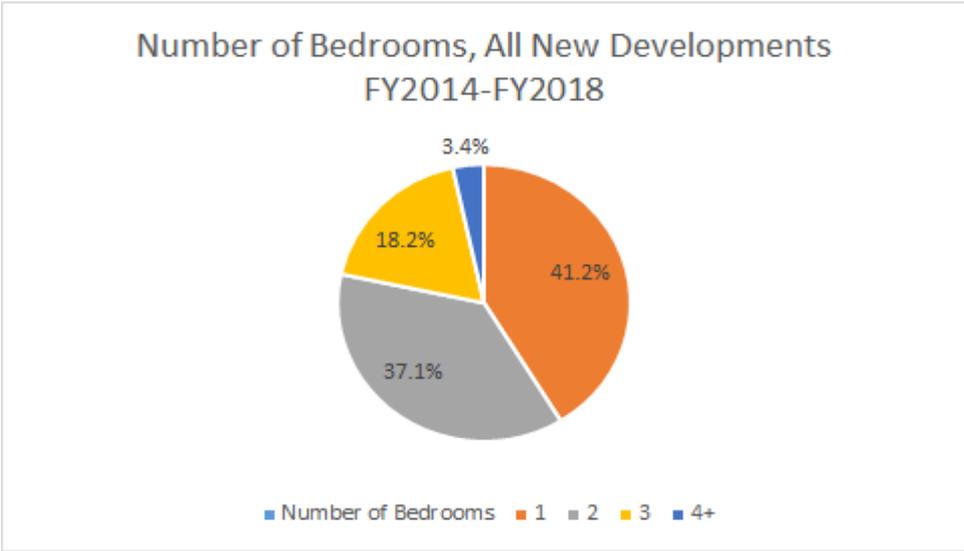
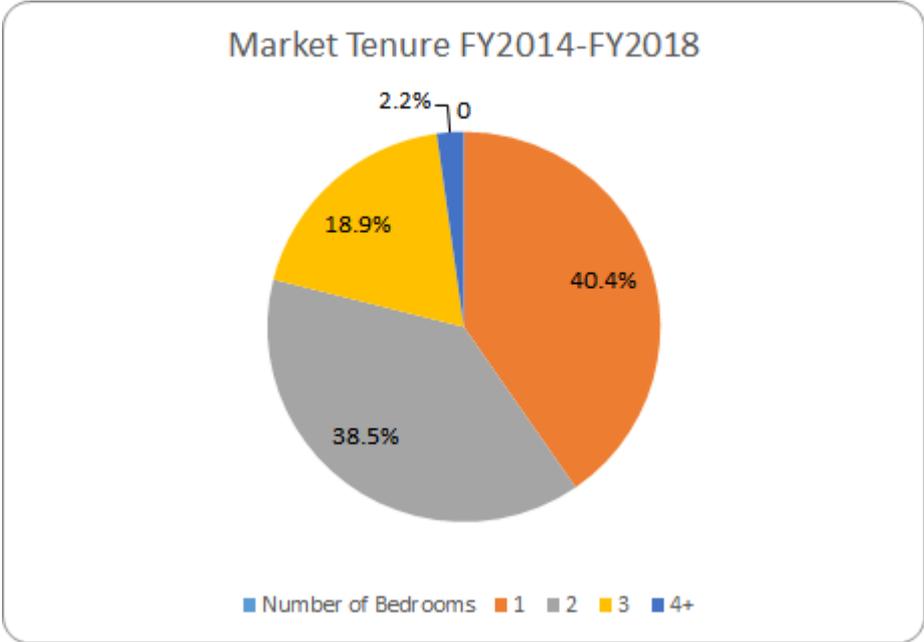


Figure 5.2 Number of Bedrooms, All new Developments FY2014-FY2019

5.21. 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 40.2% 3 or more bed units (Policy DM22 looks for 33%). Affordable Rent provided a far larger amount of 1 bed units.



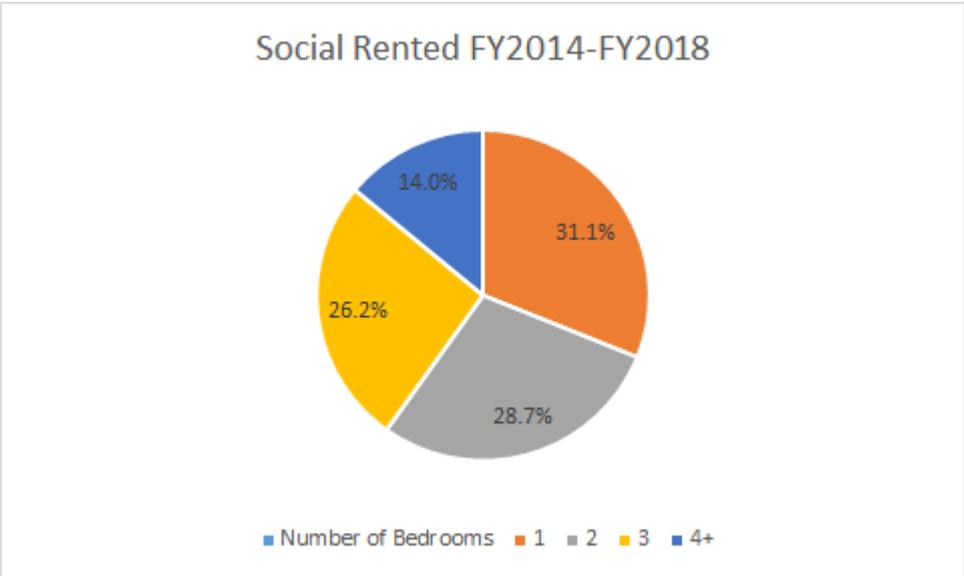
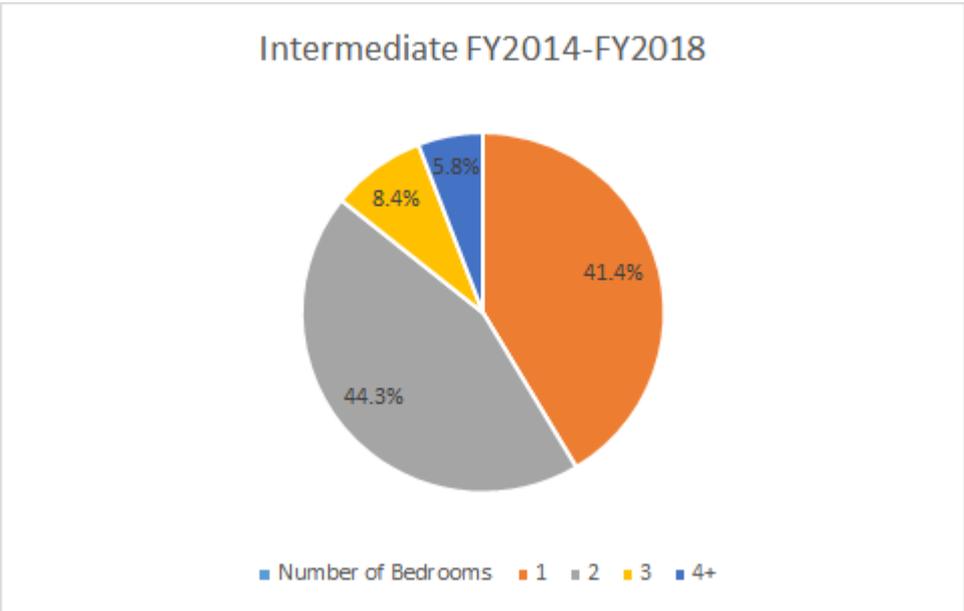
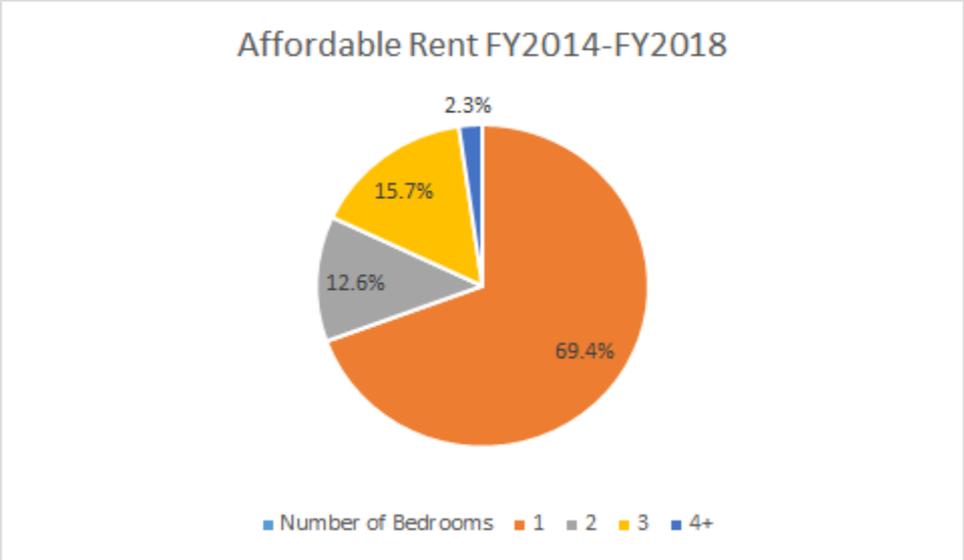


Figure 5.3: Bedroom Sizes, Tenures FY2014-FY2018

- 5.22. 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.

### Housing Affordability

- 5.23. Housing affordability within the borough is an obstacle to all of the objectives of Hackney’s 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.

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Hackney	8.25	9.48	9.04	9.06	8.87	9.63	9.21	10.41	11.42	12.82	14.34	16.67	15.22	16.34
London	8.13	8.37	8.38	8.52	7.83	8.75	9.18	9.15	9.62	10.77	11.78	12.91	13.25	13.09
England	6.78	6.95	7.14	6.95	6.39	6.85	6.79	6.77	6.76	7.09	7.53	7.72	7.91	8.0

Table 5.5: Median Income to House Prices, 2005-2018

- 5.24. 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.
- 5.25. Table 5.4 shows that housing has become increasingly unaffordable, with median house prices in the borough more than 16 times the median income in 2018. FY2018 saw a continuing rise in unaffordability in Hackney, after a brief dip in FY2017. This was not seen in London as a whole. Affordability will remain 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).

### Housing Trajectory: Net Additional Dwellings in the next 15 Years (FY2018-FY2033)

- 5.26. 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 following 5 years (i.e. years 10-15).
- 5.27. The recently introduced Housing Delivery Test requires that any local authority that has under delivered significantly on housing over the previous 3 years must also deliver a 20% buffer. Where previously Hackney has had to provide a 5% buffer, for this housing trajectory, Hackney will include a 20% buffer.
- 5.28. The London Plan sets out a minimum delivery target for boroughs over a period based on the Strategic Land Availability Assessment (SHLAA) undertaken in partnership with boroughs. Hackney’s minimum delivery 2015-2025 has been

15,988 dwellings, which is expressed by an annualised minimum target of 1,599 dwellings per annum. The Intend to Publish London Plan (2019) and Local Plan 2033 sets a new target from 2019/20 that will be used going forward, of 1,330 new dwellings per annum.

Housing Target, FY2019/20 -FY2023/34	
Dwelling Type	Minimum Annualised Target
Total per Annum from 19/20	1330
Total 5 years	6650
20% Buffer	1330
<b>Total</b>	<b>7980</b>

Table 5.6: Housing Target

- 5.29. These numbers are clustered in areas identified as Growth Areas in the core strategy and major regeneration schemes.
- 5.30. The pipeline for new known developments (i.e. identified through planning permissions and allocated sites) over the next five years indicates that much of the housing development will be in the south of the borough, with development spread more evenly across the rest of the borough. Significant housing growth is also expected to take place in and around Dalston and Homerton.

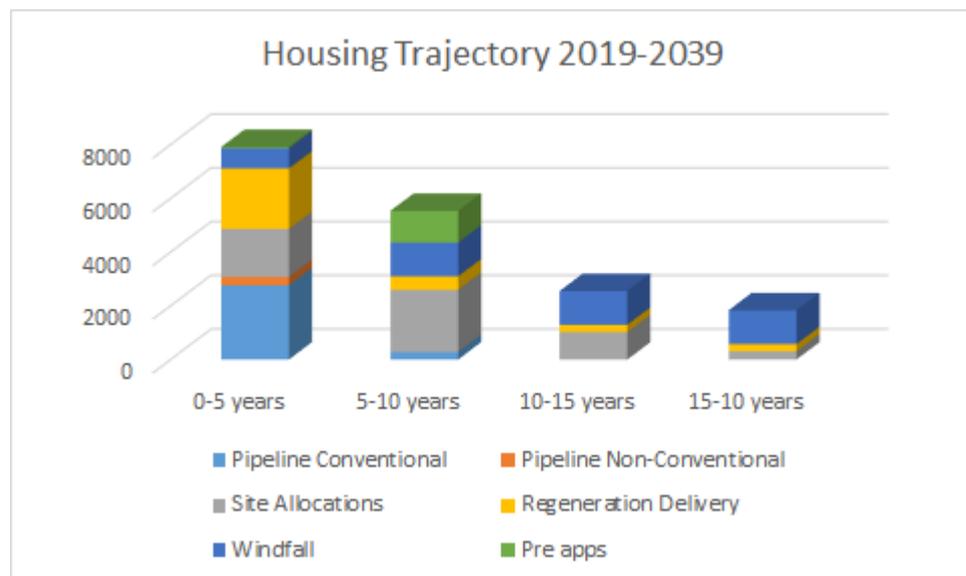


Figure 5.4: Housing Trajectory 2019-2039

Figure 5.4 sets out the updated housing trajectory for the borough. Hackney is aiming to deliver 13,455 during the next 10 year period. This is above the 10 year London Plan target of 13,300. After that time, there is a tailing-off of delivery due to a lack of knowledge and detail of development beyond 10 years.

- 5.31. The trajectory indicates that Hackney can demonstrate a 5-year land supply, as required by the NPPF. With a 20% buffer, the target is 7,980. Overall, between 2019 and 2023 the borough will deliver a total of 7,917 homes. Delivery in the period is broken down in Figure 5.5:



Figure 5.5: Trajectory for 2019-23 by type of housing

- 5.32. 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 predicted increase in delivery over years 3,4 and 5 is due to larger schemes in the pipeline and site allocations lists being completed.
- 5.33. Overall, the 5 year housing trajectory shows a healthy level of overall growth going forward with the long term outlook providing a strong foundation for future housing development.

