



Hackney A Place for Everyone

Hackney Local Plan 2033
Strategic Planning
Adopted July 2020



APPENDIX 1

London Borough of Hackney

Hackney Local Plan 2033

Proposed adoption

20th July Cabinet

22nd July Council

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1. Introduction

- 1.1 Hackney's Local Plan (LP33) sets out the Council's growth strategy and an approach to managing land uses, alongside planning policies and planning guidance for places and neighbourhoods. The Plan covers the period 2018 to 2033, and it will direct development and investment in the borough and help to shape regeneration plans for neighbourhoods.
- 1.2 Planning policies are set out within the Plan in defined boxes and are referenced PP1-PP10 (Chapter 4) and LP1-LP58 (Chapters 5-12). Site allocation policies are defined in Chapter 13 and are referenced as MH1-MH3, HC1-15, D1-D10, CL1, CLD1, SHX1-SHX3.
- 1.3 A Local Plan contains both strategic and non strategic policies. Strategic policies are those that are necessary to address the strategic priorities of an area, covers matters that cross administrative boundaries, and involve on-going joint working with the GLA, other local authorities, organisations and communities. All the policies within LP33 are considered strategic in accordance with national policy.
- 1.4 LP33 sets out to ensure that new development serves the needs of the community, making sure that the right development is built in the right place, that growth is managed in a thoughtful and considered way and that the Council realises its vision for a fairer, safer and more sustainable Hackney.
- 1.5 Once adopted, LP33 will replace the Core Strategy (2010), Development Management Local Plan (2015), Hackney Central AAP (2012), Dalston AAP (2013) and Manor House AAP (2013). LP33 also replaces certain allocations set out in the Site Allocations Local Plan (2016). The policies and site allocations replaced are detailed in Appendix 3. It is the Council's key strategic planning document, and will sit alongside:
 - The London Plan – this is the Mayor's strategic plan for Greater London as a whole. It sets out an integrated economic, environmental, transport and social framework for the city, including borough level housing targets and identifies areas for future growth of strategic importance. The Local Plan and other development plans need to be in general conformity with the London Plan. A new London Plan was published for consultation in December 2017 and the Examination in Public took place in 2019. The Inspectors' Panel report was published in 2019, and the Mayor produced a London Plan 'Intend to publish' version in December 2019. As

of April 2020, the Greater London Authority and Government are in discussions regarding the new London Plan.

- Area Action Plans - the Council is preparing two new Area Action Plans for Shoreditch and Stamford Hill. These documents will provide guidance to help shape and co-ordinate development proposals in these key growth areas. Both plans will identify key development sites in their areas.
- Masterplans / Supplementary Planning Documents – this includes the Hackney Central Masterplan (2017) which sets out development principles and detailed guidance for identified opportunity sites in the area. More detailed plans will be produced for Dalston, Clapton and Homerton.
- North London Waste Plan – this is being prepared jointly by seven North London boroughs. It will identify a range of suitable sites for the management of all North London’s waste up to 2031 and will include policies and guidelines for determining planning applications for waste.

This document

- 1.6 The Examination in Public was held on Hackney’s Local Plan 2033 in the summer of 2019, and following the Planning Inspector’s report, LP33 was adopted by full Council on 22nd July 2020.
- 1.7 The document contains four parts: part one sets out the vision for Hackney in 2033, alongside the objectives, growth strategy and place policies; part two sets out policies for different topics; part three allocates sites for different types of development; and part four provides further information on how the plan will be delivered.

Hackney Local Plan 2033 timetable:

Plan making stage	Dates
Consultation on Hackney A Place for Everyone: Local Plan 2033	November - December 2016
Consultation on the Draft Local Plan 2033	October – December 2017
Cabinet and Council approval of the Proposed Submission Local Plan for consultation and submission to Government for examination.	October 2018

Consultation on the Proposed Submission Local Plan 2033	November - December 2018
Submission to Government for examination	January 2019
Examination in public	June 2019
Main Modifications consultation	September 2019 - November 2019
Receipt of Inspector's Report and Schedule of Modifications	June 2020
Adoption of Local Plan 2033	22nd July 2020

2. Challenges and Opportunities

- 2.1 LP33 responds to new challenges and opportunities facing the Borough many of which have been identified through extensive community engagement to develop a new Community Strategy for the Borough – Hackney A Place for Everyone, as well as the more formal stages of consultation for LP33.
- 2.2 Hackney’s population has continued to grow significantly; at the present rate of growth the population will reach around 320,000 by 2033, a growth of 45,000 since 2016. This will result in a need for more homes, jobs, services and community facilities such as schools and health care. Affordability is the top issue of concern for our residents. The average home now costs 17 times the average salary in the Borough. Affordable workspace is also in demand with average commercial rents increasing by 90% since 2009.
- 2.3 Our existing strategic policies were prepared at the time of the economic recession and Hackney has since experienced a period of sustained economic growth. There is therefore competing demand for the use of land including for economic and housing purposes. For policies to be robust they must reflect the current economic climate and be able to respond to future economic cycles going forward to 2033, taking into account the impact of Brexit. In addition growth will need to take into account individual sector’s space and area requirements. The growth of the leisure and evening economy sectors and the growth of internet shopping, for which Hackney has above average use, all present challenges and have an impact on our approach to managing and diversifying uses in our high streets and town centres.
- 2.4 Investment and policy decisions, nationally and in London also provide challenges and opportunities for the Plan. There have been significant changes to legislation and national policy since we last produced strategic planning policies. These include the Housing and Planning Act, revisions to the National Planning Policy Framework and Practice Guidance. We have also seen the introduction of Community Infrastructure Levy (CIL) which could be reformed further throughout the plan period. There have also been extensive and wide ranging changes to permitted development rights.

- 2.5 Hackney will continue to work with the Mayor of London and Greater London Authority to develop a shared vision and strengthen Hackney's role as a key component of London as a World City. Local Plan 2033 has been produced alongside the new London Plan to ensure shared evidence is used, with Hackney helping to shape strategic elements of the new London Plan.
- 2.6 As part of current proposals for Crossrail 2 a new station would be provided at Dalston, which could be operational by the early 2030s. There may be further potential for an eastern branch of Crossrail 2, with stations at Hackney Central and Hackney Wick. These transport improvements improve capacity, accessibility and further unlock development opportunities, possibly leading to improvements in the surrounding area including the public realm. Under-utilised land owned by Transport for London, particularly around the Lea Bridge Roundabout in Clapton could also offer longer term opportunities for development and investment. Improvement in strategic transport infrastructure is critical for sustainable growth and placemaking.
- 2.7 Climate change brings challenges both in terms of mitigation and in the need to develop resilience to increases in temperatures and flood risk. We need to maximise opportunities to further reduce our carbon footprint exploring options for decentralised energy networks and look at ways to reduce urban heat.

How much development is needed?

- 2.8 The key challenge for the Plan is to plan for growth in a sustainable way that respects the built and natural environment, maximising the delivery of genuinely affordable homes, provides necessary community facilities and supports our economy by providing new jobs for Hackney residents.

Population growth is predicted

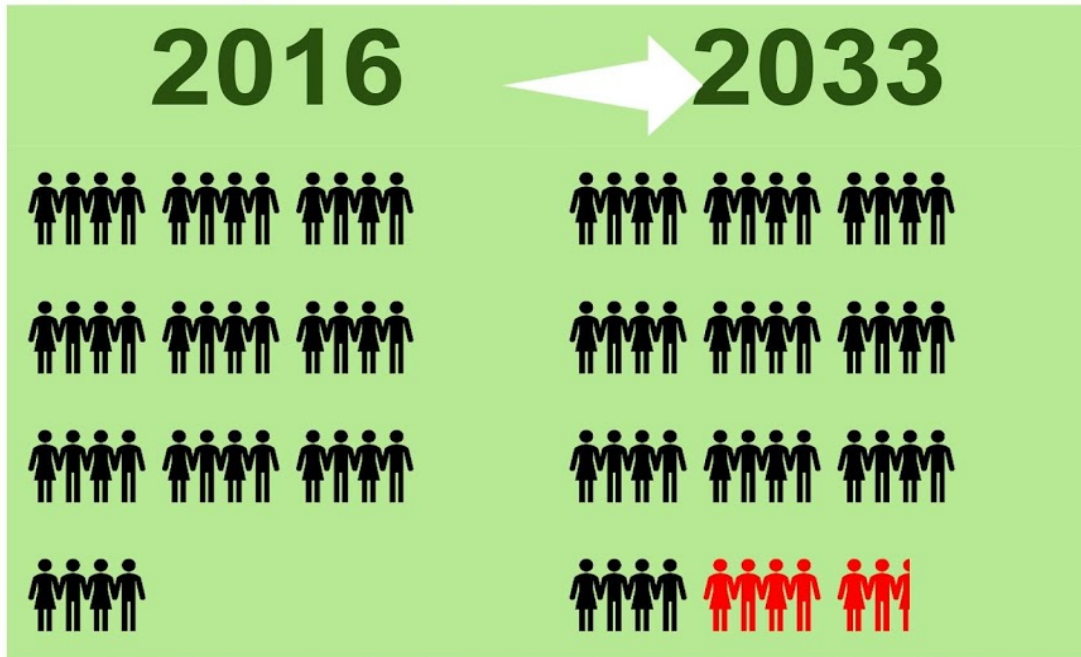


Figure 1: Population is predicted to increase by 16% between 2016 and 2033

Public transport usage increase...

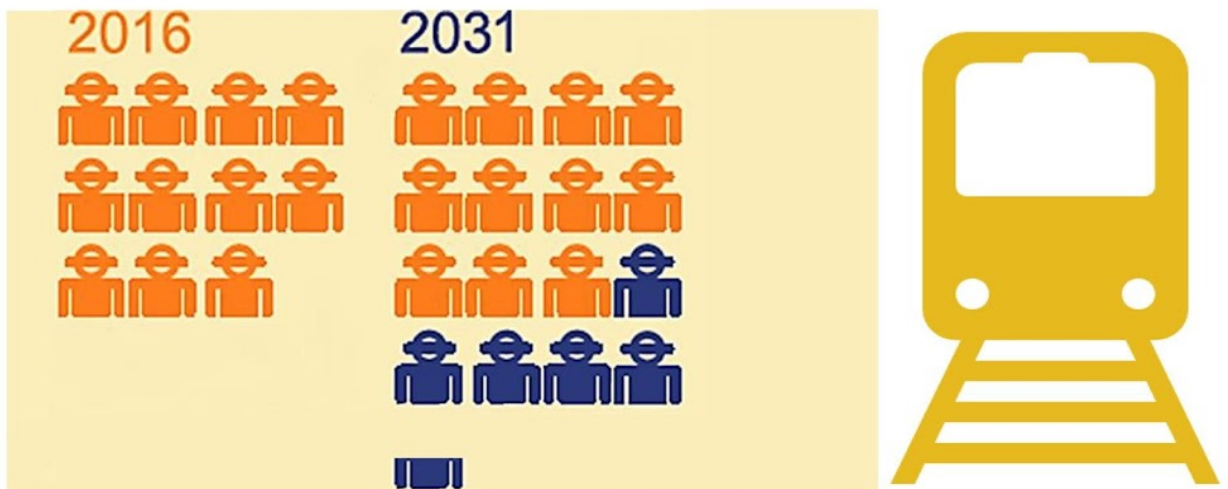


Figure 2: Passenger interchanges at stations are predicted to increase by 50%

Jobs growth...