### **Analysis**

- 5.34. Over the last 5 years, planning policy has led to the delivery of 101% of London Plan targets, providing a total of 8,093 units. Of this amount, approximately 1113 affordable units have been delivered, or 16.8%. In addition, Hackney has been highly successful in delivering a fairly even amount of 1 and 2 bedroom properties. The Social rent provision has been most successful at meeting the 3 Bedroom and larger requirement of 36% set by Core Strategy policy 19 and DMLP22, achieving 40.2%. The new Local Plan will need to ensure that affordable housing delivery remains a critical aspect of planning policy.
- 5.35. The Council's new housing target will be 1,330 homes/annum from 2019 as set out in the Intend to Publish London Plan (2019) and the Proposed Submission Local Plan 2033 (2018). Housing need in Hackney, at 1758 units per annum is higher than identified housing capacity in the Borough. The Local Plan 2033 sets out a growth strategy to address this.
- 5.36. Housing has become increasingly unaffordable over a number of years in Hackney, the ratio reaching 16:34 (median prices: median earnings) in FY2018. Affordability 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 has set out policies aimed at maximising the provision of affordable units across Hackney with regard to development viability, including from smaller developments (below 10 units) where there is not currently a requirement to provide affordable housing and where a large amount of the boroughs 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.
- 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 (m<sup>2</sup>) of B1, B2 and B8 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, B8 and 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 FY2014-2018, as Figure 6.1 shows, and Table 6.2 shows in greater detail, there has been a significant change of certain employment spaces in priority employment areas as a whole. Within the PEAs as a whole, major losses have occurred in B1c and B8, with total losses of 12,763sqm and 13,259sqm. B2 lost 3,420sqm. In contrast, there has been an increase in B1a space within the borough, and within the PEAs, particularly Shoreditch and Mare Street.

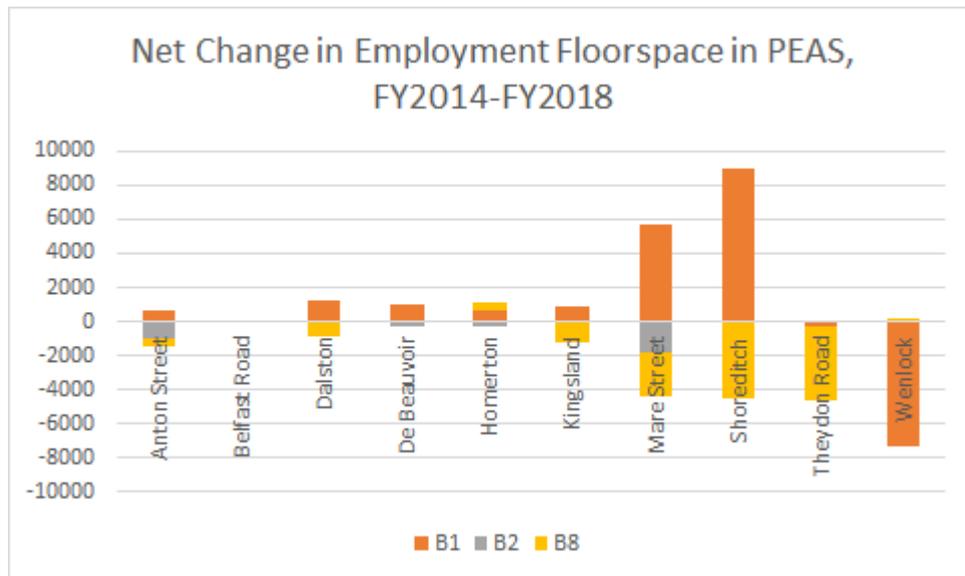


Figure 6.1: Net Change in Employment Floorspace in Peas, FY2014-FY2018

PEAS	B1a	B1b	B1c	B1 total (B1a, B1b and B1c)	B2	B8
Anton Street	649			649	-1025	-395
Belfast Road	94			94		
Dalston	556		721	1277		-870
De Beauvoir	1050			1050	-238	
Homerton	108		485	593	-342	487
Kingsland	894			894	5	-1176
Mare Street	6788		-1077	5711	-1820	-2577
Shoreditch	11345	61	-2447	8959		-4542
Theydon Road	-274			-274		-4395
Wenlock	3097		-10445	-7348		209
<b>Total</b>	<b>24,307</b>	<b>61</b>	<b>-12763</b>	<b>11605</b>	<b>-3420</b>	<b>-13259</b>

Table 6.1: Net Change in B1A, B1B, B1C, B2 and B8 in PEAS FY2014-FY2018

6.5. Whilst policy is working to counteract the loss of employment floorspace, a significant amount of B1C, B2 and B8 floorspace has been lost in the PEAs. The loss of B1 floorspace in the rest of the borough has been greater than in the PEAs (where the majority of existing stock is), as shown in Table 6.2, and this

shows the effectiveness of policy in encouraging B1 where appropriate in the PEAS, but the loss of B2 and B8 has been greater in the PEAS.

	<b>B1</b>	<b>B2</b>	<b>B8</b>
Total in borough	1,328	-5,885	-19,141
PEAS	11,605	-3,420	-13,259
Rest of borough	-10277	-2,465	-5882

Table 6.2: Net Change in Employment Floorspace PEAS vs Rest of Borough FY2014-FY2018

6.6. Table 6.1 indicates how PEAs were affected between 2014-2018. B8 loss was particularly concentrated in the Theydon Road and Shoreditch PEAs, and only Wenlock and Homerton saw an increase in B8 use. The majority experienced significant gains in B1A floorspace. 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. Tilia Street, Shacklewell, Hackney Downs, Red Square and Prout Street saw no employment land use development in the last 5 years.

6.7. In FY2018, a picture emerges of the changing impact on employment space, with the PEAs in the south of the borough seeing a large increase of B1A floorspace.

<b>PEAs</b>	<b>B1a</b>	<b>B1b</b>	<b>B1c</b>	<b>B2</b>	<b>B8</b>
Shoreditch	5180				-1708
Anton Street	350				
Homerton	-320				
Mare Street	6211		-750		-1535
Wenlock	1366				
Total in PEAs	12787		-750		-3243
<b>Total in borough</b>	<b>12785</b>		<b>-1115</b>	<b>-3507</b>	<b>-4760</b>

Table 6.3: Net change in B1A-B8 floorspace in PEAs, FY2018-2019

6.8. FY2018 saw an increase of 12,787sqm B1a floorspace that was entirely accommodated within the PEAs. The majority of this was contained in Shoreditch and Mare Street, which together gained 11,391sqm of B1a. Shoreditch and Mare Street saw substantial losses in B8. It should be noted that the PEAs of Belfast Road, Dalston, De Beauvoir, Hackney Downs, Kingsland, Prout Road, Red Square, Shacklewell, Theydon Road and Tilia Street saw no change in employment space during FY2018.

## Net change (m<sup>2</sup>) of B1, B2 and B8 uses in the Borough

- 6.9. As well as looking at specific land use performance within PEAs, it is informative to look at the wider trends experienced in the borough. Between FY2014-2018 there was a net loss of B1c-B8 employment floorspace throughout the Borough and a net gain of 16,957sqm of office space (B1A).

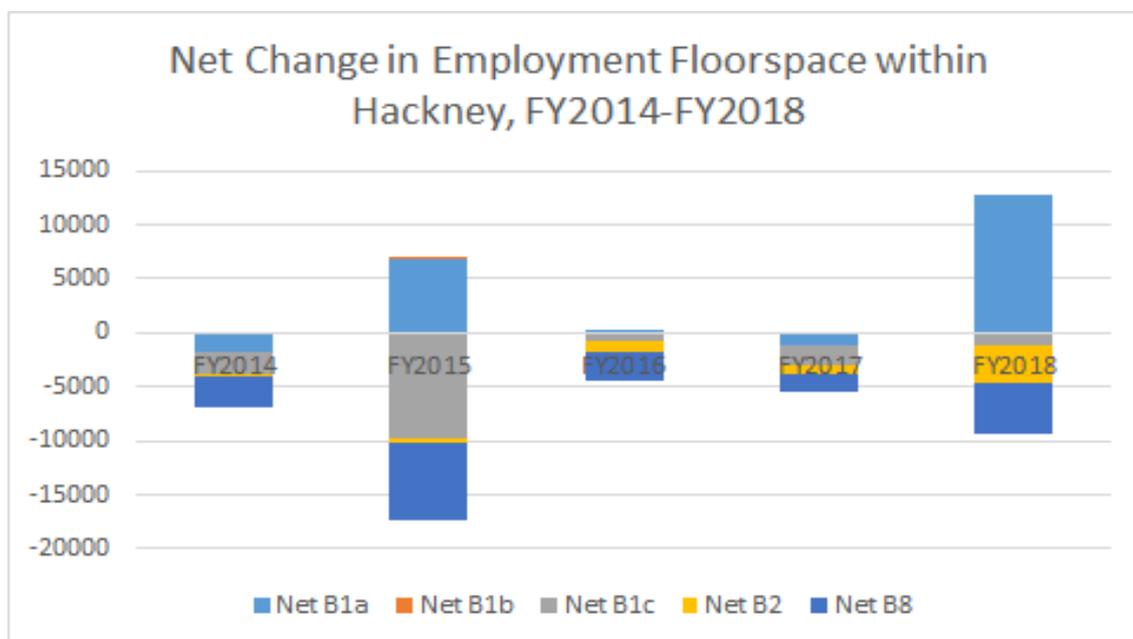


Figure 6.2: Employment Floorspace Change across Hackney, FY2014-18

	Net B1	Net B1a	Net B1b	Net B1c	Net B2	Net B8
FY2014	-3922	-1745	0	-2177	-202	-2740
FY2015	-2876	6918	61	-9855	-303	-7252
FY2016	-477	204	0	-681	-1036	-2767
FY2017	-3067	-1205	0	-1862	-837	-1622
FY2018	11670	12785	0	-1115	-3507	-4760
<b>Total</b>	<b>1,328</b>	<b>16,957</b>	<b>61</b>	<b>-15,690</b>	<b>-5,885</b>	<b>-19,141</b>

Table 6.4: Employment Floorspace Change across Hackney, FY2014-2018

- 6.10. Core Strategy policies 16, 17 and 18 look to increase levels of employment across the borough. The trend over the last three years is that within certain PEAs the move is towards B1a floorspace, over other employment floorspace. In light of this, the PEA designation has been further refined to Priority Office Areas, Priority Industrial Areas and Locally Significant Industrial Areas in the Local Plan 2033. This offers an opportunity to encourage the right kind of development based on the characteristics and nature of the defined employment area. 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.

### Employment Pipeline

- 6.11. 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. The employment land pipeline (Table 6.5) shows that the loss of B1c, B2 and B8 across the Borough and in the PEAs will be offset by gains in high quality employment floorspace from developments already with planning permission but yet to be built. There is no development in the pipeline for Homerton, Tilia Street, Belfast Road or Anton Street.

PEA	B1a	B1b	B1c	B2	B8
Dalston	-107		-450		
De Beauvoir	431				
Hackney Downs	3370				
Kingsland	4564		-1674		
Mare Street	11,706		-832		-2264
Prout Street	480				
Red Square	204		-110		
Shacklewell			480		
Shoreditch	183,560	81	-1535	-85	-1297
Theydon Road	968			63	-992
Wenlock	27,380				-1278
Total in PEAs	232,556	81	-4121	-22	-5831
<b>Total in Hackney</b>	<b>242,022</b>	<b>338</b>	<b>-7078</b>	<b>-777</b>	<b>-10457</b>

Table 6.5: Employment pipeline, Start of FY2019

- 6.12. There is a net gain of 224,048sqm of Employment Floorspace in the pipeline, 157,938sqm of which has already started. There is a mixture of losses and gains, with B1a space dominating gains with 242,022sqm and B1b seeing a small gain of 338sqm. B1c, B2 and B8 all experienced a loss of floorspace, at -7078sqm, -777sqm and -10457sqm respectively.
- 6.13. Within the PEAs, there is a net gain of 238,278sqm B1a floorspace in the pipeline, plus a net loss of -4121sqm B1c, -22sqm B2 and of -5817sqm B8. 79% of the future supply of office space (B1a) in the PEAs is located in the Shoreditch

PEA, dominating other PEAs and indicative of the high demand in the south of the borough (78% of the overall office space pipeline for Hackney is in Shoreditch). It shows that the Policy 3 of the Core Strategy has been very effective.

- 6.14. Outside of the PEAs, the pipeline indicates a gain in B1a(3,744sqm) and small gain in B1b (257sqm). The loss of B1c (-2,957sqm), B2 (-55sqm) and B8 (-4626sqm) follows the trend seen in the PEAs.
- 6.15. Overall the pipeline shows a healthy level of new developments, which reflect well on planning policies in the Core Strategy and DMLP.

### **Net change in B2/B8 in Hackney’s Locally Significant Industrial Sites and Strategic Industrial Locations**

- 6.16. Hackney has a very small amount of land in protected industrial designations, known as LSIS. Between FY2014-FY2018, there was no change to these areas. There are no applications in the pipeline for the LSIS 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**

- 6.17. 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 the accompanying table, which uses the latest data available.

AREA	2014	2015	2016	2017	2018
Camden	29,020	31,385	34,330	37,510	38,800
Hackney	16,095	18,510	21,660	23,535	24,620
Islington	18,710	22,110	21,505	22,295	23,365
Tower Hamlets	16,545	18,390	20,025	20,545	20,795
Inner London	265,230	287,585	310,815	323,425	325,870
Outer London	235,595	253,725	274,480	284,445	286,990

Table 6.6: Active Enterprises, Tables, FY2014-18

- 6.18. Table 6.6 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 2014-18 Hackney gained an additional 8,525 active enterprises, or a growth of 53% over the period, double the Inner London average (23%).
- 6.19. There is a disconnection between the net increase in office space seen through the approved planning applications yet to be built and the 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 affect 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

- 6.20. 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.
- 6.21. In Hackney, using Co-Star data, the average rent for office space per square foot in FY2018 was £40.80, an increase from £36.74 in FY2017 and the average rent of £40.65 noted between 2014 and 2016. However in certain areas, the rent is much higher than the average particularly in Shoreditch and the south of the borough, where office rents agreed in FY2018 included £72 (Hoxton Square) and £60 (Great Eastern Street).
- 6.22. In order to ensure that work space is affordable for the larger community, LP33 policy has determined that affordable workspace will be set at 40% of the market rate in the Shoreditch POA. in the remaining POAs, CAZ and town centres, the affordable rate will be at 60% of the market rent.
- 6.23. There is already a pipeline of schemes which are tied, via s106, into providing the workspace.

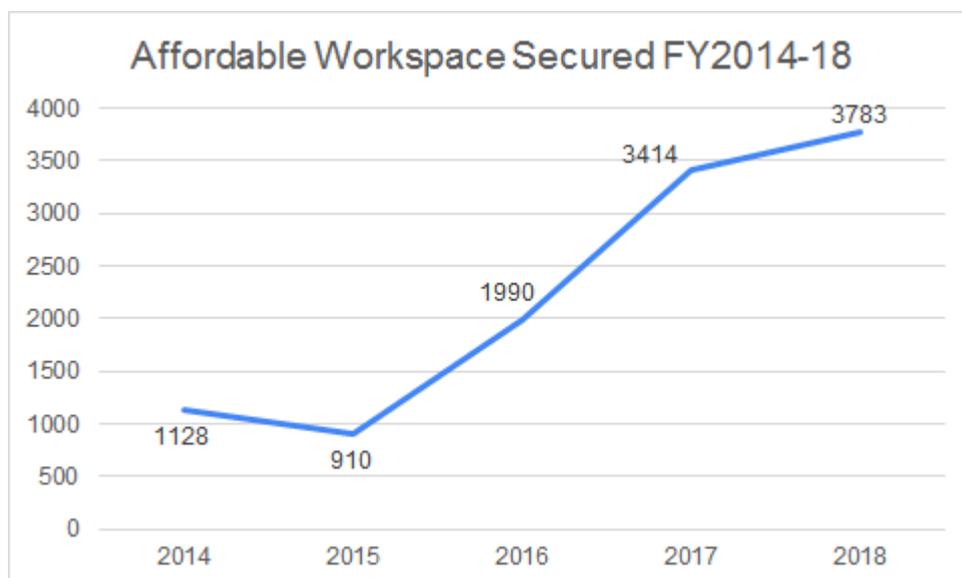


Figure 6.3: Affordable Workspace, FY2014-18 Hackney

- 6.24. As Figure 6.2 shows, 3,783sqm of affordable workspace was secured in FY2018. Overall, 11,225sqm of affordable workspace has been secured since 2014. The yearly total has grown strongly since 2015 and reflects the adoption of the DMLP which strengthens the provision through policy DM16. Overall this shows the policy to be working effectively to deliver new affordable workspace. The significant amount of new employment floorspace in the pipeline is likely to increase the amount of affordable floorspace provision in the borough going forward.

### **New Hotel and Hostel Rooms**

- 6.25. 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 clients and collaborators. Current planning policy encourages the provision of hotels, and there has historically been a strong demand in the Shoreditch area.
- 6.26. There were 866 of new hotel and hostel rooms built between FY2014 and FY2018, across Haggerston, Hackney Central, Victoria and Hoxton. No new hotel or hostel rooms were completed in FY2018.
- 6.27. In December 2017, the GLA revised their supply and demand figures for visitor accommodation. The need figure, for Hackney, between 2015 and 2041 is 3,382 more units (hotels, hostels, etc.). Since December 2015, 794 hotel rooms have been completed. An additional 226 units are in the process of being built in Haggerston.
- 6.28. The pipeline for hotel and hostel developments sees 1120 hotel and hostel units coming forward. Haggerston gains 969, Dalston 122 and Hoxton West 87. Over 82% of the new hotel space is within Haggerston Ward, and is symptomatic of the 'city fringe's growth over time and the popularity of Shoreditch as a tourist and business destination.
- 6.29. Including completed units, those under construction and those in the pipeline, there is a further need for 1,242 additional units up to 2041. This is beyond the plan period of LP33. Housing evidence shows that the greatest need within the borough is for C3 accommodation over the LP33 plan period (2018-2033). This evidence has informed the policy approach regarding hotel provision in LP33, with C3 housing being prioritised over other types of housing. The success of this policy will be monitored through the AMR.

### **Analysis**

- 6.30. 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, industrial floorspace in Hackney's PEAs has experienced significant losses in the last 5 years totalling 12,763sqm of B1c, 3,420sqm of B2 and 13,259sqm of B8. There has, by contrast, been an increase in B1a (office) floorspace of 24,307sqm and a small increase in B1B of 61sqm. In the PEAs of Wenlock, Shoreditch, Mare street and Kingsland, where B1C losses were larger, B1A gains were greater.
- 6.31. Between FY2014-FY2018, there was a net gain of 16,967sqm of B1a in the borough. 24,307sqm came forward in the PEAs, indicating a loss in the rest of

the borough. The loss of both B2 and B8 inside the PEAs has been higher than outside between FY2014-18, but this reflects that fact that most B2 and B8 floorspace has traditionally been found within the PEAS and LSIS areas.

- 6.32. Across the PEAs in the reporting year there has been a net gain of 12,787sqm of B1a, which accounts for the entirety of the B1a gain in the borough. There were large losses in FY2018 of B1c and B8 both inside and outside the PEAs, but no losses of B2 within the PEAs.
- 6.33. However, the situation improves hugely when looking at pipeline developments which indicates future delivery around 224,048 of new employment space, mainly in the B1a class, and mainly within the PEAs. Ten of the PEAs will see an increase in floorspace, with Shoreditch seeing a net gain of 187,761 sqm of new B1 floorspace significantly ahead of other PEAs. Only Dalston sees a loss of B1a. 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.
- 6.34. Hackney's Employment Land Study suggests a strong need for B1a office space (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.
- 6.35. 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, between 2014-18 Hackney gained an additional 8,525 active enterprises, or a growth of 53% over the period, double the Inner London average (23%). In FY2017-FY2018, Hackney has passed Tower Hamlets and Islington 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% in perpetuity), with 11,225sqm secured between FY2014 and FY2018. This shows policy DM16 to be effective in at least offsetting some of the losses across the borough identified above.
- 6.36. The completion of 866 hotel bedrooms in the previous five years as well as the pipeline for 1,178 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.
- 6.37. However, housing evidence shows that the greatest need within the borough is for C3 accommodation over the LP33 plan period (2018-2033). This evidence has informed the policy approach regarding hotel provision in LP33, with C3

housing being prioritised over other types of housing. The success of this policy will be monitored through the AMR.

- 6.38. Future policy will need to consider how it can protect the agglomerative qualities of employment areas while allowing for increasing provisions of residential uses.

## 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 Hackney's town centre hierarchy one of the 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 the Development Management Local Plan (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 currently run from a London level major centre (Dalston) to smaller district centres (Hackney Central and Stoke Newington High Street) 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. Hackney has increased A1 retail space by 6,214sqm in the last five years, with 2790sqm coming forward in FY2018. Figure 7.1, below shows the net changes in A1 in the major town centres during FY2018, followed by Figure 7.2 showing local centres during FY2018.

## Net Change A1/A2/A3 Uses (sqm). Major and District Centres, Hackney. FY2018

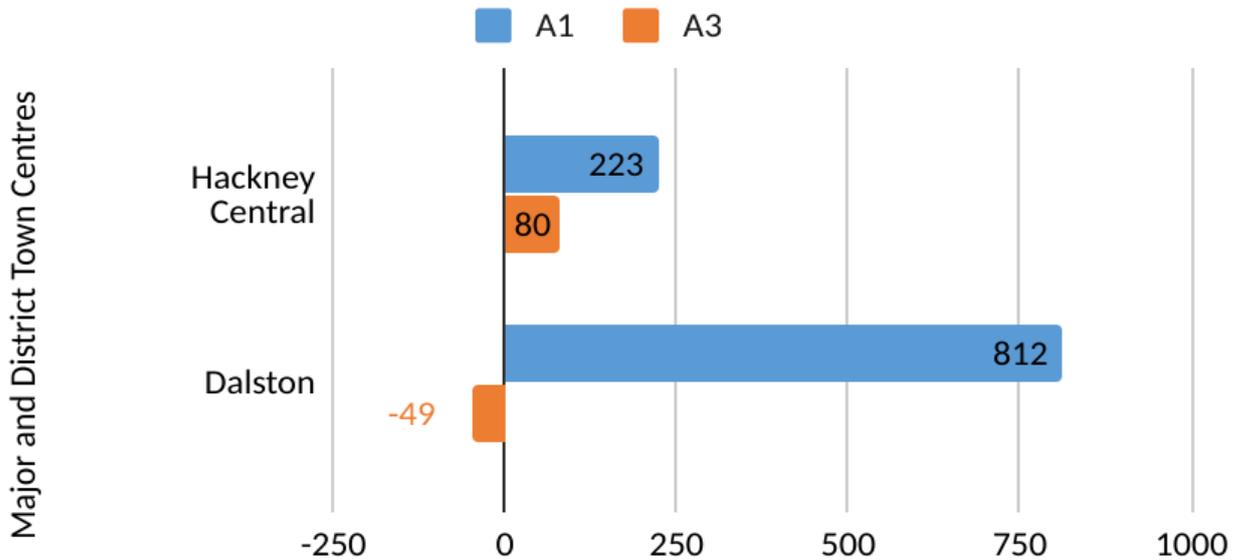


Figure 7.1 Net Change A1/A2/A3 Uses, Major and District Centres, FY2018

## Net Change A1/A2/A3 Uses (sqm). Local Centres, Hackney. FY2018

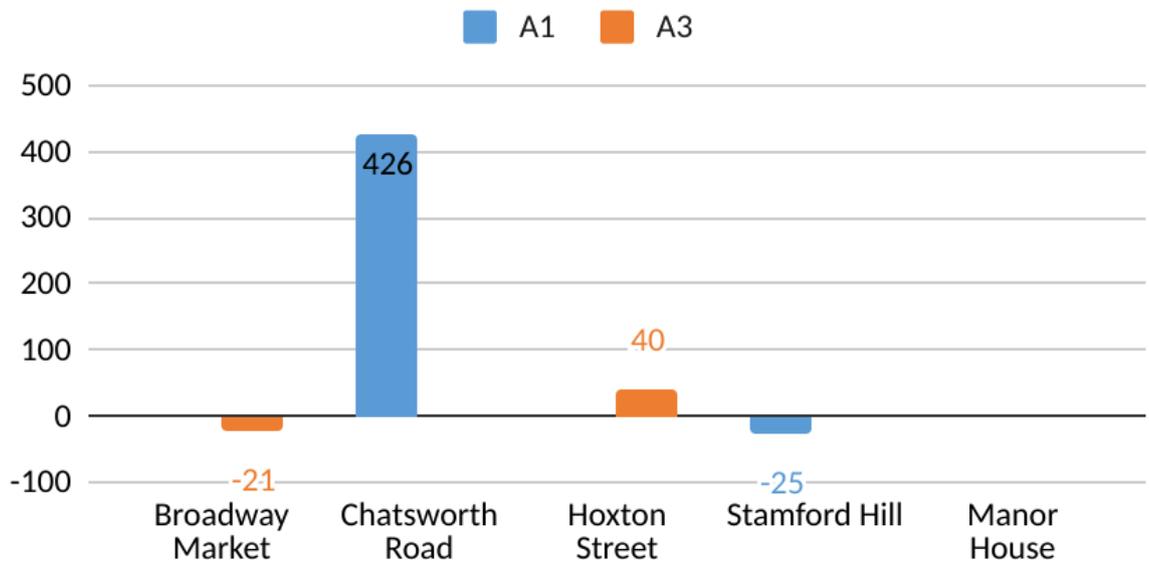


Figure 7.2 Net Change A1/A2/A3 Uses, Local Centres, FY2018

- 7.5. In the reporting year, there has been a gain of 2,790sqm (A1), 175sqm (A2) and 527sqm (A3) across the borough. There has been a net gain of A1 in the district centre of Hackney Central (223sqm) and the major centre of Dalston (812sqm).

Both Hackney Central and Dalston saw changes in A3, with Hackney Central gaining an additional 80sqm and Dalston losing 49sqm.

- 7.6. Local Centres have seen an increase of A1 floorspace of 401sqm. This was all in the Chatsworth Road area (426sqm). Stamford Hill saw a slight loss of A1 (25sqm). A3 development saw Hoxton Street gain a modest amount (40sqm) and Broadway Market lost 21sqm. The majority of the local centres saw no A1/A2/A3 development in FY2018.
- 7.7. In FY2018, more A1 change has taken place within the designated major, district and local centres (1436sqm), compared to 1,354sqm in the rest of the borough. However, as figure 7.1 shows, there was no A2 change within these centres, but 175sqm extra in the rest of the borough. In addition, only 50sqm of net A3 floorspace was developed in the designated centres, with 486sqm of net A3 coming forward in the rest of the borough.

### Retail Uses within the PEAs in FY2018

- 7.8. Employment policies, Core Strategy 17 and DMLP 17 allow for A class uses to be included in employment-led development in PEAs, aimed at ensuring active frontages. As Table 7.1 shows, the policy has introduced these types of uses into PEAs, with over 1,015sqm of A1 and 261sqm of A3 floorspace completed in FY2018. Looking forward, LP33 policy is aiming to control A1, A2 and A3 usage in PEAs through the designations of Priority Industrial Areas (PIAs) and Priority Office Areas (POAs). A Use Classes are ultimately more complementary to POAs than PIAs.

PEAs FY2018	Net A1 Floorspace (sqm)	Net A2 Floorspace (sqm)	Net A3 Floorspace (sqm)
Shoreditch	610	0	152
Wenlock	295	295	109
Mare Street	110	-120	0
Total inside PEAs	1015	175	261
Total outside PEAs	1775	0	266
<b>Hackney Total</b>	<b>2790</b>	<b>175</b>	<b>527</b>

Table 7.1 Net Change A1/A2/A3 Uses, PEAs vs. Outside PEAs FY2018

### Net Change in Retail Uses FY2014-FY2018

- 7.9. While A Class Uses offers some explanation for the large amount of 'A' uses outside town centres, it also suggests that there may be new town centres emerging due to changing patterns of work and development. The relative positions and interplay of Employment and Town Centre policies have been considered going forward through the new Local Plan 2033.
- 7.10. In addition to the impact of employment policies, DM11, covering the night-time economy directs increases in A3 uses, as well as A4 and A5 uses to Town

Centres, which may account for some of the increases in A3 floorspace, particularly in Shoreditch.

- 7.11. The trends over the last 5 years (Figures 7.3 and 7.4) show significant increases in A1, A2 and A3 uses outside town centres. Within town centres, there was a clear loss of A1 and A2 floorspace in Stoke Newington High Street and gains in A1 and A3 floorspace in both Dalston and Hackney Central. There were also modest gains in A2 in Dalston.

### Net Change A1/A2/A3 Uses (sqm), Major, District and Local Centres, FY2014-2018

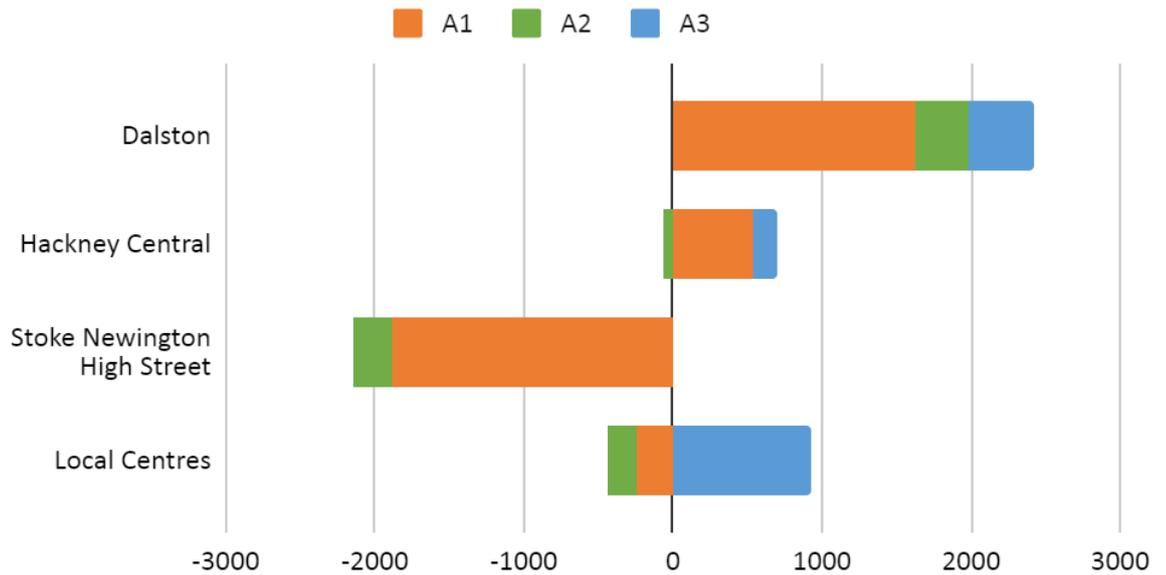


Figure 7.3 Net Change A1/A2/A3 Uses, Major, District and Local Centres FY2014-FY2018