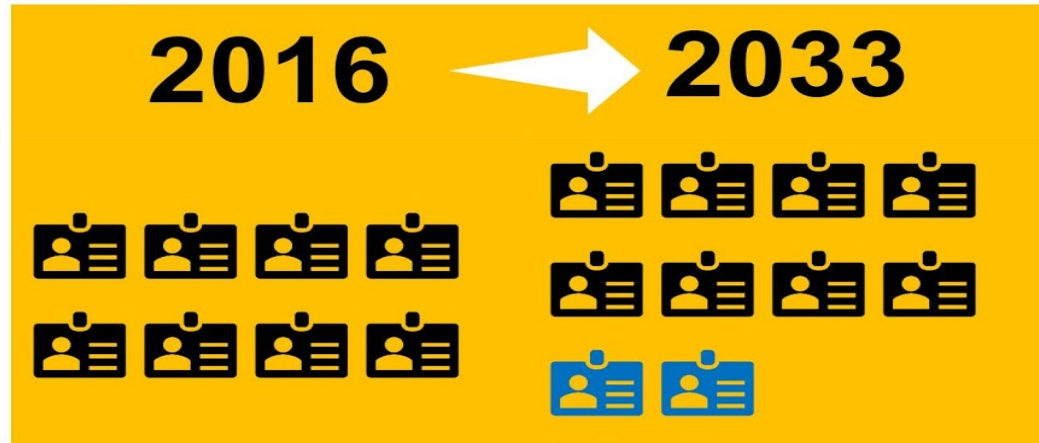


Figure 3: The number of jobs are predicted to rise by 24%

New homes...

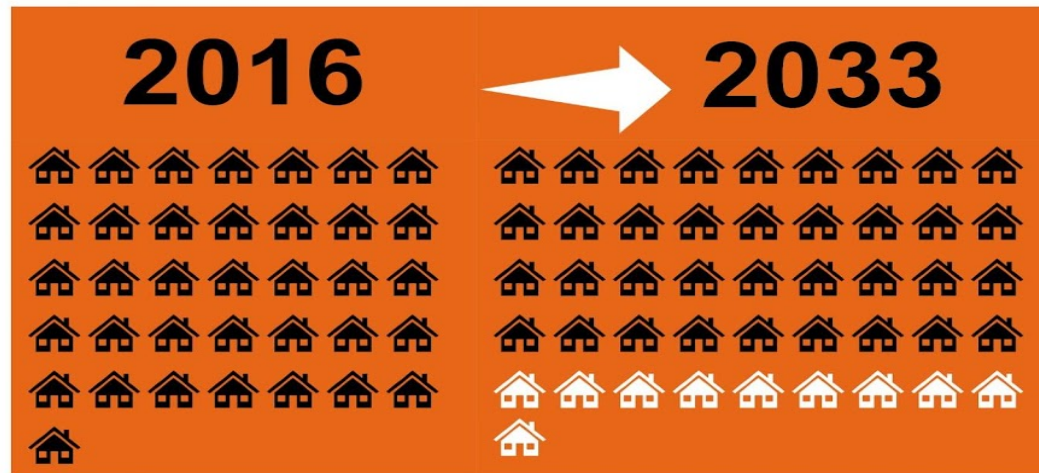


Figure 4: The number of homes are expected to increase by 27%

Vision

- 2.9 Local Plan 2033 is informed by a vision and aspirations for Hackney set out in the new Community Strategy.

Our aspirations for Hackney – 2033

We have protected and enhanced the unique, welcoming spirit of Hackney throughout a period of local and national change and local growth. Hackney is a place where everyone has had the opportunity to benefit from the growth the Borough has seen and no sections of the community feel left behind. The impressive improvement in our schools and colleges has been maintained and they continue to meet our residents' high aspirations for education – valued as universal hubs for the community, promoting social inclusion and cohesion, contributing to health and wellbeing and helping to protect and improve outcomes for children and young people within our community. Residents have access to decent, stable and genuinely affordable housing that meets their needs. They are able to secure higher quality, more stable employment in a range of sectors across London.

The borough is a place where it is easy to get business done – we are home to a spectrum of businesses of different sizes. This includes small firms who provide local services to our diverse population, as well as start-ups and large companies at the forefront of the tech sector. There is a strong sense of community and of collaboration, with residents and businesses keen to share their time, knowledge and skills – and not just within their own local networks. The Council encourages active citizenship and inclusive decision making is honest and respectful with residents about the tough decisions that it has to take in a world where public finances continue to be stretched, and core services must be delivered differently. Despite public resources being limited, there is a focus on keeping the most vulnerable residents in our communities safe and well, and on approaches which are preventative. Protecting and supporting the most vulnerable in our communities is seen as everyone's concern rather than just the role of the public sector.

Our creative, welcoming community continues to be recognised for the depth and breadth of its diversity, in terms of cultural background, experience, skills and perspectives. Hackney is an outward-looking and well-networked borough, working with partners across London's industries to contribute to and benefit from the capital's wider prosperity and innovation. The Council has put sustainability and quality of life at the heart of urban design. Local businesses and residents are equally concerned and committed to being environmentally sustainable with

everyone taking pride in their local area and responsibility for taking care of it for the benefit of all. We have tackled institutional barriers to create healthy and safe streets and neighbourhoods, which are pedestrian- and cyclist-friendly and ensure fair and easy access to green spaces. People are living longer, healthier, happier and more independent lives. They take responsibility for maintaining their wellbeing throughout their lives, but when people do need support, it is joined up and appropriate, taking a view of all their needs in the round.

Objectives

2.10 The following spatial objectives emerged from the Community Strategy vision and set the framework for the future growth strategy and new planning policies.

1. To deliver high quality urban neighbourhoods with distinctive architectural quality which respects Hackney's historic character whilst producing unique and innovative contemporary design that reflects Hackney's innovative and creative culture.
2. To tackle health inequalities, create a child friendly borough and an inclusive environment that promotes good health and wellbeing and enables skill development and lifelong learning for all.
3. To deliver 26,250 additional homes, increasing the supply of genuinely affordable homes, alongside community facilities to meet existing and future needs.
4. To support a diverse and mixed economy providing at least 23,000 new jobs across a range of sectors by 2033 and maximise the supply of affordable workspace and low cost industrial space.
5. To support distinctive town centres and a vibrant town centre experience. Evidence indicates that there will be a requirement of approximately 34,000sqm of new retail and leisure floorspace by 2033.
6. To create liveable and accessible neighbourhoods where people choose to walk, cycle and socialise, and support the development of a network for electric vehicles.
7. To support improvements to the public transport network and maximise the community and regeneration benefits and opportunities to come from Crossrail 2.
8. To protect and enhance existing open spaces and biodiversity, develop and improve green links between these spaces and support the creation of new and open spaces and vertical gardens.
9. To become a low carbon and carbon-resilient borough realising significant improvements to air quality and reducing the urban heat island effect within the Borough.

3. Growth Strategy

Delivering Sustainable Growth

- 3.1 The Council will create the conditions for growth to deliver up to 26,250 new homes, increasing the supply of genuinely affordable homes, alongside community facilities through high quality urban neighbourhoods, to meet Hackney's needs. Development for all uses will be innovative, designed to a high architectural standard whilst reflecting historic character. The most significant growth is planned in the following locations.

Town Centres, High Streets and Employment Hubs

- 3.2 Mixed use development with residential, employment, retail, leisure, community, arts and cultural facilities including those catering predominately for the evening economy will be focused in the designated town centres of Dalston and Hackney Central, and in Shoreditch. We will plan for 34,000sqm of new retail and leisure by 2033, which will be mainly directed towards the main town centres.
- 3.3 Hackney Central will have an enhanced and strengthened role as the borough's major civic and cultural hub providing new homes and jobs, and new retail and commercial floorspace along Morning Lane with improved links through to shopping along the Narrow Way.
- 3.4 The arrival of Crossrail 2 in the 2030s will further enhance Dalston's role as the borough's other major centre. Its arrival will support opportunities for significant growth in the area, which through careful and considered masterplanning, will be managed to ensure Dalston's unique creative and cultural character is maintained and enhanced, alongside the delivery of new homes, jobs and improved retail facilities.
- 3.5 Employment areas within and outside of town centres will continue to be designated and protected for employment-led development, with intensification delivering 117,000sqm of new business floorspace. Existing industrial land maker space will be safeguarded and intensified, to support a flexible, diverse, adaptable and sustainable economy.
- 3.6 New office development will be directed to the most sustainable locations in the borough, including within the City Fringe Opportunity Area and the borough's

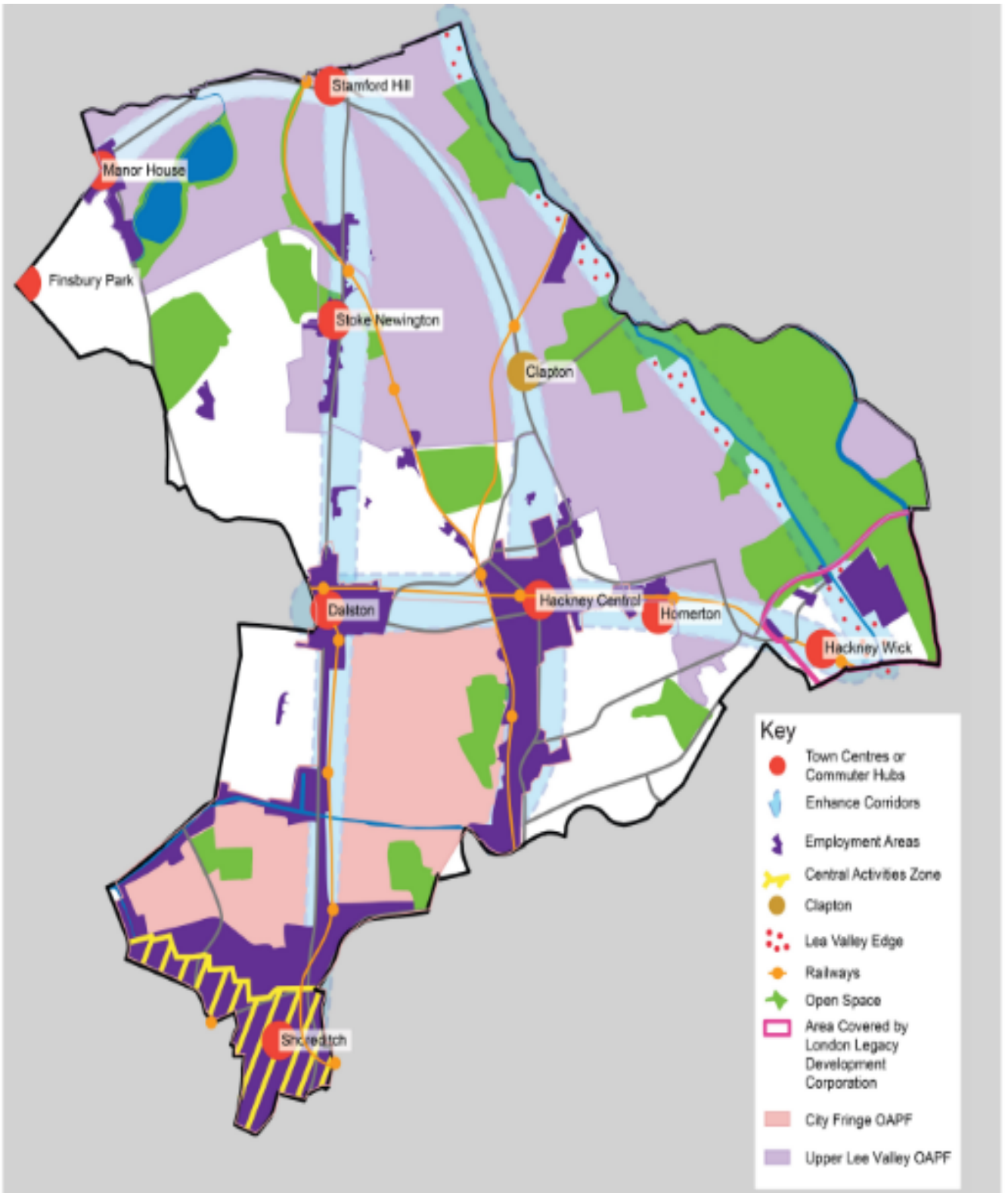
Town Centres to support Hackney's national and international economy. Shoreditch and the Central Activity Zone in general will continue to thrive and be recognised internationally for Tech City: employment, retail, and leisure uses will be supplemented with a growth in cultural industry driven by its rich theatrical heritage. An Area Action Plan for Shoreditch will guide this growth.

Enhanced Corridors, Lea Valley Edge and a New Centre at Clapton

- 3.7 Mixed-used, housing led development will be encouraged along the borough's main transport corridors to deliver improvements to the public realm, new community facilities and other measures that promote healthy streets and that easily link different neighbourhoods, open spaces, public transport hubs, and civic areas by walking and cycling. The use of space above existing buildings to deliver more homes will be encouraged. There will be more detailed plans to guide development and growth of some of the town centres and areas within the enhanced corridor areas.
- 3.8 A boroughwide Characterisation Study has identified locations for renewal and intensification enabling higher density development to deliver new homes in a way that enhances positive local character and the historic environment. Key areas for focus include:
- Kingsland Road: Stamford Hill - Stoke Newington - Dalston - Shoreditch.
 - Clapton Road and Mare Street: Stamford Hill - Clapton - Hackney Central - Shoreditch via Hackney Road.
 - Homerton: Dalston - Homerton - Hackney Wick - Stratford – with growth supported by improved transport links including a potential eastern branch to Crossrail 2 and enhanced Overground stations.
 - Previously developed land along the Lea Valley Edge – making best use of the setting next to the River Lea and enhancing access to the Lee Valley Regional Park.
 - A new centre at Clapton will be created through mixed use development connecting Upper and Lower Clapton Road through remodelling of the Lea Bridge roundabout.

Stamford Hill and the North of the Borough

- 3.9 In the north of the borough, development will respond to the specific needs arising from larger families in the Stamford Hill area. An Area Action Plan will help deliver new homes with a particular focus on housing for large families, older people and single people, community facilities, jobs and workspace. It will build upon the area's distinctive local character and shopping centres, celebrate its diverse community and seek to enhance its architectural and landscape merits through an approach that promotes positive change and will maximise the use of undeveloped sites. The area will have better connected neighbourhoods, accessible by walking and cycling, which are designed around communities' specific residential, civic and economic needs.
- 3.10 Stamford Hill's importance as a district centre and cultural centre serving the communities in the north of the borough will be recognised and enhanced. The next phases of the redevelopment of Woodberry Down will near completion and developments along Seven Sisters Road and Green Lanes junction in Manor House will provide new homes and commercial uses with active frontages at the street level enhancing this gateway to the borough.



Map 1: Key Diagram

4. Places for People

4.1 To deliver our vision for Hackney in 2033 we have developed a series of place policies. Place policies provide the strategic guidance for the Council to develop the area based plans and guide new development in these areas.

1. Dalston
2. Hackney Central and Surrounds
3. Stamford Hill
4. Enhanced Corridors
5. Hackney Wick
6. Clapton and Lea Bridge Roundabout
7. Shoreditch and Hoxton
8. Manor House
9. Homerton

4.2 The place policies set out an area vision, an overview of the urban character taken from the boroughwide Characterisation Study, urban design analysis, development principles, land use designations and development opportunities. The place policies sit alongside and should be read in conjunction with the borough wide policy on public realm (PP1).

Public Realm

4.3 The public space around, between and within buildings, streets, squares, parks and open spaces all support public life and social interaction. Hackney's public spaces are key to creating a sense of place and play an important role in enhancing communities' quality of life and health and wellbeing and can even play a role in boosting the local economy. Our streets, the space between the buildings, must become public space for public life. These spaces are used by everyone for movement, for work, for play and for simply watching the world go by in the great outdoors and, as we look ahead to an intensified Hackney with a higher population, they become even more important.

4.4 All new development should, where appropriate, meet the criteria set out in PP1. PP1 will also, alongside the specific place policies (PP2 - PP10), help guide future AAPs and masterplans.

PP1 - Public Realm

Public realm improvements and spaces between buildings must be considered as part of all development schemes. Where appropriate, development should:

- i. Integrate new and existing public realm: improving the quality and function of existing routes; creating well-defined streets and open spaces; and taking advantage of existing topography and landscape features;
- ii. Create wide, clear and level pavements and avoid unnecessary street clutter;
- iii. Provide landscaping, planting, seating, drinking water fountains, shade and shelter, street lighting and signage - incorporating these into the frontage of a building where possible;
- iv. Make it easy for people to find their way around, by marking focal points and accesses to buildings and open spaces;
- v. Provide safe building entrances and exits and appropriately designed lighting and security features as an integral part of the development;
- vi. Create multi-functional shared public space for users of all ages, allowing opportunity for informal play and recreation as well as for sitting and lingering.

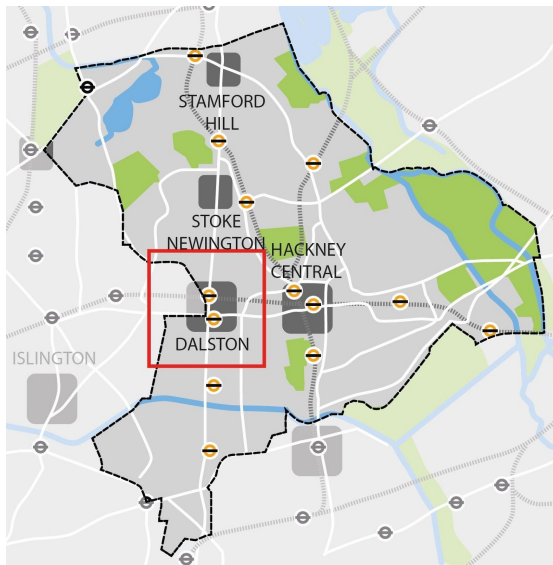
PP2 Dalston

Vision

4.5 Dalston will remain a unique place to live, work and visit. A long-term, sustainable future for the town centre will be developed through careful and considered engagement with the community. This process will ensure that the creative, cultural and social organisations that give the town centre its distinctive identity will be sustained alongside the delivery of new homes, jobs and improved retail facilities. Opportunities to extend and improve Dalston’s public realm, green and public open spaces will be explored with possible new pedestrian links created in order to reintroduce a street-based townscape. The potential arrival of Crossrail 2 will also need to be addressed to maximise the positive benefits to the area.

Area Character

4.6 Dalston is the largest centre in the borough, and is classified as one of London’s major town centres as defined by the London Plan. As a major centre it provides a greater variety of shops and services than district or local centres within Hackney. Dalston is located to the western side of the borough, serving both Hackney and Islington residents.



Dalston Location Plan

4.8 The greatest intensity of the centre is along the High Road with buildings rising to four and five storeys. The Kingsland Shopping Centre and Ridley Road Market also form an important part of the centre. Though important, the Kingsland Shopping Centre is inward facing and not of high architectural quality.

Historic Urban Grain

4.7 Historically a village, Dalston was boosted by the arrival of the first Dalston Junction station in the 1860s. The historic character and urban grain of Dalston is still prevalent as it is surrounded by Georgian and Victorian streets, with many older properties housing shops and businesses on Kingsland High Street.