	Dalston	Hackney Central	Stoke Newington High Street	Local Centres	Total in borough	Inside Town Centres	Outside Town Centres
Net A1 Floorspace	1623	530	-1881	-241	6214	31	6183
Net A2 Floorspace	364	-58	-264	-202	911	-160	1071
Net A3 Floorspace	433	176		922	8341	1531	6810

Table 7.2 Net Change A1/A2/A3 Uses FY2014-2018, Inside Town Centres vs Outside Town Centres

## Net Change A1/A2/A3 Uses (sqm), Local Centres FY2014-2018

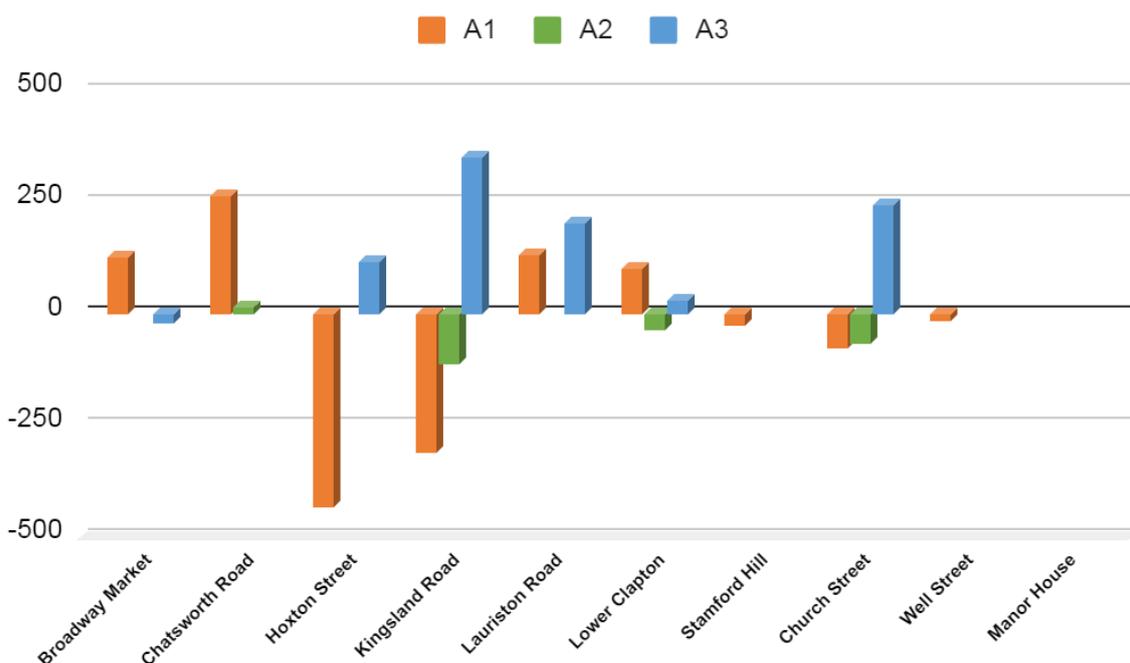


Figure 7.4 Net Change A1/A2/A3 Uses, Local Centres FY2014-2018

	Broadway Market	Chatsworth Road	Hoxton Street	Kingsland Road	Lauriston Road	Lower Clapton Road	Stamford Hill	Stoke Newington Church Street	Well Street	Total
Net A1 Floorspace	128	262	-434	-310	132	100	-25	-78	-16	-241
Net A2 Floorspace		14		-112		-36		-68		-202
Net A3 Floorspace	-21		118	352	203	29		241		922

Table 7.3 Net Change A1/A2/A3 Uses, Local Centres, FY2014-2018

7.12. Changes in Local Centres (shown in Figure 7.4 and Table 7.3, above) vary by centre, with Lauriston Road seeing an increase in A1 and A3 floorspace, and Chatsworth Road gaining both A1 and A2 development. Kingsland Road, Hoxton Street and Stoke Newington Church Street lost A1 but gained A3. The net loss of retail and services towards A3 in these areas is likely to be related to their positions as key night-time activity areas 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

- 7.13. The town centre pipeline looks at planning applications for A1, A2 and A3 uses that have been permitted and are under construction. In Figure 7.5, the pipeline shows a positive position for the major and district town centres with Dalston expected to gain an addition 1,131sqm of floorspace, Hackney Central to gain 65sqm and Stamford Hill 128sqm.
- 7.14. There will be a gain of 13,463sqm of A1 across the borough with 1,876sqm in the designated town centres (shown in Table 7.4). A2 will increase by 214sqm in the designated town centres, and 1789sqm will come forward elsewhere. With A3, there will be a loss of 326sqm in the designated town centres but a gain of 8,040sqm outside of those areas. This is in part due to particularly large development sites in Woodberry Down (2013/3223 - 1,365sqm A3) and Shoreditch (2012/3792 - 1,095sqm and 2017/2847 - 946sqm and 2014/1760 - 814sqm). 10 of the 28 A3 planning applications in the pipeline are for sites in Shoreditch. The pipeline suggests that the majority of growth A1/A2 and A3 activities will continue to be focused outside town centres, particularly in Shoreditch, with an overall growth in all use classes. As previously noted, 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.
- 7.15. The issue of town centres has been considered in the new Local Plan 2033 and new London Plan - Hackney Central is to be upgraded to a Major centre and Stamford Hill will become a district centre. This will strengthen the offering that these centres can provide to the community.

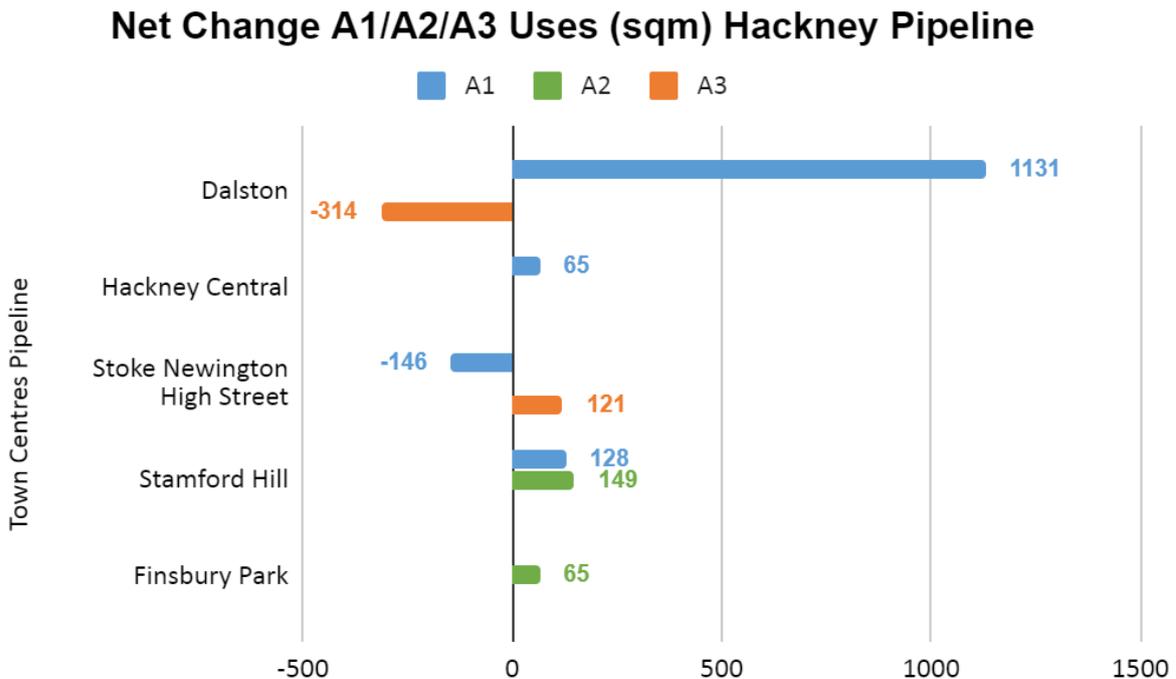


Figure 7.5 Pipeline Net Change A1/A2/A3 Uses, Major and District Centres Hackney

	Major Town Centre	District Town Centres	Local Centres	Outside Town Centres
Net A1 Floorspace	1131	47	698	11587
Net A2 Floorspace		214		1789
Net A3 Floorspace	-314	121	-133	8040

Table 7.4 Pipeline Net Change A1/A2/A3 Uses Inside and Outside Town Centres (sqm)

Local Centres	A1	A2	A3
Broadway Market	70		
Stoke Newington Church Street			-133
*Oldhill Street	313		
*Dunsmure Road	169		
*Green Lanes	146		

Table 7.5: Net Change A1/A2/A3 Uses, Local Centres Hackney, Pipeline (sqm) \* New Designation

- 7.16. There are minor changes in Local Centres (shown in Table 7.5), with A1 provision in Broadway Market increasing by 70sqm. Stoke Newington Church Street will see a loss of A3 provision (133sqm). LP33 has designated Dunsmure Road, Oldhill Street, Green Lanes and Hackney Downs as Local Centres, offering an opportunity to strengthen the A1 growth in Oldhill Street and Dunsmure Road, and steady the loss of A1 in Green Lanes. These areas see a greater increase in A1 use than the other local centres.

### Proportion and Vacancy Rates in Town Centres

- 7.17. Hackney's designated town centres are performing well in terms of vibrancy and interest, with a broad range of shops. The latest evidence on the health of the town centres can be found in the Hackney Retail Study (2017).
- 7.18. 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 (PD Rights). However this has changed with the implementation of two Article 4 Directions to remove PD Rights restricting change of use in the town centres (see Chapter 2).

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

- 7.19. 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).

- 7.20. As is shown in Tables 7.2 and 7.3, 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 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 the major town centres have gained a modest amount of A3 (609sqm) and the local town centres have gained 922sqm, indicating that the policy is having a positive effect. These same figures also show a total of 6810sqm of A3 has come forward outside of the designated town centres, with 5061sqm of this in the PEAs, where it serves to support the extensive office development that has taken place. 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.
- 7.21. A4 uses form part of the night time economy 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 23 applications completed in the last five years or within the pipeline. The A4 floorspace changes as a result of these are shown below.

Town Centre	A4 Changes
Hackney Central	41
Dalston	427
Church Street	-171
Lower Clapton	29
Well Street	-155
Whole borough	-726

Table 7.6 Changes to A4 floorspace in Designated Town Centres, FY2014-FY2018

- 7.22. Whilst the designated town centres experienced a gain of 171sqm, the whole borough saw a loss of 726sqm over that same period. Looking forward, the pipeline holds only 17 applications concerning A4 provision, but these represent a loss of 7123sqm of A4, all located outside of the town centres.
- 7.23. Table 7.6 shows an increase of A4 (171sqm) across the designated town centres, with losses within two local centres and gains within Dalston, Hackney Central and Lower Clapton. However, as with other elements of town centres policy, the majority of changes to A4 floorspace happened outside town centre designations. A total of 897sqm of A4 floorspace has been lost outside town centres.

- 7.24. Within the pipeline, it can be seen that the loss of 7,123sqm in the pipeline is all outside of the designated town centres. Two particular planning applications within the Shoreditch area have had a large impact on the overall A4 loss in Hackney, with 5,740sqm being lost (associated with applications 2016/1347 and 2016/2044).
- 7.25. An important external factor affecting the night time economy are the Special Policy Areas (SPAs) for licensing. These areas, in Shoreditch and Dalston, limit the grant of licences for late night opening of bars and restaurants.
- 7.26. 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.
- 7.27. 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 Area Action Plan will seek to manage this growth effectively and diversify the night time economy.
- 7.28. A5 uses are at a similarly low level, with a limited set of completions and low numbers in the pipeline, which are outlined below. Policy DM11 of the DMLP requires that A5 use is primarily situated in major, district and local shopping centres.

Town Centre	A5 Change
Dalston	12
Stoke Newington High Street	-65
Manor House	-30
Net A5 in borough	-10

Table 7.7 Changes to A5 floorspace, FY2014-FY2018

- 7.29. As Table 7.7 shows, there has been a net increase in A5 floorspace in Dalston but losses in Stoke Newington High Street and Manor House. Again, as with other town centre uses, although to a lesser degree, changes have happened outside of town centres, where 73sqm of A5 floorspace has been gained.

### **Analysis**

- 7.30. Hackney has seen growth in retail and there is a strong pipeline and high occupancy rates in all town and local centres in Hackney.
- 7.31. Overall, there has been an increase of 6214sqm of retail (A1) space across the borough over the last 5 years, but only a net gain of 31sqm of A1 in the designated town centres. Within the main town centres, Dalston and Hackney Central saw increases in A1, A2 and A3 and Stoke Newington High Street lost

1881sqm of A1 and 264sqm of A2. Local Centres have seen an increase of A3 (922sqm), but a decrease of A1 (241sqm) and A2 (202sqm). The major gains in A3 were seen in Kingsland Road (353sqm), Lauriston Road (203sqm) and Stoke Newington Church Street (241sqm) over the five years.

- 7.32. The pipeline for town centres going forward is positive with Dalston expected to gain an additional 1,131 sqm of retail floorspace, Hackney Central to gain 65 sqm, Stamford Hill to gain 128sqm, although a loss of 146sqm is expected in Stoke Newington. Local Centres are expected to gain 698sqm of A1 floorspace overall.
- 7.33. This indicates that the policy appears to have been somewhat inconsistent at safeguarding existing retail in the town Centres over the last 5 years but the pipeline is more positive. Going forward LP33 policy will strengthen the requirements around A1 units within the major and district centres. Through LP33, Hackney Central will become a major town centre, Stamford Hill a District Centre and four new local shopping centres will be designated in the borough. An additional Article 4 Direction was made in January 2018 to remove the PD right for flexible changes of use in the additional town centre areas proposed in LP33 to match the other town centres. This will help ensure that all the designated town centres retain their vitality and commercial relevance.
- 7.34. It is important to note that outside of town centre designations there has been an increase of 6,183sqm of new retail space between FY2014-FY18, and this is expected to increase further, with the pipeline showing an overall delivery of 13,463sqm of A1, with 11,581sqm coming forward in Shoreditch. This growth in A1 units in the Shoreditch PEA is proportional and supports the massive growth of B1a in Shoreditch and associated workers. A2 has increased by 1,020sqm in the last five years and the pipeline shows 1789sqm coming forward.
- 7.35. Planning policies for the night time economy have had mixed results over the last five years. Dalston and Hackney Central have seen an increase in A3, as have some of the local centres including Kingsland Road, Lauriston Road and Stoke Newington Church Street. Stoke Newington High Street saw a large loss of A3, due to one development 2015/3811 which saw an individual loss of 1569sqm. Over the same period 8040sqm of A3 has come forward outside of town centres, with around 3000sqm in the Shoreditch AAP area.
- 7.36. 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 mixed picture across the town centres, although most of the designated centres, saw no change at all. The greatest loss has been outside town centres with a loss of 897sqm. 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. Local Plan 2033 and Future Shoreditch both promote the diversification of the night time economy.