Urban Design Analysis

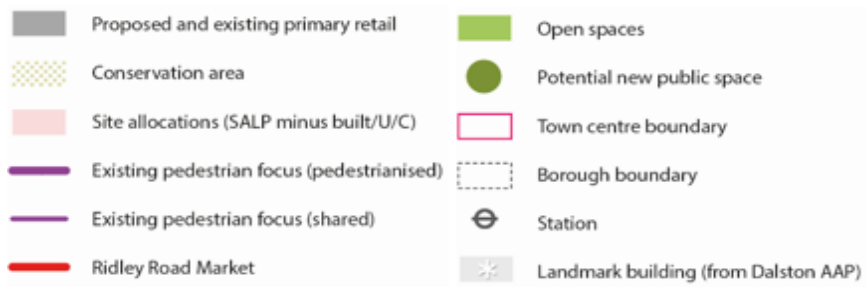
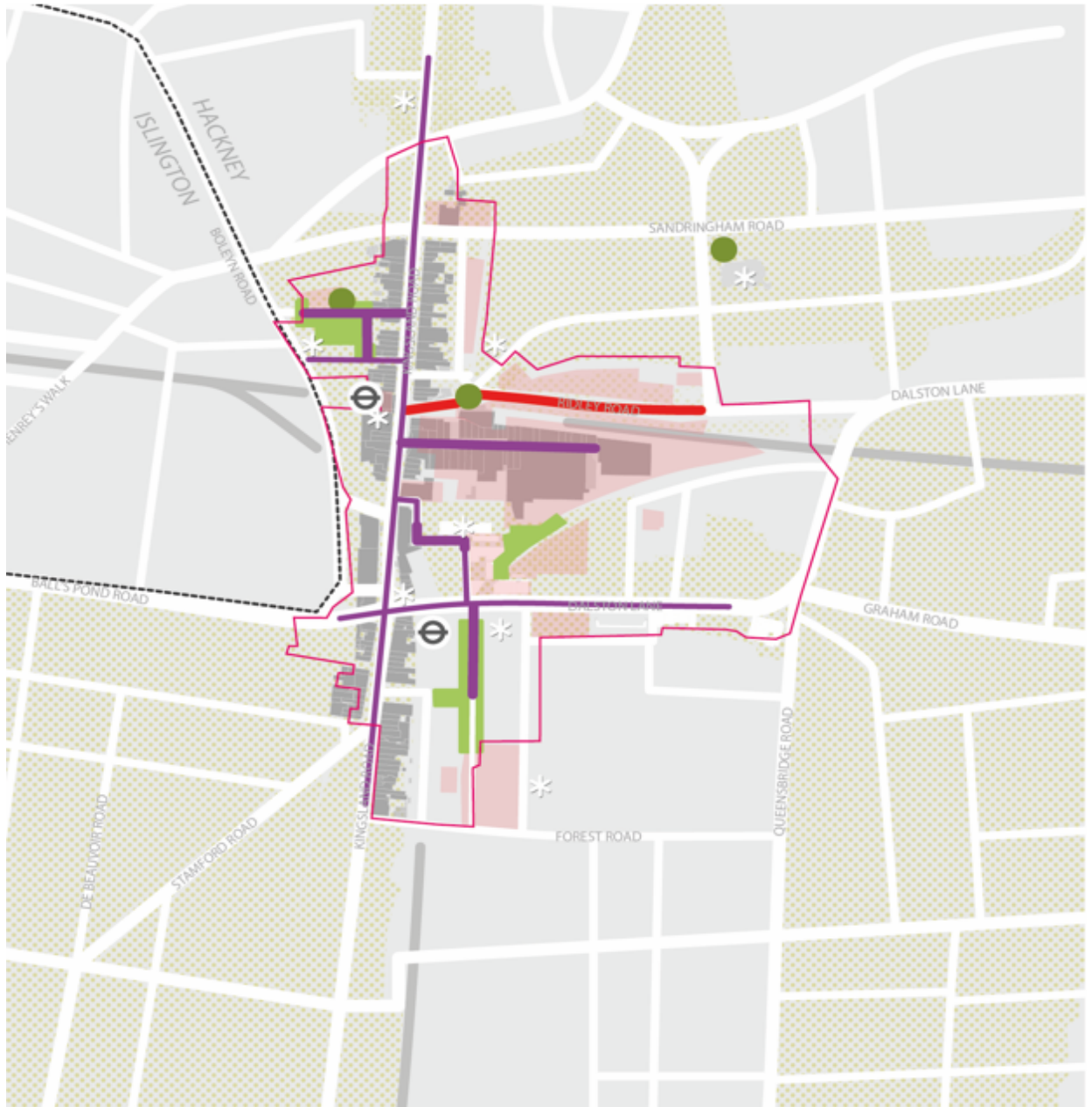
- 4.9 Much of Dalston is within a conservation area which reflects the area's unique history and the need to manage the area's heritage assets.



Existing Urban Grain

- 4.10 Dalston's street layout is of a coarser grain generated by the plots and building footprints of industrial uses associated with the railway and more recent developments such as the Kingsland Shopping Centre. They restrict the ability for more fine grain pedestrian and cycle movement through the town centre. The scale of development is much finer in areas surrounding the town centre.

- 4.11 More recent developments such as Dalston Square though larger in scale, provide a mix of housing and commercial development together with community facilities in the form of a new library and public square.
- 4.12 There are limited areas of public open space within the town centre and they are currently poorly connected. There are limited opportunities for additional open space with the exception of the Eastern Curve. Street based activity remains focused around the busy High Road and Ridley Road where further public realm improvements would be beneficial.
- 4.13 Kingsland High Street (A10) is the main route through this area and is heavily traffic dominated. As a result of this, it suffers from high noise and air pollution levels. Pedestrian flows are amongst the highest in the borough, the wider traffic lanes along the A10 corridor can be a severance to pedestrians crossing the A10.



Dalston Urban Design Analysis

- 4.14 There are a number of creative, cultural and community uses centred around Ashwin Street and parts of Dalston Lane, collectively known as the Dalston Quarter. This area has the potential to further enhance its value as a concentrated area of community, creative and cultural activities.
- 4.15 The opening of Dalston Junction station alongside Dalston Kingsland has increased the accessibility of the centre. Accessibility by public transport may be enhanced further as Crossrail 2 is currently planned to run to a station at Dalston.

Policy PP2 Dalston

Strategic Principles

Where appropriate development should:

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

Key Land Use Designations

- 4.16 The following designations identified on the Policies Map and the relevant policies in the Plan are applicable in this area:
- Major Town Centre
 - Dalston Priority Office Area

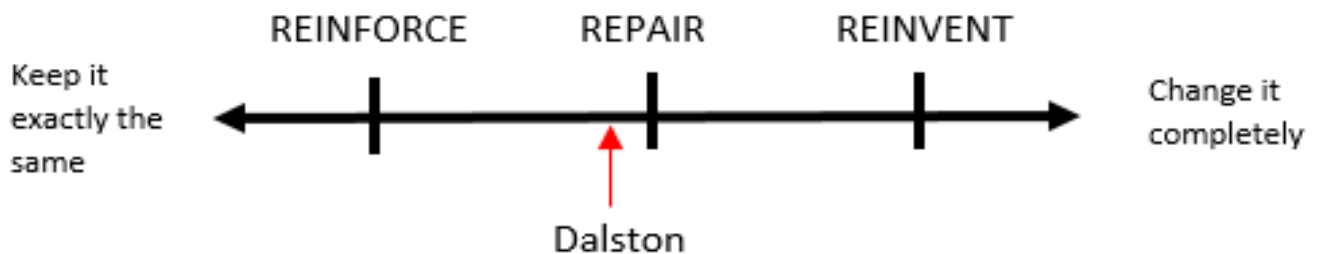
Development Opportunities

4.17 The Council has identified a number of key development opportunities suitable for development these include but are not limited to the following sites. Further details on development capacities and site allocations will be set out in the Dalston Masterplan.

4.18 The following sites in this area are allocated through Site Allocation Policies D1-D10 and are identified on the Policies Map.

- 130 Kingsland Road and site to the rear 130A Kingsland Road
- Dalston Kingsland Station and associated works
- 1, 3, 5, 7 Dalston Lane, (Dalston Western Curve) & 1-7 Ashwin Street
- 36-42 Kingsland High Street (currently McDonalds)
- Kingsland Shopping Centre
- Ridley Road Market Improvement Area
- 2-16 Ashwin St, 11 - 15 Dalston Lane, southern end of 'eastern curve'
- Stamford Works and Gillett Sq Phase 2
- CLR James Library, 16-22 Dalston Lane, 62 Beechwood Road
- Birkbeck Mews Land

4.19 The diagram below illustrates the nature of intervention on the spectrum of reinforce-repair-reinvent that is required within Dalston as identified in the boroughwide Characterisation Study:



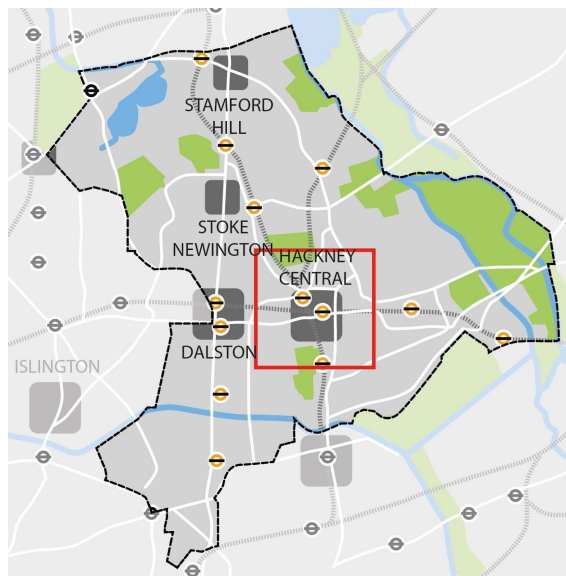
PP3 Hackney Central and Surrounds

Vision

- 4.20 Hackney Central will be a thriving major town centre: the borough's civic and cultural hub and a strategically important employment area. The area will be a safe and attractive place to walk and cycle, well connected to key destinations nearby and outside of the borough, with an improved station and gateways to the town centre. Its high quality public realm and improved public spaces, which encourage people to dwell in the town centre, will be complemented by the provision of new, high quality retail, leisure, workspace and housing to meet the needs of residents.

Area Character

- 4.21 Hackney Central is located to the east of Dalston and is the civic and cultural hub of Hackney. Mare Street is the main spine route which runs through the area. The civic town square, framed by Hackney Town Hall, the Hackney Empire theatre, library, museum and cinema, provides a concentrated node of cultural and civic institutions that form frequent and regular destinations for Hackney's residents and visitors.



Hackney Central Location Plan

- 4.22 The area currently offers good convenience retail, although outlet retail and associated workspace is emerging, particularly around Morning Lane. This cluster of outlet retail has quickly risen to be one of Hackney's biggest attractions, drawing visitors from across the city, as well as foreign tourists.

- 4.23 The area benefits from excellent public transport connectivity, with three Overground stations within easy walking distance of the Town Centre, and a number of bus routes serving the wider city. Hackney Central, Hackney Downs and London Fields Overground stations are currently all accessed via narrow

walkways or entrances under railway bridges that are not directly visible from the area's main centres of activity and would benefit from improvement. There is potential for a Crossrail 2 station, as part of an eastern branch, in the future which would further strengthen Hackney Central's accessibility and attract development interest and investment.