## 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, or s106, and the Community Infrastructure Levy are mechanisms for deriving planning gain from developments which are used to mitigate the impact of development and support growth. Each type of planning gain is subject to restrictions stipulated in legislation.
- 8.3. S106 contributions apply to infrastructure which mitigates impacts *specific* to an *individual* development infrastructure needs arising from it and includes that development's contribution affordable housing, affordable workspace, employment and skills, carbon offset and public realm/ transport improvements specific to an individual site.
- 8.4. It is used alongside the Community Infrastructure Levy (CIL) - a land charge applied to new development to pay for strategic infrastructure to mitigate the *cumulative* impacts of *all new* development across the borough and support borough-wide growth at the strategic level.
- 8.5. Hackney sets out its infrastructure need in its Infrastructure Delivery Plan, which is updated on a regular basis. This chapter reports on the amounts of s106 contributions received and agreed during the financial year of 2018 and also reports on the collection and spend of the Community Infrastructure Levy for that period in accordance with government regulations.

### Planning Obligations

- 8.6. Planning obligations are set out in legal agreements signed between the developer and the Council under a number Acts including Section 106 of Town and Country Planning Act 1990. The planning obligations can be both financial and non financial but typically require a developer to fulfill a number of requirements to mitigate the impact of their development during construction and on completion.
- 8.7. The total of financial obligations agreed and received in 2018/19 (excluding Crossrail) are set out in the table below:

	2018/19 Agreed	2018/19 (i.e. Received from and signed within the same year)
General Heads of Term (Excluding Highways TFL)	£5,480,810.38.71	£2,392,461.73
Affordable Housing	£117,000	£505,000
Highways	£1,108,634.15	£284,386.59

Table 8.1: Financial obligations agreed and received in FY2018

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

<b>Heads of Terms</b>	<b>2018/19 Agreed</b>	<b>2018/19 (i.e. Received from and signed within the same year)</b>	<b>Due</b>
Employment and Job Creation (Ways into Work, Affordable Workspace, Employment and Training Contribution, Training Contribution, Employment & Skills/Local Labour Plan)	£424,799.04	£24,050.63	£254,218.56
Environmental Improvements (Public Realm Contribution, Neighbourhood Public Realm Forum, Carbon Offset)	£775,129.20	£32,029.00	£134,304.24
Open Space and Nature Conservation (Towpath Contribution, Tree contribution)	£35,000.00	£23,421.76	£23,421.76
Sustainable Transport (Sustainable Transport Contribution, Legible London, Cycle Contributions, Cycle Provision, Car Free Business, Car Free Residential, Car Club, Bus Stop Provision, Travel Plan)	£43,700.00	£15,337.99	£653,830.04

Table 8.2: Further Breakdown of Financial Obligations agreed and received FY2018

<b>Name/Description</b>	<b>Project Type</b>	<b>S106 Contribution Value</b>
Springfield Park	S106 Open Space	£17,750.23
Highway works at 145 City Road	S106 Highways	£93,851.65
Highway works at 131 and 133 Lower Clapton Road	S106 Highways	£13,998.00
Highway works at 32 Homerton Row	S106 Highways	£15,221.18
Parkside Youth Centre	S106 Community Facility	£448,190.00
Removing Barriers to Work 2018	Ways into work	£798,196.99
Phase 2 LSB School Facade Repair	Education and training	£19,631.00

Rhodes Estate Community Kitchen	S106 Community Facility	£20,000.00
Supporting residents into sustained employment	Ways into work	£3,324,184
Highway works at Kingsland Fire Station	S106 Highways	£72,007.61
<b>Total of 11 projects</b>		<b>£4,823,030.66</b>

Table 8.3: Planning Obligation Allocations Agreed in FY2018

Heads of Terms	Number of Projects	Spend	Project Details
Open Space	9	£59,273	Springfield Park, Daubeney Fields Play Area Refurbishment, Dalston Square, Stonebridge Gardens Refurbishment, De Beauvoir Square Play area infrastructure, Hackney Road Recreation ground improvements, Haggerston Park, Shoreditch Park
Employment and Job Creation	1	£963,411	Opportunity Hub, Supporting residents into sustained employment
Education and Training (Libraries and Education)	5	£4,426,664.95	Stoke Newington Library improvements, Annual Maintenance Programme, School Facade Repair programme, Shacklewell Primary School, Hackney 100 Phase 2
Environmental Improvements (Public realm contribution, Environmental Improvements)	4	£581,515	Shoreditch Public Realm Improvements, Homerton Estate Permeability Improvements, Theydon Road Safety Improvements, Car Club bays
Public Art	1	£1924	Arts Strategy Dalston Square
Highways	53	£1,062,219	Various
S106 Monitoring	1	£243,574.81	Various
<b>TOTAL</b>	<b>73</b>	<b>£7,338,585.62</b>	

Table 8.4: Planning Obligations Spending in FY2018

### Hackney's Community Infrastructure Levy

- 8.8. 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 strategic infrastructure necessary to mitigate the cumulative impacts of all new development and support growth. Hackney adopted its CIL in April 2015. The CIL will directly contribute to the provision of new infrastructure to support growth and development across the borough. Hackney CIL income and expenditure in FY2018 is detailed in the tables below.

	<b>Retained CIL balance from Previous years</b>	<b>Collected</b>	<b>Allocated</b>	<b>Spent</b>	<b>Available at the end of FY2018</b>
CIL Admin	£ 357,283.47	£ 371,008.43	£ 371,008.43	£ 371,008.43	£ 357,283.47
Neighbourhood CIL	£ 2,486,163.12	£ 1,104,366.30	£ -	£ -	£ 3,590,529.43
CIL 123 List Sum	£ 4,259,335.86	£ 5,944,794.02	£ 8,100,000	£ 8,100,000	£ 2,104,129.88
<b>TOTALS</b>	<b>£ 7,102,782.45</b>	<b>£ 7,420,168.75</b>	<b>£ 8,100,000</b>	<b>£ 8,100,000</b>	<b>£ 6,051,942.78</b>

Table 8.5: CIL Income and Expenditure FY2018

<b>Development Location</b>	<b>Planning Application Reference</b>	<b>Enforcement Surcharge (£)</b>	<b>Date of Payment to Borough</b>	<b>Sum Paid to Borough (£)</b>	<b>Total CIL Sum Per Development Payable to TfL (£)</b>
50 Shacklewell Lane, London, E8 2EY	2018/0617	2459.44	21/03/2019	10,832.20	10,398.91
Manor Parade, 9 Manor Road, Hackney, London, N16 5SG	2015/2998	592.72	04/03/2019	2,830.27	2,717.06
Manor Parade, 9 Manor Road, Hackney, London, N16 5SG	2015/2998	592.72	11/03/2019	592.72	569.01
149 Homerton High Street, London, E9 6AS	2015/3037	647.04	13/03/2019	3,159.04	3,032.68
75 Fairholt Road, London, N16 5EW	2017/4460	0.00	28/01/2019	293.11	281.39
Land to the r/o 9 Chatsworth Road, fronting Clifton Road, London, E5 0LH	2015/3942	0.00	07/03/2019	7,363.25	7,068.72
117 Manor Road, London, N16 5PB	2016/4601	407.21	17/01/2019	2,486.59	2,387.13
169 Elderfield Road, London, E5 0AY	2018/2227	0.00	21/03/2019	3,036.49	2,915.03
35 Mildenhall Road, Hackney, London, E5 0RT	2018/2655	0.00	17/01/2019	198.30	190.37
Belberry Mount, 64 Moresby Road, Hackney, London, E5 9LD	2016/0628	1808.06	10/12/2018	3,273.72	3,142.77
Belberry Mount, 64 Moresby Road, Hackney, London, E5 9LD	2016/0628	1808.06	17/01/2019	2,013.39	1,932.85
Rear of 51-53 Kenninghall Road, Hackney, London, E5 8BS	2018/2452	0.00	31/01/2019	9,543.24	9,161.51
Nobu Hotel 10-50 Willow Street, London, EC2A 4BH	2018/2447	0.00	15/02/2019	79,122.16	75,957.27
68 Cranwich Road, London, N16 5JF	2015/3442	0.00	19/02/2019	4,510.00	4,329.60
76 Southgate Road, London, N1 3JD	2015/1947	2100.58	20/12/2018	15,942.26	15,304.57
1 Darnley Road, London, E9 6QH	2017/3701	277.63	21/12/2018	5,912.19	5,675.70

100 Hassett Road, London, E9 5SH	2016/3434	971.06	21/11/2018	30,504.84	29,284.65
Marquis of Lansdowne 48 Stoke Newington Rd London, N16 7XJ	2014/3215	2100.58	21/12/2018	38,960.58	37,402.16
37 Mildenhall Road, London, E5 0RT	2016/0831	120.77	28/03/2019	120.77	115.94
75 Blackstock Road, London, N4 2JW	2015/2211	358.75	13/11/2018	2,008.75	1,928.40
35 Shore Road, London, E9 7TA	2016/3333	64.35	06/09/2018	3,217.56	3,088.86
35 Shore Road, London, E9 7TA	2016/3333	64.35	15/08/2018	6,435.13	6,177.72
35 Shore Road, London, E9 7TA	2016/3333	64.35	28/11/2018	9,652.69	9,266.58
35 Shore Road, London, E9 7TA	2016/3333	64.35	26/02/2019	6,435.13	6,177.72
35 Shore Road, London, E9 7TA	2016/3333	64.35	05/03/2019	6,435.13	6,177.72
35 Shore Road, London, E9 7TA	2016/3333	64.35	22/03/2019	77.90	74.78
148-154 Stoke Newington Church Street, London, N16 0JU	2017/4235	1158.97	30/11/2018	15,405.05	14,788.85
108 Green Lanes, Hackney, London, N16 9EH	2015/1631	1700.53	05/02/2019	6,569.32	6,306.55
291 Hackney Road, London, E2 8NA	2018/0279	0.00	21/12/2018	167,428.15	160,731.02
183-187 Shoreditch High Street, bounded by Holywell Lane, New Inn Yard, and rail viaduct, London, E1 6HU	2017/0596	0.00	05/11/2018	282,333.32	271,039.99
501-505 Kingsland Road, Hackney, London, E8 4AU	2015/3580	2057.60	28/11/2018	1,615.74	1,551.11
160 Evering Road, London, E5 8AH	2015/1118	0.00	02/11/2018	83.05	79.73
89 Fairholt Road, London, N16 5EP	2016/3581	449.43	24/10/2018	2,696.57	2,588.71
299 Amhurst Road, London, N16 7UX	2018/1634	254.52	08/10/2018	1,431.93	1,374.65
45 Northfield Road, London, N16 5RL	2017/3386	0.00	26/11/2018	886.16	850.71
25 Downham Road, London, N1 5AA	2016/1507	4217.15	05/10/2018	33,576.51	32,233.45
32 Cremer Street, London, E2 8HD	2016/1030	0.00	22/11/2018	145,629.50	139,804.32
Tower Court Clapton Common London, E5 9AJ	2016/1930	0.00	09/10/2018	487,844.00	468,330.24
Zaim Trading Estate Leaside Road, London, E5 9LU	2014/2552	11853.45	28/06/2018	24,371.58	23,396.72
Zaim Trading Estate Leaside Road, London, E5 9LU	2014/2552	11853.45	12/09/2018	40,818.63	39,185.88
9 Audrey Street, London, E2 8QH	2015/0604	2002.98	06/09/2018	7,703.76	7,395.61
9 Audrey Street, London, E2 8QH	2015/0604	2002.98	10/09/2018	1,616.87	1,552.20
9 Audrey Street, London, E2 8QH	2015/0604	2002.98	11/09/2018	1,616.87	1,552.20
9 Audrey Street, London, E2 8QH	2015/0604	2002.98	13/09/2018	7,703.76	7,395.61
500 Kingsland Road, London, E8 4AE	2016/0834	0.00	26/09/2018	20,397.20	19,581.31
84-86 Great Eastern Street, & 1-3 Rivington Street, London, EC2A 3JL	2016/4054	0.00	25/10/2018	516,819.80	496,147.01
16 Broadway Market London, E8 4QJ	2017/2499	0.00	05/11/2018	2,544.53	2,442.75
174 Victoria Park Road, London, E9 7HD	2015/2073	0.00	15/08/2018	1,650.00	1,584.00
Land to the rear of 149 Stoke Newington High Street, London, N16 0NY	2017/0375	0.00	17/08/2018	48,164.63	46,238.04
67 Stoke Newington High Street, London, N16 8EL	2015/2301	1639.83	27/07/2018	7,059.22	6,776.85
115 Brooke Road, London, N16 7RJ	2015/3672	198.50	25/07/2018	1,191.00	1,143.36
The Windsor Castle 135 Lower Clapton Road, London, E5 8EQ	2018/1060	0.00	19/09/2018	4,492.76	4,313.05

2 Casimir Road, Hackney, London, E5 9NU	2016/1211	102.74	06/08/2018	521.27	500.42
13A Derby Road, London, E9 7JP	2017/3452	0.00	14/09/2018	9,728.38	9,339.24
41 Digby Crescent, London, N4 2HS	2015/0920	94.75	10/07/2018	424.75	407.76
10 Filey Avenue, London, N16 6NT	2017/2188	0.00	31/10/2018	3,075.75	2,952.72
2 Silicon Way London, N1 6AT	2017/4197	0.00	24/08/2018	255,051.35	244,849.30
16 Albion Road, London, N16 9PJ	2016/1596	2100.58	14/08/2018	8,237.58	7,908.08
16 Albion Road, London, N16 9PJ	2016/1596	2100.58	15/08/2018	3,123.36	2,998.43
16 Albion Road, London, N16 9PJ	2016/1596	2100.58	20/08/2018	3,482.92	3,343.60
96 Green Lanes London, N16 9EJ	2015/2116	2059.40	29/06/2018	18,779.40	18,028.22
9 Anton Street, London, E8 2AD	2016/4255	183.48	27/07/2018	1,088.11	1,044.59
53 - 55 Hoxton Square London, N1 6PB	2016/2004	5481.50	03/04/2018	26,739.02	25,669.46
53 - 55 Hoxton Square London, N1 6PB	2016/2004	5481.50	10/07/2018	8,237.58	7,908.08
32 Dunlace Road, London, E5 0NE	2018/0852	0.00	22/06/2018	2,155.41	2,069.19
4-6 New Inn Broadway London, EC2A 3PZ	2016/2895	0.00	06/07/2018	65,662.12	63,035.64
420-424 Seven Sisters Road, London, N4 2LX	2015/0844	0.00	10/09/2018	190,633.80	183,008.45
49A Parkholme Road, London, E8 3AQ	2016/2323	0.00	02/08/2018	23,621.62	22,676.76
39 Coronet Street, and 57 Hoxton Square, London, N1 6HD	2017/2081	1937.45	29/05/2018	18,132.21	17,406.92
38 Powerscroft Road, London, E5 0PP	2017/4101	0.00	13/06/2018	1,177.41	1,130.31
52 Brooke Road, Hackney, London, N16 7RX	2016/1581	0.00	21/06/2018	2,537.36	2,435.87
Arthaus 195-205 Richmond Road, E8 3FF	2015/4278	6773.01	10/05/2018	48,521.66	46,580.79
43-44 Hoxton Square London, N1 6PB	2017/3141	0.00	21/05/2018	22,606.33	21,702.08
Former Frampton Arms and land adjacent to Sherard and Catesby House 47 Well Street, London, E9 7NU	2016/1347	0.00	01/05/2018	4,811.00	4,618.56
Lyttleton House Well Street, London E9 7NN	2016/1348	0.00	01/05/2018	29,162.39	27,995.89
6 Broadway Market Mews, London, E8 4TS	2017/0605	0.00	13/04/2018	8,935.14	8,577.73
Ion House 1-3 Sheep Lane, London, E8 4QS	2016/3600	0.00	12/06/2018	265,736.65	255,107.18
Ion House 1-3 Sheep Lane, London, E8 4QS	2016/3600	0.00	09/01/2019	265,736.65	255,107.18
Site adjacent to no. 49 Glenarm Road, London, E5 0LY	2015/1209	744.04	26/11/2018	4,369.04	4,194.28
Land to the rear of 83 Upper Clapton Road, and adjoining 16 Rossendale Street, London, E5 9BU	2015/3923	1437.53	07/06/2018	1,437.53	1,380.03
Hertford and Napier House, 1-2 Cranwood Street, Hackney, London, EC1V 9PE	2016/3736	0.00	31/05/2018	110,031.27	105,630.02
2 Millers Terrace London, E8 2DP	2015/3492	2100.58	05/06/2018	22,289.03	21,397.47
Homerton Baptist Church Barnabas Road, London, E9 5SD	2015/3968	0.00	12/04/2018	36,209.08	34,760.72
211-227 Hackney Road, London, E2 8NA	2016/3602	0.00	30/05/2018	430,770.94	413,540.10
211-227 Hackney Road, London, E2 8NA	2016/3602	0.00	19/10/2018	430,770.94	413,540.10
Land to the rear of No.13 Clapton Common London, E5 9AA	2017/3958	0.00	06/06/2018	10,524.32	10,103.35
25 Downham Road, London, N1 5AA	2014/1920	1847.96	14/05/2018	43,497.21	41,757.32