Existing Urban Grain

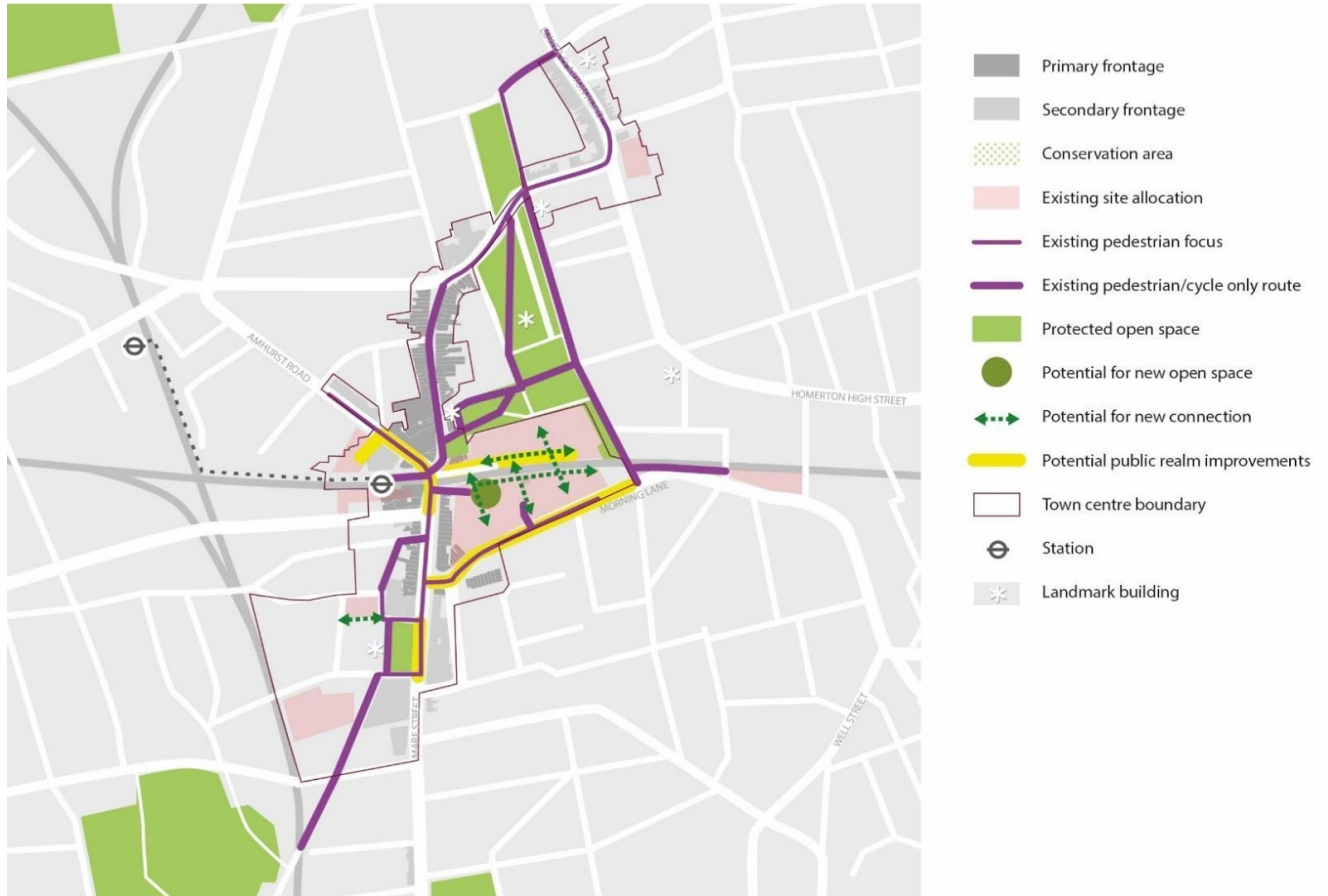


Historic Urban Grain

Urban Design Analysis

- 4.24 Hackney Central's town centre is the historic focal point of the area and contains some of the borough's most attractive and significant buildings and open spaces. The area has an attractive network of streets and spaces although in places traffic dominates and continuity of active frontage breaks down. Work to pedestrianise The Narrow Way – Hackney Central's main retail street – has been completed and further public realm improvements will follow as development sites are brought forward.
- 4.25 Hackney Central's main artery roads are generally dominated by traffic and as a result suffer from high noise and air pollution primarily around the junctions of Mare Street, Graham Road and Morning Lane which are difficult junctions to cross and navigate for people from all walks of life.
- 4.26 The area contains neighbourhoods with traditional perimeter block layouts to the east of Mare Street and north of Victoria Park, and more recent residential areas of blocks in open space to the east of Mare Street.
- 4.27 Hackney Central is comprised of 3 significant character areas:

- Hackney Central - Focused along Mare Street and the Narrow Way with busy streets and quiet routes leading off to the east and west. The area contains a significant concentration of employment uses focused between Mare Street and the railway line.
- London Fields - A neighbourhood focused around London Fields open space with creative employment spaces to the east of the railway tracks and within the arches.
- Victoria Park and Well Street - Older residential neighbourhoods along the northern edge of Victoria Park with an attractive historic character.



Hackney Central Urban Design Analysis

Policy PP3 Hackney Central

Strategic Principles

Where appropriate development should:

- Strengthen the role of the town centre and the expanding economy with increased development capacity for commercial (retail/ workspace/ leisure/ community) and residential uses across the area.
- Implement a variety of public realm improvements, including improvements in Hackney Central town centre around Amhurst Road and the Narrow Way which will increase footfall, improve the legibility, permeability and character of the area and create more space for people to dwell and spend time within the town centre.
- Improve the town square public realm in Hackney Central at the junction between the Narrow Way/ Mare Street/ Amhurst Road utilising the historic Old Town Hall building with the potential for an anchor use to maximise its position in this key location and to enliven and potentially enlarge the town square public realm.
- Potentially relocate Clapton Bus Garage (without compromising ongoing bus operations) to an alternative location such as Ash Grove and the Leabridge roundabout (see Place Policies for Clapton), freeing up a key town centre site for redevelopment and improving permeability throughout and arrival into the town centre.
- Redevelop 55 Morning Lane (Tesco Site) for the provision of new commercial floorspace and housing.
- Utilise Bohemia Place as a pedestrian route and open up 2 or 3 of the railway arches in accordance with the Hackney Central and Surrounds Masterplan (2017) to improve movement through the town centre.
- Improve important transport infrastructure at Hackney Central, Hackney Downs and London Fields Overground stations to ensure stations adequately accommodate increased passenger capacity and through public realm improvements facilitating connectivity and wayfinding.
- Relocate and rationalise several Hackney Housing depots, freeing up key town centre sites for mixed use redevelopment.

Key Land Use Designations

- 4.28 The following designations identified on the Policies Map and the relevant policies in the Plan are applicable in this area:

- Major Town Centre
- Mare Street Priority Office Area
- Helmsley Place Locally Significant Industrial Sites

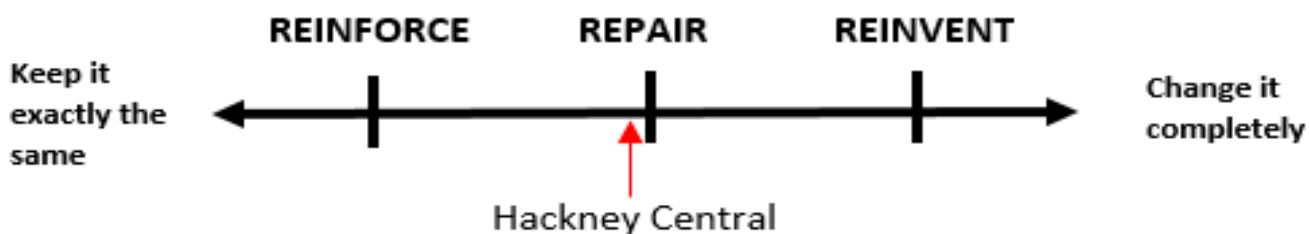
Development Opportunities

- Residential – capacity for around 3,000 homes
- Employment – demand for new (B1) office alongside re-provided industrial space
- Retail – demand for new floorspace with a focus on comparison goods
- Community and cultural facilities to support new and existing communities

4.29 The Council has identified and allocated a number of sites suitable for development during the lifetime of this plan:

- Clapton Bus Garage, (Site Allocation HC1)
- 55 Morning Lane (Tesco Site) (Site Allocation HC2)
- Hackney Central and Overground Station Car Park (Site Allocation HC3)
- 333 -337 Mare Street (Iceland Foods) and 231 -237 Graham Road (Site Allocation HC4)
- 339- 357 Mare Street, 6-18 Amhurst Road (including Marks & Spencer) (Site Allocation HC5)
- Florfield Road (Site Allocation HC6)
- London College of Fashion, 182 Mare Street (Site Allocation HC7)
- 27-37 Well Street (Lidl) (Site Allocation HC8)
- 51-56 Mare Street (Site Allocation HC9)
- 40 -43 Andrews Road and Ash Grove Bus Garage (Site Allocation HC10)
- Travis Perkins, 111 Dalston Lane (Site Allocation HC11)
- 230 Dalston Lane and Hackney Downs Station Entrance (Site Allocation HC12)
- Lower Clapton Health Centre (Site Allocation HC13)
- 164-170 Mare Street (Site Allocation HC14)
- Tesco Metro, Well Street (Site Allocation HC15)

4.30 The diagram below illustrates the nature of intensification that should occur within Hackney Central as identified in the Hackney Characterisation Study.



PP4 Stamford Hill

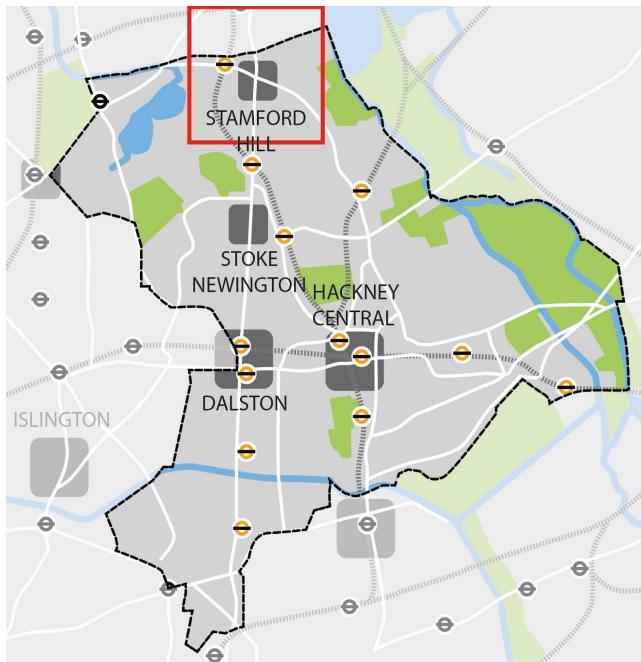
Vision

- 4.31 A cohesive, unique, distinctive and better connected neighbourhood for all communities in Stamford Hill with enhanced areas of individual character. By 2033 Stamford Hill will have become an even more attractive liveable urban neighbourhood, providing new homes and jobs, connected through new and renovated urban environments designed around communities' specific residential, civic and economic needs, and connected by linking together its open spaces with improved streets and public spaces.