39-45 Gransden Avenue, London, E8 3QA	2015/1895	8504.20	11/04/2018	10,985.60	10,546.18
3 Dericote Street, London, E8 4PG	2015/4326	0.00	21/12/2018	14,771.07	14,180.23
97-137 Hackney Road, London, E2 8ET	2015/3455	0.00	10/04/2018	1,007,575.94	967,272.90
97-137 Hackney Road, London, E2 8ET	2015/3455	0.00	05/10/2018	1,007,575.94	967,272.90
1A Downs Road, London, E5 8QJ	2015/0555	685.89	29/06/2018	5,464.46	5,245.88
1A Downs Road, London, E5 8QJ	2015/0555	685.89	29/06/2018	67,244.00	64,554.24
New Regent's College Upper School, Nile Street, London, N1 7RD	2016/0300	2098.34	09/10/2018	837,699.30	804,191.33
Millfields Court 204 Millfields Road, London, E5 0AR	2016/2445	0.00	05/11/2018	2,520.46	2,419.64
7 Cranwich Road, London, N16 5HZ	2015/4568	0.00	01/05/2018	1,906.10	1,829.86
<b>Total</b>				<b>7,420,168.77</b>	<b>7,123,362.02</b>

Table 8.6: Hackney CIL Income by Development Site in FY2018

<b>Name/Description</b>	<b>Service</b>	<b>Spend Total</b>
Haggerston Science Lab	Secondary School Programmes	£370,196.52
Library Management System	Museums and Libraries	£66,604.42
Library Capital Works	Museum and Libraries	£125,110.84
Library Self-Issue Machines	Museum and Libraries	£20,854
Mabley Green All Weather Pitch	Parks and Open Spaces	£124,484
Abney Park	Parks and Open Spaces	£240,193.20
Parks Strategy - Infrastructure	Parks Strategy	£832,409.70
Park Trees Health and Safety Works	Infrastructure Programmes	£176,412.20
Hoxton Market	Infrastructure Programmes	£12,191.08
Hackney Street Markets Strategy	Parking and Market Schemes	£31,544.04

Britannina Site	Mixed Use Development	£6,100,000
<b>Total</b>		<b>£8,100,000</b>

Table 8.7: Hackney CIL Expenditure FY2018 by Infrastructure Type

## Mayoral CIL Receipts in FY2018

8.9. In addition to Hackney CIL, Hackney is also the collecting authority for Mayoral CIL within the borough. In FY 2018 Hackney contributed £6,770,380 to the Mayoral CIL through the developments shown in the table below (Table 8.8)

Site Address	Planning Application Reference	Date of Payment to Borough	Sum Paid to Borough	Amount Paid to TfL (96%)
149 Homerton High Street, London, E9 6AS	2015/3037	13/3/2019	5136.63	4931.16
Tower View House 134 Kingsland Road, London, E2 8DY	2014/1780	26/2/2019	9592.86	9209.15
50 Shacklewell Lane, London, E8 2EY	2018/0617	21/3/2019	2317.53	2224.83
19 Ickburgh Road, London, E5 8AF	2014/1691	19/2/2019	3052.15	2930.06
75 Fairholt Road, London, N16 5EW	2017/4460	28/1/2019	216.64	207.97
Land to the r/o 9 Chatsworth Road, fronting Clifton Road, London, E5 0LH	2015/3942	7/3/2019	11972.71	11493.8
117 Manor Road, London, N16 5PB	2016/4601	17/1/2019	1837.83	1764.32
169 Elderfield Road, London, E5 0AY	2018/2227	21/3/2019	4937.35	4739.86
35 Mildenhall Road, Hackney, London, E5 0RT	2018/2655	17/1/2019	322.44	309.54
Belberry Mount, 64 Moresby Road, Hackney, London, E5 9LD	2016/0628	17/1/2019	3273.78	3142.83
Rear of 51-53 Kenninghall Road, Hackney, London, E5 8BS	2018/2452	31/1/2019	15517.4	14896.7
Nobu Hotel 10-50 Willow Street, London, EC2A 4BH	2018/2447	15/2/2019	40204.17	38596
68 Cranwich Road, London, N16 5JF	2015/3442	19/2/2019	3333.32	3199.99
1 Darnley Road, London, E9 6QH	2017/3701	21/12/2018	48391.38	46455.72
37 Mildenhall Road, London, E5 0RT	2016/0831	28/3/2019	196.38	188.52
35 Shore Road, London, E9 7TA	2016/3333	26/2/2019	13564.87	13022.28
35 Shore Road, London, E9 7TA	2016/3333	5/3/2019	13564.87	13022.28
35 Shore Road, London, E9 7TA	2016/3333	22/3/2019	164.2	157.63
108 Green Lanes, Hackney, London, N16 9EH	2015/1631	5/2/2019	1405.5	1349.28
25 Downham Road, London, N1 5AA	2016/1507	5/10/2018	9718.58	9329.84
Ion House 1-3 Sheep Lane, London, E8 4QS	2016/3600	9/1/2019	128617.15	123472.46
77 - 79 Great Eastern Street, London, EC2A 3HU	2012/3780	16/10/2018	104.37	100.2
48 Powerscroft Road, London, E5 0PP	2013/0696	12/2/2019	791.26	759.61

2 Millers Terrace London, E8 2DP	2015/3492	05/06/2018	£4,768.71	£4,577.96
Land to the rear of No.13 Clapton Common London, E5 9AA	2017/3958	06/06/2018	£7,778.48	£7,467.34
Land to the rear of 83 Upper Clapton Road, and adjoining 16 Rossendale Street, London, E5 9BU	2015/3923	07/06/2018	£1,062.47	£1,019.97
Ion House 1-3 Sheep Lane, London, E8 4QS	2016/3600	12/06/2018	£128,617.15	£123,472.46
38 Powerscroft Road, London, E5 0PP	2017/4101	13/06/2018	£1,914.48	£1,837.90
18 Ellingfort Road, London, E8 3PA	2013/4113	18/06/2018	£40,500.22	£38,880.21
52 Brooke Road, Hackney, London, N16 7RX	2016/1581	21/06/2018	£4,125.76	£3,960.73
53 - 55 Hoxton Square London, N1 6PB	2016/2004	22/06/2018	£1,762.42	£1,691.92
32 Dunlace Road, London, E5 0NE	2018/0852	22/06/2018	£3,504.71	£3,364.52
Zaim Trading Estate Leaside Road, London, E5 9LU	2014/2552	28/06/2018	£39,628.42	£38,043.28
96 Green Lanes London, N16 9EJ	2015/2116	29/06/2018	£4,017.82	£3,857.11
1A Downs Road, London, E5 8QJ	2015/0555	29/06/2018	£14,851.36	£14,257.31
1A Downs Road, London, E5 8QJ	2015/0555	29/06/2018	£182,756.00	£175,445.76
Zaim Trading Estate Leaside Road, London, E5 9LU	2014/2552	12/09/2018	£66,371.48	£63,716.62
9 Audrey Street, London, E2 8QH	2015/0604	06/09/2018	£2,296.24	£2,204.39
9 Audrey Street, London, E2 8QH	2015/0604	10/09/2018	£481.94	£462.66
9 Audrey Street, London, E2 8QH	2015/0604	11/09/2018	£481.94	£462.66
9 Audrey Street, London, E2 8QH	2015/0604	13/09/2018	£2,296.24	£2,204.39
229 Well Street, Hackney, London, E9 6RG	2013/3310	30/08/2018	£1,851.86	£1,777.79
500 Kingsland Road, London, E8 4AE	2016/0834	26/09/2018	£4,363.95	£4,189.39
174 Victoria Park Road, London, E9 7HD	2015/2073	15/08/2018	£2,682.91	£2,575.59
Land to the rear of 149 Stoke Newington High Street, London, N16 0NY	2017/0375	17/08/2018	£10,304.75	£9,892.56
35 Shore Road, London, E9 7TA	2016/3333	06/09/2018	£6,782.44	£6,511.14
35 Shore Road, London, E9 7TA	2016/3333	15/08/2018	£13,564.87	£13,022.28
Unit 16H Perseverance Works, 38 Kingsland Road, London, E2 8DD	2013/4255	01/08/2018	£7,727.31	£7,418.22
67 Stoke Newington High Street, London, N16 8EL	2015/2301	27/07/2018	£3,702.92	£3,554.80
Ground and First Floor of Unit A Matchmakers Wharf (former Lesney Factory) Homerton Road, Homerton E9 5GP	2014/0776	09/08/2018	£20,617.02	£19,792.34
115 Brooke Road, London, N16 7RJ	2015/3672	25/07/2018	£1,936.57	£1,859.11
The Windsor Castle 135 Lower Clapton Road, London, E5 8EQ	2018/1060	19/09/2018	£7,305.27	£7,013.06
50 Lower Clapton Road, London, E5 0RN	2013/1280	13/07/2018	£1,575.00	£1,512.00
50 Lower Clapton Road, London, E5 0RN	2013/1280	20/07/2018	£373.47	£358.53
2 Casimir Road, Hackney, London, E5 9NU	2016/1211	06/08/2018	£847.61	£813.71
13A Derby Road, London, E9 7JP	2017/3452	14/09/2018	£15,818.43	£15,185.69
41 Digby Crescent, London, N4 2HS	2015/0920	10/07/2018	£313.93	£301.37
2 Silicon Way London, N1 6AT	2017/4197	24/08/2018	£27,795.96	£26,684.12
16 Albion Road, London, N16 9PJ	2016/1596	14/08/2018	£1,762.42	£1,691.92
16 Albion Road, London, N16 9PJ	2016/1596	15/08/2018	£668.24	£641.51
16 Albion Road, London, N16 9PJ	2016/1596	20/08/2018	£745.17	£715.36

9 Anton Street, London, E8 2AD	2016/4255	27/07/2018	£1,769.27	£1,698.50
53 - 55 Hoxton Square London, N1 6PB	2016/2004	10/07/2018	£1,762.42	£1,691.92
4-6 New Inn Broadway London, EC2A 3PZ	2016/2895	06/07/2018	£68,242.78	£65,513.07
420-424 Seven Sisters Road, London, N4 2LX	2015/0844	10/09/2018	£199,312.60	£191,340.10
49A Parkholme Road, London, E8 3AQ	2016/2323	02/08/2018	£5,053.81	£4,851.66
99 - 101 Dunsmure Road, London, N16 5HT	2017/0105	22/08/2018	£6,404.49	£6,148.31
24 Englefield Road, London London, N1 4ET	2014/2760	02/08/2018	£57.76	£55.45
Belberry Mount, 64 Moresby Road, Hackney, London, E5 9LD	2016/0628	10/12/2018	£5,323.11	£5,110.19
100 Hassett Road, London, E9 5SH	2016/3434	21/11/2018	£49,601.14	£47,617.09
Marquis of Lansdowne 48 Stoke Newington Rd London, N16 7XJ	2014/3215	21/12/2018	£8,335.56	£8,002.14
75 Blackstock Road, London, N4 2JW	2015/2211	13/11/2018	£1,484.66	£1,425.27
35 Shore Road, London, E9 7TA	2016/3333	28/11/2018	£20,347.31	£19,533.42
148-154 Stoke Newington Church Street, London, N16 0JU	2017/4235	30/11/2018	£18,489.60	£17,750.02
291 Hackney Road, London, E2 8NA	2018/0279	21/12/2018	£41,564.46	£39,901.88
183-187 Shoreditch High Street, bounded by Holywell Lane, New Inn Yard, and rail viaduct, London, E1 6HU	2017/0596	05/11/2018	£213,615.89	£205,071.25
398 Mare Street, London, E8 1HP	2013/1000	18/10/2018	£34,510.00	£33,129.60
398 Mare Street, London, E8 1HP	2013/1000	31/10/2018	£2,476.05	£2,377.01
2 A Belgrade Road, London, N16 8DJ	2013/2312	02/11/2018	£23,419.48	£22,482.70
Matchmakers Wharf, Homerton Road, Hackney, London, E9 5FA	2015/1188	04/10/2018	£1,719.24	£1,650.47
501-505 Kingsland Road, Hackney, London, E8 4AU	2015/3580	28/11/2018	£190.61	£182.99
160 Evering Road, London, E5 8AH	2015/1118	02/11/2018	£135.03	£129.63
30 - 34 Broadway Market London, E8 4QJ	2013/2765	05/11/2018	£4,186.97	£4,019.49
89 Fairholt Road, London, N16 5EP	2016/3581	24/10/2018	£1,993.02	£1,913.30
299 Amhurst Road, London, N16 7UX	2018/1634	08/10/2018	£2,328.34	£2,235.21
45 Northfield Road, London, N16 5RL	2017/3386	26/11/2018	£654.96	£628.76
32 Cremer Street, London, E2 8HD	2016/1030	22/11/2018	£47,649.60	£45,743.62
Tower Court Clapton Common London, E5 9AJ	2016/1930	09/10/2018	£360,563.05	£346,140.53
84-86 Great Eastern Street, & 1-3 Rivington Street, London, EC2A 3JL	2016/4054	25/10/2018	£318,196.85	£305,468.98
16 Broadway Market London, E8 4QJ	2017/2499	05/11/2018	£544.40	£522.62
10 Filey Avenue, London, N16 6NT	2017/2188	31/10/2018	£2,273.27	£2,182.34
The Rectory, Scout Hut and former Learning Trust Facility, St John-at-Hackney, Lower Clapton Road, London, E5 0PD	2012/3345	28/11/2018	£51,210.00	£49,161.60
135-165 Lordship Road, London, N16 5HF	2015/3483	12/10/2018	£2,550.00	£2,448.00
211-227 Hackney Road, London, E2 8NA	2016/3602	19/10/2018	£108,114.19	£103,789.62
3 Dericote Street, London, E8 4PG	2015/4326	21/12/2018	£3,160.25	£3,033.84
97-137 Hackney Road, London, E2 8ET	2015/3455	05/10/2018	£328,064.26	£314,941.69
New Regent's College Upper School, Nile Street, London, N1 7RD	2016/0300	09/10/2018	£180,310.40	£173,097.98
Millfields Court 204 Millfields Road, London, E5 0AR	2016/2445	05/11/2018	£4,098.30	£3,934.37