Area Character

- 4.32 This policy applies to the whole of the AAP area as shown on the Policies Map. This area of Hackney is in the northeast part of the borough and has the most suburban sense of place of all of the areas within Hackney. Stamford Hill feels distinct in terms of its relatively low density with wider streets and larger properties compared to the southern part of the borough.
- 4.33 Stamford Hill is designated as a district centre and there are a number of smaller local shopping centres within residential neighbourhoods. Stamford Hill is on the edge of the borough and therefore also serves the community in South Tottenham.
- 4.34 This part of the borough has the youngest demography in the borough and as a result of its growing population is creating a demand for larger family homes. The community in Stamford Hill is also distinctive with a large Jewish Orthodox community which is reflected in the community services, shops and housing in the area.
- 4.35 There are few designated heritage assets at Stamford Hill Broadway and the area is less sensitive than other parts of the Borough, but the higher ground makes the taller buildings more prominent.
- 4.36 Stamford Hill provides an opportunity to build upon its distinctive local character and diverse neighbourhood. The emerging Stamford Hill Area Action Plan will provide the strategic parameters to promote new homes and jobs that will: enhance its architectural and landscape merits; promote positive change; maximise the use of undeveloped sites; and address local issues around overcrowding, traffic congestion, and under provision of play spaces for children.

4.37 The area offers the potential for a more pleasant neighbourhood centre at the heart of a community that can adapt positively to the pressures it faces.



Stamford Hill Location Plan



Historic Urban Grain 1892-1914



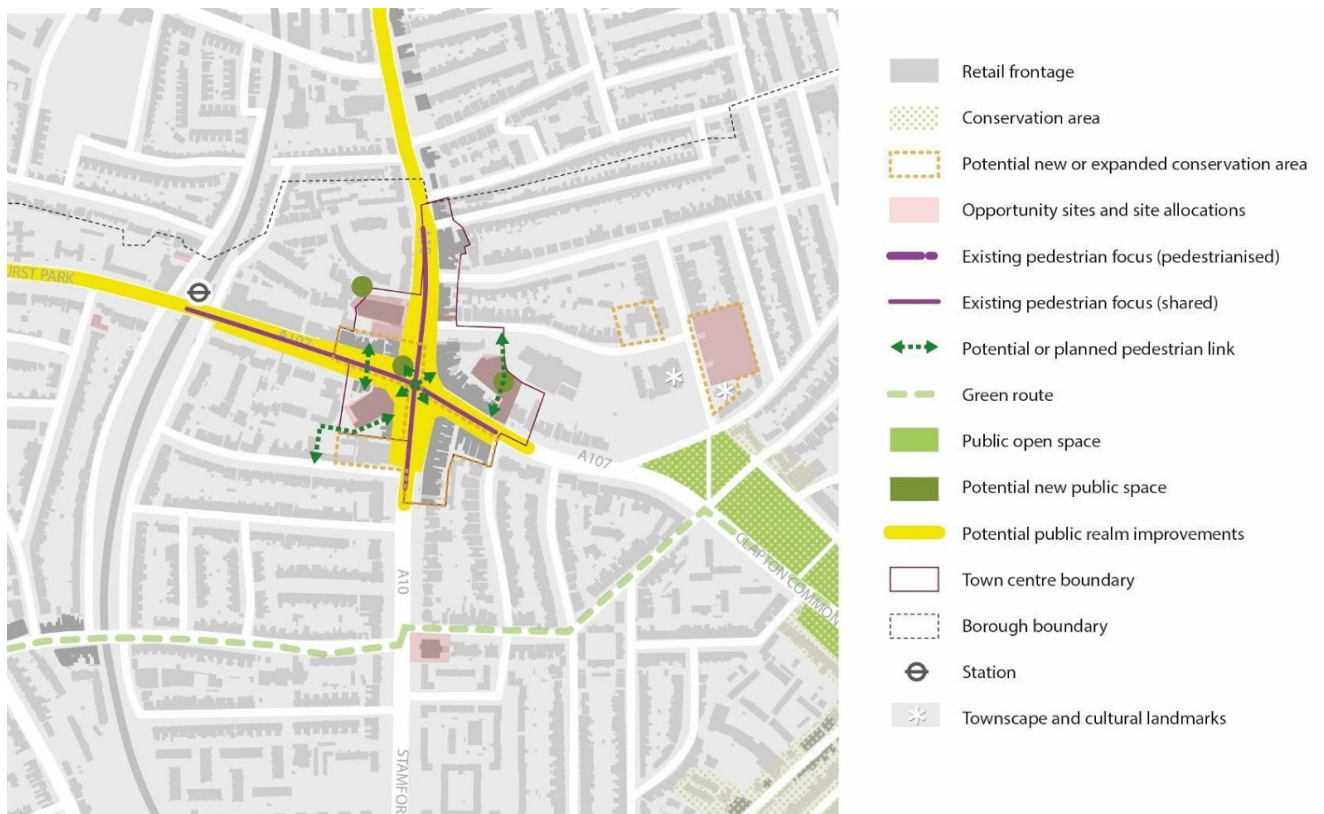
Existing Urban Grain



Historic Urban Grain 1947

Urban Design Analysis

- 4.38 Stamford Hill was redeveloped as the local centre of an intensified neighbourhood in the early 20th Century and was influenced by the spacious, green character of garden city suburbs. However, the junction of Stamford Hill Broadway is an expansive and traffic-dominated space which lacks any pedestrian focal point, respite from the traffic or quality green spaces or planting.
- 4.39 The area feels distinct from the southern part of the borough in terms of its relatively low density with wider streets and larger properties. Urban terraces are the predominant housing typology with some mansion block estates focused on the A10 corridor. There are a number of more industrial employment spaces to the east of the area on the edge of the Lea Valley.



Stamford Hill Urban Design Analysis

Policy PP4 Stamford Hill

Strategic Principles

Where appropriate development should:

- Create high quality urban design in Stamford Hill that enhances its distinctive local character, celebrates its diverse community and seeks to enhance its architectural and landscape merits through a fine-grained approach that promotes positive change and maximises the use of underdeveloped sites.
- Provide new and extended homes with a range of dwelling types, sizes and tenures to sustain mixed and balanced communities, with a particular focus on housing for large families and single people.
- Maximise the benefits of Crossrail 2 and other improvements to public transport to support growth and existing communities.
- Address deficiencies in children's play provision in the northern and southern parts of the area.
- Contribute to improving the network of streets and footpaths to make walking and cycling safe and pleasant and reduce traffic congestion in the Stamford Hill area, particularly around Oldhill Street and Dunsmure Road.
- Create new jobs, employment workspace and affordable workspace, diversify the economy in the Stamford Hill area and increase employment rates.
- Improve connections between existing open spaces within the Stamford Hill area with a particular focus on east west links to improve accessibility between Woodberry Downs and the Lea Valley Regional Park.
- Improve the retail function of Stamford Hill Broadway, Stoke Newington (north), Dunsmure Road and Old Hill Street as vibrant and mixed use shopping centres that are attractive and accessible to all, and meet the needs of the local Community.
- Create an accessible, distinctive and vibrant town centre at Stamford Hill Broadway that builds on its distinct architectural quality and is a cultural destination for visitors, to promote flexible mixed-use development in the Stamford Hill town centre and increase the range of shops, restaurants, cafes and employment opportunities.
- Facilitate interaction between people of different social, ethnic and religious affiliation.
- Provide additional school places for the Stamford Hill community and to provide new opportunities for adult learning and to ensure that people

who live and work in Stamford Hill have access to local educational, training, health and community facilities to meet their day-to-day needs.

- Promote the health and well-being of local people by supporting active lifestyles and reducing health inequalities.
- Support the development of cultural and religious facilities, arts, and leisure and entertainment opportunities for all.

Key Land Use Designation

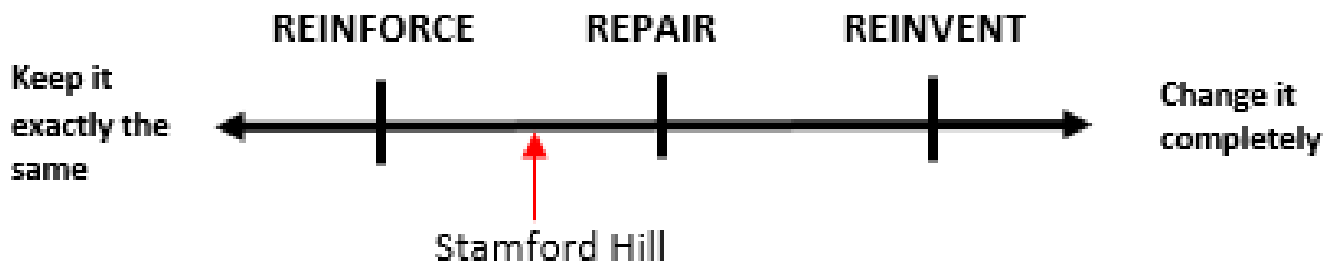
The following designations identified on the Policies Map and the relevant policies in the Plan are applicable in this area:

- District Town Centre
- Belfast Road Priority Industrial Area (PIA)

Development Opportunities

4.40 The Stamford Hill AAP will identify key development opportunities. It will include site allocations to provide site specific guidance, allocate uses and provide development capacities.

4.41 The diagram below illustrates the nature of intervention that should occur within Stamford Hill as identified in the Characterisation Study.