THE LION CLUB, 140 Pitfield Street, Hackney, London, N1 6JR	2012/1214	7/2/2019	£50,238.76	£48,229.21
THE LION CLUB, 140 Pitfield Street, Hackney, London, N1 6JR	2012/1214	29/3/2019	£8,267.14	£7,936.45
Manor Parade, 9 Manor Road, Hackney, London, N16 5SG	2015/2998	4/3/2019	£2,091.84	£2,008.17
Manor Parade, 9 Manor Road, Hackney, London, N16 5SG	2015/2998	11/3/2019	£438.08	£420.56
149 Homerton High Street, London, E9 6AS	2015/3037	13/3/2019	£5,136.63	£4,931.16
Tower View House 134 Kingsland Road, London, E2 8DY	2014/1780	26/2/2019	£9,592.86	£9,209.15
50 Shacklewell Lane, London, E8 2EY	2018/0617	21/3/2019	£2,317.53	£2,224.83
19 Ickburgh Road, London, E5 8AF	2014/1691	19/2/2019	£3,052.15	£2,930.06
75 Fairholt Road, London, N16 5EW	2017/4460	28/1/2019	£216.64	£207.97
Land to the r/o 9 Chatsworth Road, fronting Clifton Road, London, E5 0LH	2015/3942	7/3/2019	£11,972.71	£11,493.80
117 Manor Road, London, N16 5PB	2016/4601	17/1/2019	£1,837.83	£1,764.32
169 Elderfield Road, London, E5 0AY	2018/2227	21/3/2019	£4,937.35	£4,739.86
35 Mildenhall Road, Hackney, London, E5 0RT	2018/2655	17/1/2019	£322.44	£309.54
Belberry Mount, 64 Moresby Road, Hackney, London, E5 9LD	2016/0628	17/1/2019	£3,273.78	£3,142.83
Rear of 51-53 Kenninghall Road, Hackney, London, E5 8BS	2018/2452	31/1/2019	£15,517.40	£14,896.70
Nobu Hotel 10-50 Willow Street, London, EC2A 4BH	2018/2447	15/2/2019	£40,204.17	£38,596.00
68 Cranwich Road, London, N16 5JF	2015/3442	19/2/2019	£3,333.32	£3,199.99
1 Darnley Road, London, E9 6QH	2017/3701	21/12/2018	£48,391.38	£46,455.72
37 Mildenhall Road, London, E5 0RT	2016/0831	28/3/2019	£196.38	£188.52
35 Shore Road, London, E9 7TA	2016/3333	26/2/2019	£13,564.87	£13,022.28
35 Shore Road, London, E9 7TA	2016/3333	5/3/2019	£13,564.87	£13,022.28
35 Shore Road, London, E9 7TA	2016/3333	22/3/2019	£164.20	£157.63
108 Green Lanes, Hackney, London, N16 9EH	2015/1631	5/2/2019	£1,405.50	£1,349.28
25 Downham Road, London, N1 5AA	2016/1507	5/10/2018	£9,718.58	£9,329.84
Ion House 1-3 Sheep Lane, London, E8 4QS	2016/3600	9/1/2019	£128,617.15	£123,472.46
<b>Total</b>			<b>£3,454,276</b>	<b>£6,770,380.94</b>

Table 8.8: Mayoral CIL 2018

App No	Address	Ward	Deed Date	Size (m2)
2017/0596	183-187 Shoreditch High Street, bounded by Holywell Lane, New Inn Yard, and rail viaduct, London, E1 6HU	Hoxton East and Shoreditch Ward	26/4/2018	770
2016/1909	125-127 Mare Street, London, E8 3RH	London Fields	8/6/2018	1153
2016/3432	74 Rivington Street, Hackney, London, EC2A 3AY	Hoxton East and Shoreditch Ward	22/6/2018	450
2018/4549	84 - 86 Great Eastern Street, and 1 - 3 Rivington Street, EC2A 3JL	Hoxton East and Shoreditch Ward	28/3/2019	618

2017/4694	Development House, 56-64 Leonard Street, London, EC2A 4LT	Hoxton East and Shoreditch Ward	27/3/2019	791
			<b>TOTAL</b>	<b>3783</b>

Table 8.9: Affordable Workspace secured in Planning Legal Agreements Signed in FY2018

## D1 – Community Uses - Non- residential institutions

- 8.10. 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. Between FY2014 and FY2018 there was a 34,223sqm uplift of D1 floorspace in Hackney. FY2018 saw 3,528sqm of additional D1 floorspace provided.

### Education Floorspace

- 8.11. The additional floorspace delivered for education purposes specifically is very positive. During FY2018 973sqm of additional education floorspace was delivered. Over the last five years an additional 30,515sqm of D1 floorspace for education use was delivered in the Borough.
- 8.12. The April 2018 Childcare Sufficiency Audit found that overall the picture for childcare in Hackney is healthy. There are sufficient places to meet demand and the quality is good.
- 8.13. Hackney has met the supply need up to the end of the plan period. The Hackney Infrastructure Delivery Plan provides further information on educational floorspace planning.

## 9. Transport

- 9.1. Core Strategy Policy 6 and emerging policies in the new Local Plan LP33 aim to reduce car travel and promote healthier alternatives such as cycling, walking and the use of public transport. Planning works closely with transport planning to achieve these outcomes.

### **Public Transport developments in Hackney in 2018/19**

- 9.2. Core Strategy Policy 6 and policies DM3 and DM46 of the Development Management Local Plan aim to reduce car travel and promote healthier alternatives such as cycling, walking and the use of public transport. Planning works closely with transport planning to achieve these outcomes.
- 9.3. 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.
- 9.4. 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 Transport Strategy 2018. The Hackney Local Implementation Plan (LIP) identifies how the Mayor of London's Transport Strategy will be implemented in the borough. The updated LIP (2019-22) was consulted on in November/December of 2018. It has since been adopted by the council as the approved transport plan.
- 9.5. Hackney has the second highest active, efficient and sustainable mode share (84%) of any London borough, in part due to the high cycle mode share of 8%.
- 9.6. Hackney has one of the lowest levels of car ownership in the country with only 34% of Hackney's households now owning a car according to the 2011 census. This proportion is reflected in the absolute number of motor vehicles registered in the borough which by 2011 had fallen from the peak in 2005. The borough has now set itself a long term target of reducing the number of cars owned by 24% from current levels by 2041.
- 9.7. The Hackney Transport Strategy sets out to create an environment whereby people actively choose to walk and cycle as part of everyday life, which can have a significant impact on public health and may also reduce inequalities in health. Increasing physical activity through active travel (walking and cycling) is also a key strand of the Mayors Transport Strategy, with a long-term target for 2041 of 70% of people reporting two periods of ten minutes spent walking or cycling on the previous day.
- 9.8. Some 33% of Hackney residents are currently meeting this level of active travel exercise, which is the same as the Inner London average but higher than the overall London average of 31% in 16/17. Figure 9.1 below sets out how half of all trips by Hackney residents comprise either walking or cycling – the highest in London.

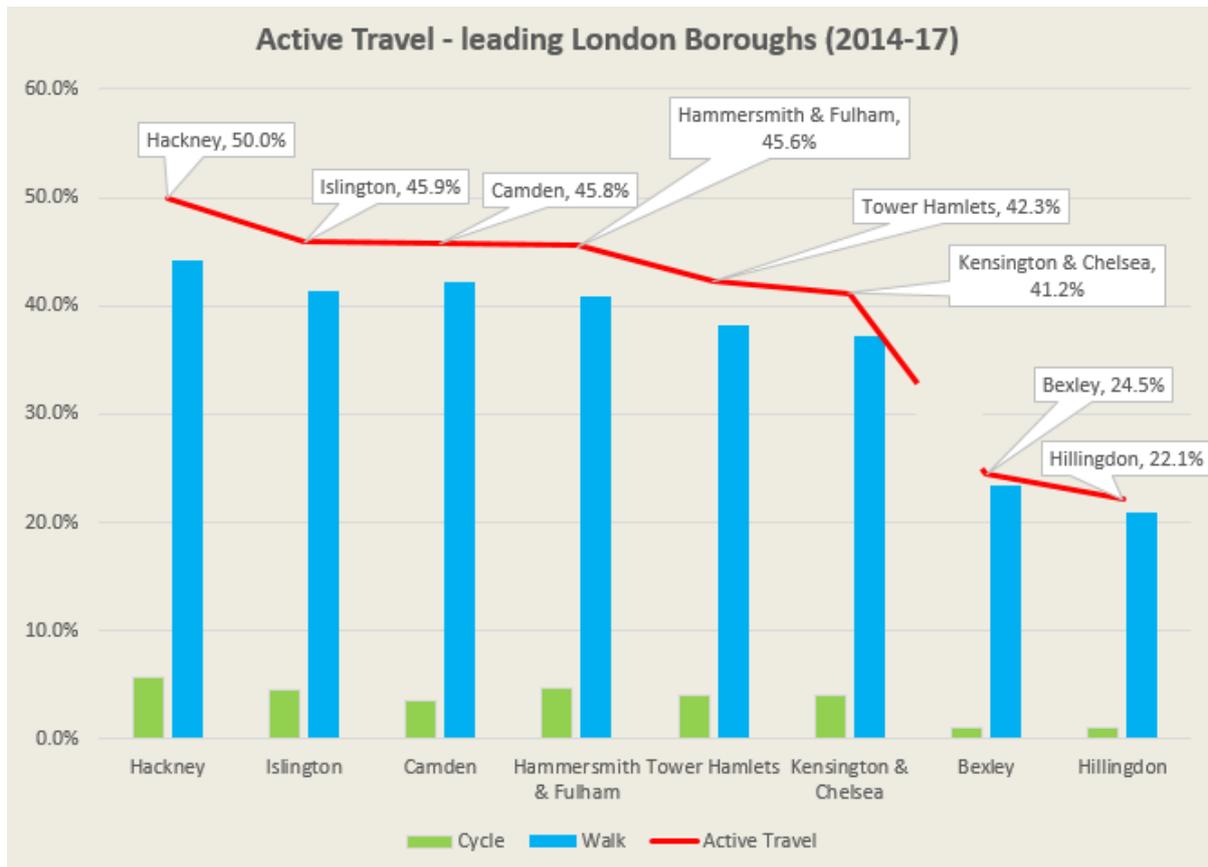


Figure 9.1: Active Travel Leading London Boroughs 2014-2017

## Walking and Cycling

- 9.9. Walking levels in Hackney have been increasing over the years. According to the 2017 London Travel Demand Survey (LTDS) with all trips, seven-day walking mode share, Hackney had a higher percentage of walking trips than anywhere else in London, overtaking Camden, Islington and Hammersmith & Fulham to reach a figure of 44.2%, well above the Inner London average of 37.6%. This puts Hackney in a strong position to meet its local 40% walking share target by 2025.
- 9.10. Transport policy and investment in Hackney is geared towards prioritising walking and cycling. The Council has a well-deserved reputation for innovative public realm schemes that promote high levels of walking and cycling, improve the local environment and support local economic activity. Walking and cycling trips form a critical part of resident's journeys to work, school and shopping, but are key in their own right as a dominant mode of transport for our residents.
- 9.11. A particular focus of the borough is to encourage children to walk to school and the borough has set a 70% walking to school target (both primary and secondary) for 2025. While walking to school mode shares are now consistently above 60%, the mode share has fallen off slightly since the early part of the decade and is now in the low 60s. To further encourage this Hackney has pioneered the introduction of 'School Streets' where streets around a school temporarily become pedestrians and cycles only at set times in the morning and afternoon. 7 are currently in operation.

- 9.12. Hackney has by far the highest levels of residents cycling to work in London, at 15.4% of all commuter journeys (based on the 2011 Census and taking into account those who do not work or work from home) it is substantially greater than the second highest Borough (Islington at 10.1%) and is almost four times greater than the London average of 4.3%. Nationally, only Cambridge (31.9%), Oxford (18.7%), and the Isles of Scilly (18.4%) have higher rates of cycling to work.
- 9.13. Building on its policies of promoting Liveable Neighbourhoods, Hackney was one of the first boroughs to introduce 20mph speed limits on all borough roads and has invested in a large number of walking and cycling schemes across the borough, including:
- Hackney Central Narrowway project - completed;
  - Hackney Central Liveable Neighbourhoods Scheme recently awarded £8.7m to transform three of the worst Borough junctions for accidents, reduce severance and encourage more walking, cycling and vitality of a key town centre;
  - Stoke Newington gyratory removal – working in partnership with TfL and other key Stakeholders (project on-going);
  - Seven Sisters Road narrowing and public realm improvement scheme - working in partnership with TfL and other key stakeholders to reduce traffic dominance and severance caused by this dual carriageway road;
  - Shoreditch Plan – urban realm improvements to improve walking and cycling (on-going);
  - Low Emission Neighbourhood – introduce a package of measures to improve air quality and promote sustainable transport (on-going);
  - Pocket Parks – recently developed scheme to encourage urban greening, place making and play on Hackney streets.

### Passenger usage at Hackney’s Main Stations

- 9.14. 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	ENTRIES & EXITS FY2017-18	INTERCHANGE 2017-18	ENTRIES & EXITS 2016-17	ENTRIES & EXITS 2015-16
HACKNEY CENTRAL	4,305,232	3,435,906	4,829,020	5,978,530
HACKNEY DOWNS	2,186,348	2,815,885	3,901,394	2,266,824
HACKNEY WICK	3,454,668	269	2,140,198	2,103,982

HAGGERSTON	4,520,684		3,323,048	3,187,120
HOXTON	1,324,774		2,996,342	2,931,902
HOMERTON	3,196,804		4,815,576	4,652,282
CLAPTON	1,787,146		1,805,730	1,598,734
DALSTON JUNCTION	5,676,786		5,296,038	5,139,640
DALSTON KINGSLAND	5,553,836		6,184,348	5,931,382
SHOREDITCH HIGH STREET	8,586,056		7,855,004	7,661,254
STOKE NEWINGTON	1,328,852		1,367,018	1,165,432
STAMFORD HILL	542,940		579,230	505,130
RECTORY ROAD	988,240		982,934	939,602
LONDON FIELDS	1,324,774		1,330,998	1,184,294
OLD STREET	5,756,246		5,323,546	3,611,484
<b>TOTALS EXCLUDING INTERCHANGE</b>	<b>50,991,876</b>		<b>52,730,424</b>	<b>48,857,592</b>

Table 9.1: Passenger Numbers through Stations 2015-2018

- 9.15. For 2017-2018 there was a mixed picture with growth of just under 9% recorded at Old Street and Shoreditch High Street and slight increases at Hackney Wick, Haggerston and Rectory Road. Use at Clapton, London Fields and Rectory Road remained static with a reduction at Dalston Kingsland offset by an increase at Dalston Junction. Although Hackney Central showed a reduction in use of just under 10% for the first time in a number of years following periods of sustained growth, this was offset by an increase in trips through Hackney Downs and a 15% increase in interchanges at both stations.
- 9.16. Overall, the Overground lines in Hackney have been highly successful in bringing workers and visitors into 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.