PP5 Enhanced Corridors

Vision

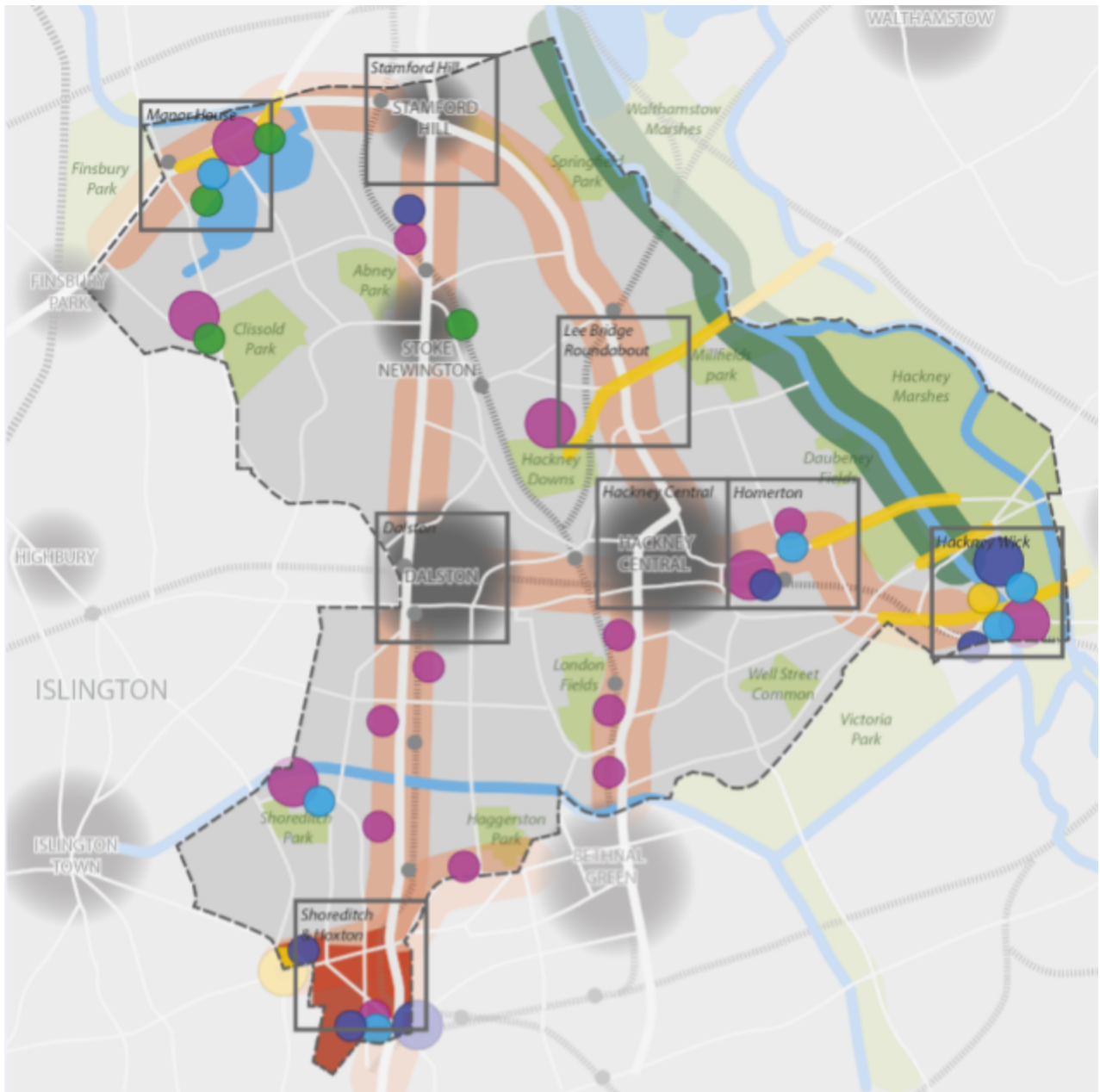
- 4.42 Hackney's major corridors will be enhanced to reinforce the unique historic area character through new mixed-use housing-led developments on infill sites and above existing buildings, new community facilities and other measures to promote healthy streets and public realm improvements focusing on urban greening to combat air pollution along these routes. There will be improved legibility of stations along these corridors, enhancing connectivity with town centres whilst strengthening existing routes as well as improved east-west connectivity along the Lea Valley edge.

Area Character

- 4.43 A number of significant spine roads run through the borough that have a distinctive character from other roads in Hackney. These roads are the key arteries that link together Hackney's main centres of investment, commerce, culture and leisure. The parts of these routes that sit outside of the mixed urban centres have been designated as 'corridors' with potential for enhancement and change.
- 4.44 These major routes are primarily north-south in nature and include the former Roman road of Ermine Street, now known as the A10 stretching from Shoreditch High Street in the south of the borough through to Dalston High Street and Stamford Hill in the north of the borough. Another is the Mare Street, Clapton Common to Seven Sisters spine.
- 4.45 There are also significant east-west routes running through the borough such as Old Street to Hackney Road; and Dalston Lane, Morning Lane to Wick Road. These arteries have a great variety of development along their lengths and strong identities based on the chain of differing places along them.
- 4.46 The River Lee corridor forms part of the wider Lee Valley Regional Park and differs in that it is an important artery for walking, cycling, wildlife, river communities and for leisure and recreation. It forms a strong, green boundary along Hackney's eastern edge and has a cohesive identity that policies in this Plan seek to protect or enhance. At Hackney Wick and Lea Bridge it is a focus for investment and change, but it also balances the urban intensity of the borough with open space and leisure. It is partly this contrast that makes Hackney such an attractive place to live and invest in.

Urban Design Analysis

- 4.47 The main arterial roads are busy and often highly trafficked places. There is high transport accessibility, from the bus routes that run along them to the stations they connect, which makes them attractive commercial locations and focal points for change and investment, but less popular as residential locations.
- 4.48 These routes are some of the oldest in Hackney and as such they have seen the greatest level of change and redevelopment. They are also lined with the boroughs most significant and historic buildings and spaces which could be repaired and enhanced.
- 4.49 The frontage along these routes varies in terms of land use and quality. In some places there is a continual linear high street environment, characterised by small shops and businesses that provide activity to the street. In other areas the retail frontage falls away to larger sites that present an opportunity for redevelopment, such as car sales garages, large format supermarkets or builders merchants. In other locations housing estates form the frontage to the streets, often heavily set back behind wide grass verges.
- 4.50 There is the opportunity to think in greater detail about the continuity of these routes, including landscaping opportunities and the potential for intensification, given the high levels of accessibility and mix in scale.



Policy PP5 Enhanced Corridors

Strategic Principles

Where appropriate development should:

Urban Corridors

- Improve the distinction between town centres and surrounding areas.
- Create and enhance local character and distinctiveness, provide new homes and commercial opportunities, and provide community infrastructure.
- Improve air quality along these routes by minimising car use, enabling walking and cycling and reducing pollution through tree planting.
- Improve the corridors as places which make walking and cycling safer, healthier and more enjoyable options by reducing pollution and improving corridors as places to spend time.
- Improve the character and attractiveness of corridors and consider them gateways to Hackney.

Lee Valley Corridor

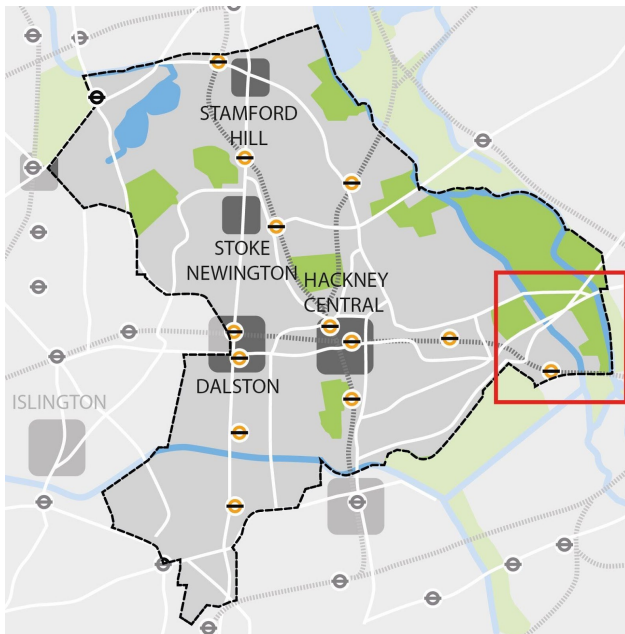
- Improve access to and across the Lee Valley Regional Park, and improve connections to Waltham Forest.
- Create and enhance the special character of the area.
- Create a higher quality edge to the Lee Valley by improving the routes which run along it, and improving the relationship of buildings to it.
- Improve the Lea Bridge roundabout at Clapton as a priority residential, public realm and commercial opportunity area, and gateway to Hackney.

PP6 Hackney Wick

Vision

4.51 Hackney Wick will become a more vibrant, diverse and well connected series of neighbourhoods with places of social, cultural and economic activity, with its unique creative character and heritage retained. The established residential areas in the north, historic character in the centre, and industrial areas to the south, will have been complemented by a mix of new homes, employment floorspace, including affordable and low cost workspace, and community facilities around and within buildings of historic interest, a new Neighbourhood Centre and an upgraded railway station. These will be served by and have direct access to the open spaces and world-class sporting facilities of Queen Elizabeth Olympic Park. A new digital quarter of hi-tech, media, broadcasting and education activities will be clustered within and around Here East, and complemented by a significant presence of creative and cultural industries producing bespoke and artistic products west of the Lee Navigation.

Area Character



Hackney Wick Location Plan

4.52 Located on the eastern boundary of the borough and under the planning authority of the London Legacy Development Corporation (LLDC), Hackney Wick has been shaped by the course of a number of waterways – first the Hackney Brook and River Lea, then Hackney Cut canal, which connected the Lea to the Regents Canal and Thames docklands. Railway developments and road layouts led to further isolation of the area.

4.53 Historically predominated by industrial uses, with a residential community in the northern part of Hackney Wick around and in the Eastway and Trowbridge Estate, much of the area is undergoing a significant change with the delivery of the post 2012 Games Legacy Development at East Wick and Sweetwater underway that

will become entirely new communities with homes and new schools, community space, business and retail space being built.

- 4.54 Home to one of the greatest densities of artists in Europe, the reinvention of the Olympic press and broadcast facilities at Here East has created a technology and media-focused hub which, together with the rest of Hackney Wick, provides space for creative and productive businesses, complementing the established clusters of artists and creatives in the area.
- 4.55 A new local centre largely covered by an existing conservation area designation has been identified. Hackney Wick Local Centre will provide a mix of employment, retail and community uses along with new residential forming a focus around the rebuilt Hackney Wick Station which has the potential to provide a focus for wider regeneration including East Wick and Sweetwater.
- 4.56 The existence of the improved waterways, pathways and parks provide a vibrant boating and cycle community in Hackney Wick due to its excellent connectivity with existing transport networks.