### Net Car and Cycling Spaces

9.17. 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 vehicles – though some spaces, for example those for disabled users, are exempt.

Schemes	Net Non-disabled Car Spaces	Net Car Spaces Per Scheme	Net Cycle Spaces	Net Cycle Spaces Per Scheme	Percentage Car Free
Approvals 2014/15	24 (+151 disabled)	0.4	5028	24.89	75%
Completions 2014/15	89 (+54 disabled)	0.7	1432	11.74	83%
Approvals 2015/16	17 (+31 disabled)	0.7	2126	7.06	92.1%
Completions 2015/16	7 (+52 disabled)	0.03	1285	5.81	83%
Approvals 2016/17	-96 (+44 disabled)	-4	4365	16.6	91.5%
Completions 2016/17	41 (+38 disabled)	0.2	2116	10.27	88%
Approvals 2017/18	-173 (+39 disabled)	-8	3831	14.4	92.2%
Completions 2017/18	-27 (+35 disabled)	-0.13	1249	6.41	87%
Approvals 2018/19	-166 (+21 disabled)	-8.7	1125	4.57	92.3%
Completions 2018/19	-50 (+39 disabled)	-0.4	1777	13.46	87%

Table 9.2 Net Car and Cycle Spaces, 2014-2018, Hackney

9.18. Core Strategy Policy 6, DMLP policy DM47 and emerging policies in the new Local Plan 2033 aim to reduce car usage in the borough, by encouraging car free developments. Table 9.2 shows that overall, policy continues to be effective at delivering car free development; 92% of approvals were car free in FY2018. The number of car parking spaces is showing a strong downward trajectory, particularly in terms of approvals. Both approvals and completions have moved into negative figures since FY2017. 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.

- 9.19. The provision of cycle space supports the aim of car-free development. Numbers vary per year and FY2018 saw a high figure of 1,125 approvals, although slightly lower than in the preceding years. There was a high figure of 1,777 cycle spaces completed in FY108.
- 9.20. 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 Development Management Local Plan (DMLP). DM32 requires new developments to provide new open space in developments. Hackney has green space totalling almost 396 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. Additionally, DM31 requires
- 10.3. the provision of communal amenity open space for development proposals incorporating 10 or more residential units and/or more than 1000sqm of commercial floorspace.

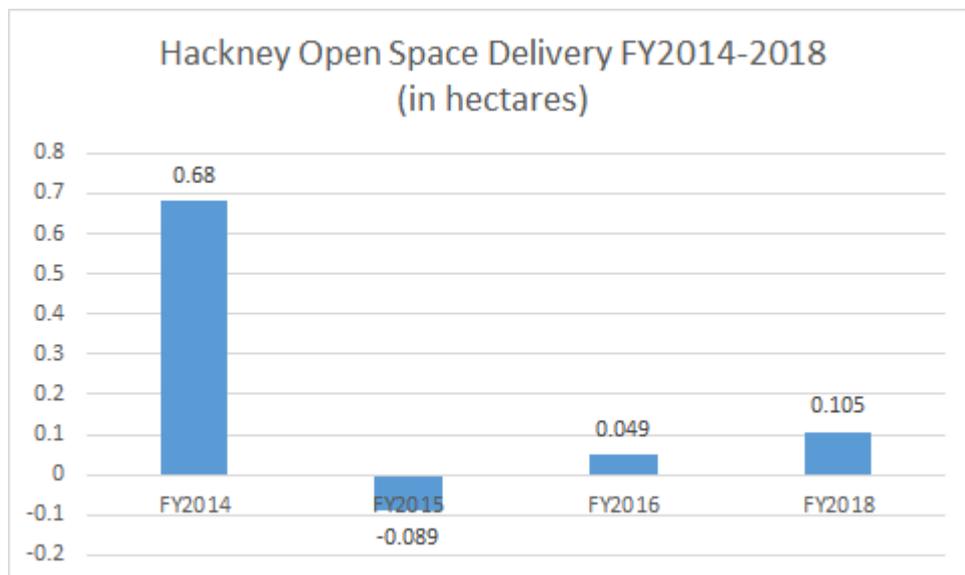


Figure 10.1: Hackney Open Space Delivery FY2014-18

- 10.4. Figure 10.1 indicates that there has been a net gain of open space in Hackney over the last five years of around 0.745ha. There was a gain of 0.105 Ha of open space in Hackney from schemes completed in FY2018.
- 10.5. There is further 0.243 hectares of new open space within developments that gained planning approval over the last five years. Opportunities to secure new open space are limited and maximised alongside other new policy initiatives for urban greening set out in the Local Plan 2033.

### **Green Flag Awards for parks**

- 10.6. 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 FY2018, 27 parks in Hackney achieved green flag status. These were:
- Albion Square, N1
  - Aske Gardens, E8
  - Broadway Market Green, 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
  - Kynaston Gardens
  - London Fields, E8
  - Mabley Green, E9
  - Mark street gardens EC2A
  - Millfields Park, E8
  - Rowley Gardens, N4
  - Shoreditch Park, N1
  - Springfield Park, E5
  - St John's Churchyard Gardens, E5
  - St Thomas's Square Gardens, E9
  - Stonebridge Gardens, E8
  - Well Street Common, E9
  - West Hackney Recreation Ground, N16
  - Woodberry downs park N4
- 10.7. This is an increase of 2 new awards over the previous financial year, with Broadway Market Green and Rowley Gardens being the additional parks awarded Green Flags, indicating that the quality of parks is growing. Within Hackney, three areas maintained by other organisations were also awarded Green Flag Awards: St Leonards Churchyard, St Mary's Secret Garden and Woodberry Wetlands. All of Hackney's District and Regional Parks are designated open spaces through the new Local Plan (LP33), along with many local spaces.

### **Planning Obligations for open spaces over 5 years**

- 10.8. 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 open spaces. The Hackney projects funded out of S106 that saw improvements to open space in FY2018 are:
- Daubeney Fields play area refurbishment
  - DeBeauvoir Square improvements
  - Stonebridge Gardens play area improvements
- 10.9. It should be noted that since April 2015, open space provision has been identified as a type of infrastructure on the Council's CIL Regulation 123 list and as a

result, funding for open space can no longer be negotiated as part of planning legal agreements reducing the funding available for future projects.

### **Analysis**

- 10.10. As the inner London Borough with a large 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. Overall, the policy has been effective in protecting open space given the generally positive trend in open space delivery for the last 5 years. The new Local Plan seeks to secure additional open space through development alongside increased urban greening recognising projected population increases.

## 11. Design and Heritage

- 11.1. One of the overarching objectives of the Core Strategy is to protect and enhance the quality of Hackney's 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 of neglect, decay and unlawful works. Comparison of the 2018 Heritage at Risk Register with the 2017 Register for Hackney shows that the number of listed buildings at risk in the borough remains static at 29 sites.
- 11.3. Some buildings will be taken off the register in coming years, since the Council has worked with owners to bring forward repairs, restorations and reuse schemes for these sites. Of the buildings on the October 2018 register, 7 are subject to consented schemes, 3 are currently in planning, 3 are in pre-application discussions and 4 are subject to enforcement. At least one building currently in the 2018 register will be removed from the October 2019 register.

### Conservation Areas

- 11.4. Hackney contains a large number of conservation areas that protect the character and appearance of a diverse range of historic environments. The total number of conservation areas in the borough currently stands at 31, covering over a quarter of the borough. Conservation Areas provide extra controls for demolition, tree works and advertising and limit permitted development rights, meaning that applications must be made for certain external alterations and extensions to ensure they are in keeping with the character of the area.
- 11.5. The 2017 Conservation Areas Review Study (CARS) identified a programme for the review of the borough's existing conservation areas along with the designation of a number of new conservation areas.
- 11.6. Shacklewell Green Conservation Area was the first new conservation area to be designated following the CARS study in February 2018. An Article 4 Direction to protect the uniform character of the conservation came into effect in October 2019.
- 11.7. In 2019, the Council is reviewing the boundary and character appraisal of the existing Lea Bridge Conservation Area and will be looking to designate a new

Brownswood Conservation Area close to Finsbury Park. Both of these pieces of work are high priority following work carried out for the CARS. A small extension to the existing South Shoreditch Conservation Area is also proposed to include a number of Victorian and Edwardian buildings. Work on all these conservation areas is expected to be completed in early 2020.

### **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 Hackney's 2017 borough wide Characterisation Study which replaces the 2005 Hackney Tall Buildings Strategy.
- 11.9. The Characterisation study defines a tall building as 50% above the prevailing building height and encourages a context led approach and full site analysis in order to identify suitable sites for tall buildings. Policies within the emerging LP33 set out a rigorous set of requirements to ensure the highest quality of design and work on the Future Shoreditch AAP goes further by identifying specific sites and areas, which may be more appropriate for tall buildings.
- 11.10. A total of 9 tall buildings have been built since 2014. In FY2018, 3 tall buildings were completed, of 18 storeys (New River ward), 20 (De Beauvoir ward) and 39 storeys (Hoxton ward). There are 17 tall buildings of 10 storeys or greater in the pipeline - 11 of these pipeline developments are in the south of the borough, in Hoxton, Haggerston and De Beauvoir.

### **Hackney Design Awards**

- 11.11. The Council first ran the Hackney Design Awards (HDA) programme in 2004 and it has been run successfully every two years since then. It is widely acknowledged that the HDAs are an established part of the 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 ensure development in Hackney is delivered to the highest possible standard and to enable high quality development through a range of initiatives and partnerships, including Hackney's Design Review Panel (DRP).
- 11.12. 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.
- 11.13. The 2018 Hackney Design Awards received 42 nominations and winners were announced at an Awards ceremony in February 2019. Winners included the restoration and refurbishment of Hackney Town Hall and the Council's Kings Crescent Estate regeneration.

### **Analysis**

- 11.14. Overall the situation has been positive for heritage and design in Hackney, with heritage at risk not increasing. Importantly, this has been due to efforts to regenerate these buildings into ways which safeguard the character while setting them on a sustainable footing. The review of Conservation areas will provide greater policy protection for Hackney's heritage through LP33.

## 12. Planning Performance

- 12.1. The performance of Development Management is important to both the Council and Central Government, who measure performance. In some cases, Hackney sets a higher target than the Central Government. 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 (Government targets are 60%); 75% of minor applications must be determined within 8 weeks of validation (Government target is 70%).
  - 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:
- 80% of planning applications vetted 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 through FY2018 exceeded targets, particularly for major planning applications (90%). The processing of minor applications and other applications was consistently above target, averaging 82% and 88%.
- 12.4. The key indicator for quality - that is, planning appeals dismissed - came in below target in FY2018. A large number of appeals (189) were submitted, of which 58% were dismissed. This was due to the large number of kiosk decisions that have been appealed and been allowed at appeal. The basis for these decisions is a different understanding held by the appeal inspectors of the urban character of Hackney.

		2018-2019				
Indicator	Target	Q1	Q2	Q3	Q4	Total
Percentage of major planning applications determined within 13 weeks (ex N1 157a)	70%	100% (12 of 12)	67% (4 of 6)	100% (8 of 18)	85% (11 of 13)	90% (35 of 39)
Percentage of minor applications determined within 8 weeks	75%	76% (175 of 230)	81% (229 of 284)	85% (188 of 220)	87% (227 of 262)	82% (819 of 996)
Percentage of other applications determined within 8 weeks	80%	84% (326 of 386)	88% (334 of 381)	91% (335 of 370)	88% (338 of 384)	88% (1333 of 1521)
Percentage of planning appeals dismissed	70%	40% (16.5 of 41)	50% (22.5 of 45)	66% (24.5 of 37)	68% (45.5 of 66)	58% (109 of 189)

Table 12.1: General Planning Performance, 2018/19, 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%) in FY2018. Data for planning searches processed in 10 days was not complete at the time of this report but showed a 73% average for the data known. Both Percentage of planning enforcement enquiries acknowledged within 5 working days and Percentage of site visits in planning enforcement cases undertaken within 10 working days exceeded their targets, at 86% and 92%.

Indicator	Target	2018-2019				
		Q1	Q2	Q3	Q4	Total
% Applications vetted within 5 days	80%	60%	65%	48%	47%	54%
% planning searches processed in 10 days	80%	TBC	71%	96%	94%	73%
Percentage of planning enforcement enquiries acknowledged within 5 working days	80%	88%	81%	87%	93%	86%
Percentage of site visits in planning enforcement cases undertaken within 10 working days.	75%	93%	86%	95%	89%	92%

Table 12.2: Planning Performance, Local Indicators, 2018/19, Hackney

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

12.7. Over FY2018, the building control team achieved a market share of 33%, below the target of 50%. The percentage of chargeable applications processed within 3 working days improved from the previous monitoring period, and within the reporting period, and achieved over the target, at 92%. 85% of full plan pre-decisions were given within 15 days, which was an improvement over the last reporting period. The number of site investigations undertaken within one day of request exceeded the target by 12%. Finally, of the data available for the number of completions certificates issued within 5 days of an inspection, the result was over the target, at 91%.

Indicator	Target	Q1	Q2	Q3	Q4	Total
Percentage market share of building regulations working applications	50%	28.6%	38%	29%	29%	33%
Percentage of Building Regulations chargeable applications acknowledged within 3 working days (Full Plans, Building Notices, Regularisation & Demolition Notice applications)	80%	86%	88%	93%	96%	92%
% of Building Control Full Plans Pre decisions given within 15 days	90%	74%	100%	96%	76%	85%
% site inspections undertaken within 1 working day from request (service standard)	80%	85%	86%	82%	88%	92%
% of completion certificates issued within 5 days of an approved inspection subject to receipt of appropriate documentation (service standards)	90%	87%	100%	87%	96%	91%

Table 12.3: Building Control Performance

## **Analysis**

- 12.8. Overall, the performance of planning has been positive in FY2018, with targets across development management exceeded in many cases; 90% of 39 Major Planning Applications were determined in accordance with agreed timescales, beating the target of 70%. 82% 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 was less satisfactory, with 58% of cases taken to appeal being dismissed, due to the large number of kiosks in the reporting kiosk.
- 12.9. Validation was below target, with 54% of applications processed in 5 days against an 80% target. Planning searches were also below target at 73%. This may be accounted for by very large or complex applications being received, plus significant issues with the ICT system and the Print room.
- 12.10. Building control performance shows that the team has come in below target for market share in FY2018. Full Plans Pre decisions given within 15 days were also below the 90% target at 85%. However, in three other areas, Building Control exceeded the targets. 91% of completion certificates were issued within 5 days. Both Building Regulations chargeable applications acknowledged within 3

working days and site investigations undertaken within one day of request were 12% above target.

- 12.11. Overall, improvements across certain areas of the service have been maintained and additional improvements to some processes will be made going forward.

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

- 13.1. A number of Hackney's development plans allocate sites for development. The Site Allocations Local Plan (2016) allocates sites across the borough for development and is the key provider of new sites to deliver housing and other land uses. In addition to this document Hackney currently has three area action plans which designate sites and prescribe specific policy for Manor House, Dalston and Hackney Central. These site allocations will be replaced by Local Plan 2033, and Area Action Plans for Shoreditch and Stamford Hill. Further information about the status of the existing site allocations is set out in the Proposed Submission Local Plan ([hackney.gov.uk/lp33](http://hackney.gov.uk/lp33)).