Existing Urban Grain



Historic Urban Grain

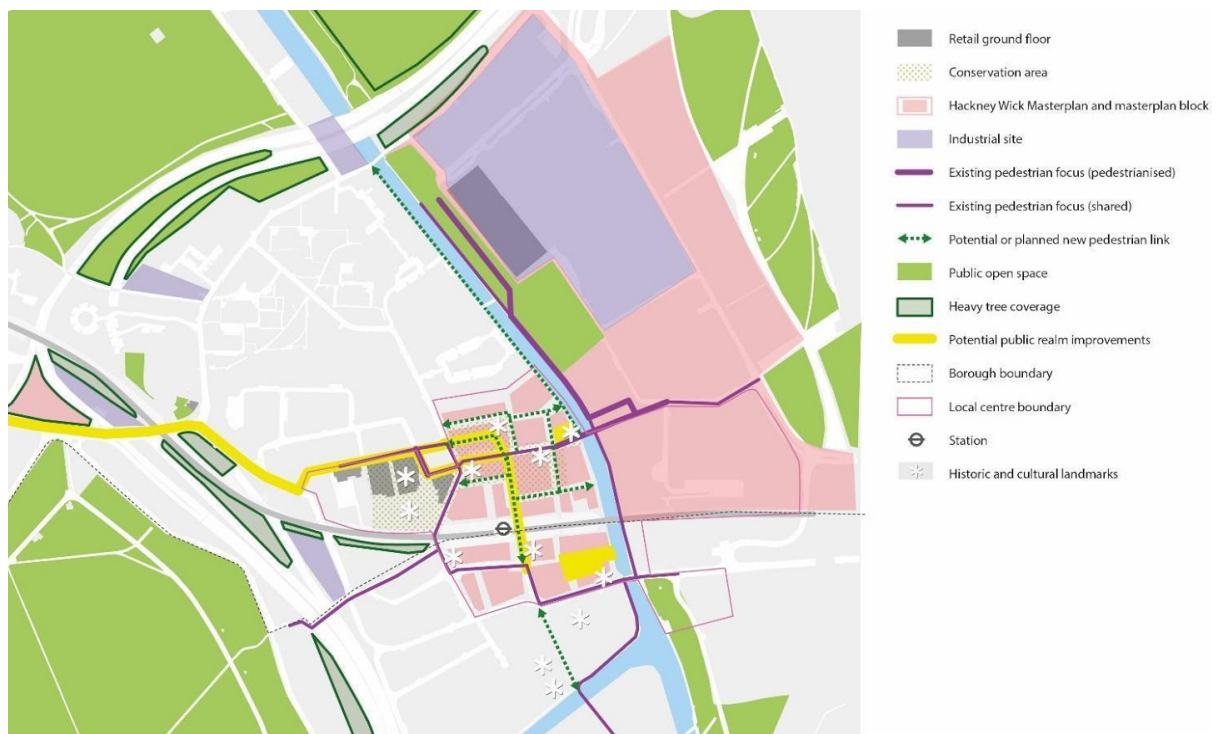
Urban Design Analysis

- 4.57 Hackney Wick's historically well-connected grid of residential terraced streets was comprehensively redeveloped in the 1970s. The replacement high-rise housing and low rise blocks were unsuccessful and replaced in the 1990s. However, the street layout remains confusing and indirect. The arrival route into Hackney Wick from the west, which once continued directly into the commercial core, now runs

indirectly alongside the sunken trunk road and suffers from inactive frontages and a highway-dominated, hostile character.

4.58 The historic commercial core of Hackney Wick has an attractive industrial character. Recent public realm works have improved the central streets, and connections to Stratford via Queen Elizabeth Olympic Park have radically improved the relationship of the area with its surroundings. The Hackney Wick masterplan is guiding development to maintain characterful and historic buildings within a recently designated conservation area. It is also opening up a grid of new, direct streets and connecting the centre to Fish Island and the canal to the south. The recently completed station and route to the north will form a new high street serving local people.

4.59 Hackney Wick is surrounded to the east and south by water, and to the west and north by a ring of road, rail and occasionally designated woodland and green spaces. Its island character is one of its great strengths although improving connections to the west will allow better access for residents from outside to the developing local town centre. Outside of the masterplan area, improvements to the built and open fabric of the residential areas will make the area a better place for families to live. Mixed-use and employment sites around Hackney Wick should be reinforced to support the thriving and creative economy of the area.



Hackney Wick urban design analysis

Policy PP6 Hackney Wick

Strategic Principles

Where appropriate development should:

- Improve the unique mix of warehouse units that are key to the thriving creative economy of Hackney Wick.
- Preserve and deliver new affordable workspace and affordable housing in perpetuity.
- Improve connections east to the rest of Hackney.
- Improve the access roads into Hackney Wick from the west.
- Maintain the heritage and character of buildings.
- Maintain the functionally important buildings which provide low-cost workspace and resist their conversion to other uses.
- Improve connections to Stratford and the Queen Elizabeth Olympic Park.
- Create a new 'high street' of commercial uses to support Hackney Wick's residential and working population.
- Improve connections south to the canal and Fish Island.

Key Land Use Designations

4.60 The following designations identified on the Policies Map and the relevant policies in the Plan are applicable in this area:

- Hackney Wick Neighbourhood Centre
- Strategic Industrial Land - Hackney Wick SIL, Palace Road
- Locally Significant Industrial Sites – Bartrip Street LSIS, Eastway Buxhall Crescent LSIS, Eastway Osborn Road LSIS, Lee Conservancy LSIS

Development Opportunities

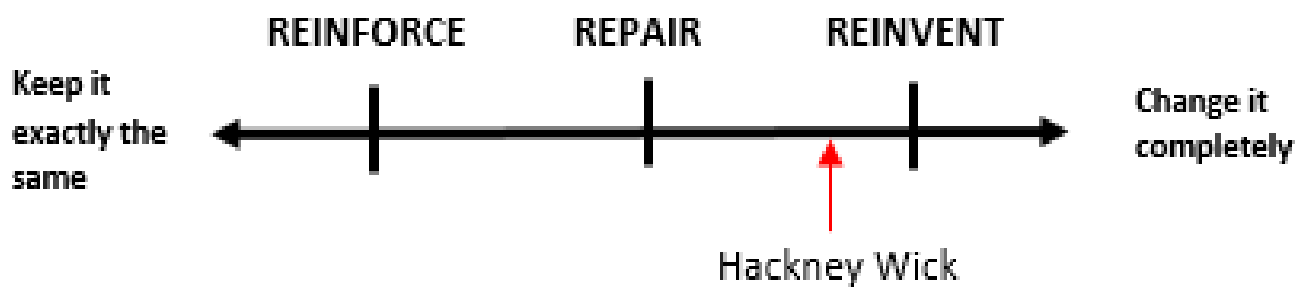
4.61 The quantum of development identified for Hackney Wick (including parts of Tower Hamlets) until 2033 is outlined below:

- Residential – 1,550
- Employment – 10,065
- Retail – 7,301
- Community – 6,888

4.62 The LLDC's Local Plan includes three site allocations in Hackney Wick that the Council considers will provide key development opportunities suitable for development during the lifetime of this Plan:

- Bartrip Street South
- Hackney Wick Station Area
- East Wick and Here East

4.63 The diagram below illustrates the nature of intervention that should occur within Hackney Wick as identified in the boroughwide Characterisation Study:



Statement:

Following the 2012 London Olympic and Paralympic Games, the London Legacy Development Corporation (LLDC) was established by the Mayor of London as a mayoral development corporation. It is the Local Planning Authority for a part of the London Borough of Hackney (as well as the other Olympic host boroughs). The area covered by the LLDC is shown on the Policies Map. It includes Hackney Wick and the north-eastern part of the Queen Elizabeth Olympic Park detailed in PP6.

The planning powers will transfer back from LLDC to Hackney during the lifetime of this Plan. This Place Policy is consistent with the LLDC's Local Plan and associated Hackney Wick and Fish Island SPD.

The LLDC Local Plan remains the development plan for Hackney Wick, for the purposes of decision making under S38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) until powers are transferred back to Hackney.

PP7 Clapton and Lea Bridge Roundabout

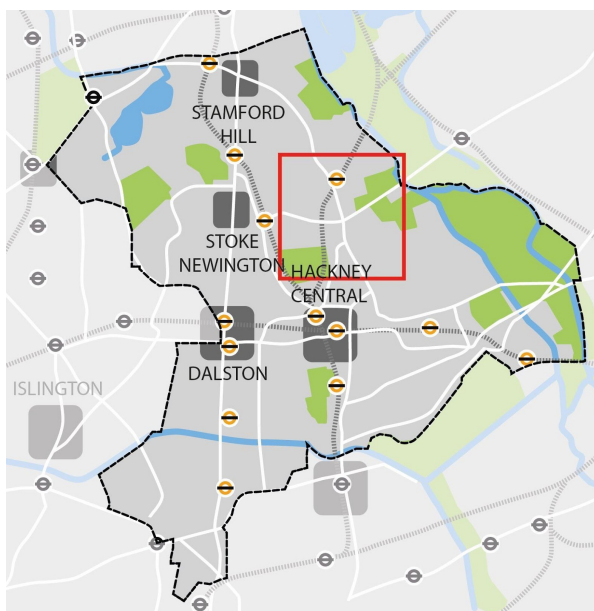
Vision

4.64 Clapton will become a better connected neighbourhood which makes the best use of its gateway location to the borough and proximity to the open space and waterways of Hackney Downs and the Lee Valley Regional Park. It will have a civic heart and identity of its own centred around a reinvented public realm for the Lea Bridge Roundabout and linear enhancements linking upper and lower Clapton town centres. It will better serve the needs of the community through new development opportunities and through measures that significantly improve air quality.

Area Character

4.65 Clapton's roundabout is one of the Council's biggest challenges. The roundabout is a barrier to negotiating the area comfortably on foot and the concentration of buses and delivery vehicles results in a noisy environment with poor air quality. The roundabout has the greatest potential to become a new destination place accommodating homes, retail, employment space and public realm around a new reconfigured junction.

4.66 It may be necessary to accept reduced capacity of the junction by removing the roundabout. Creating a cross junction instead would offer a unique opportunity to restore the historic form of Upper and Lower Clapton Road and thereby redefine the nature of Clapton as a cohesive centre.



Clapton and Leabridge Location Plan

4.67 There is potential to renew and repair some of the residential estates in the area as well as a focus on mixed-use development around Clapton station and the connection between the various parts of Upper and Lower Clapton Road including the possibility of remodelling the Lea Bridge roundabout. Clapton is adjacent to the natural and open spaces of Millfields, Lea River and Lee Valley Regional Park, and close enough to benefit from the regeneration at Lea Valley

Eastside in neighbouring Waltham Forest.



Existing Urban Grain



Historic Urban Grain

Urban Design Analysis

- 4.68 Clapton is a historic but fragmented community and commercial centre running along Upper and Lower Clapton Roads and consisting of Lower Clapton, Clapton Pond and Upper Clapton. The expansive Lea Bridge Roundabout was built across what was once the historic core of Clapton. At this point, two lane streets increase to 4 or 5 lanes creating a point of intense and concentrated traffic. Buses also terminate and wait at the centre of the roundabout. The roundabout creates a physical and psychological severance between Upper Clapton and the rest of central Hackney to the south, and a similar barrier between communities to the west and the open spaces of the Lee Valley.
- 4.69 The roundabout is a remnant of a period of history where accommodating cars dominated planning in London. Now that planning is focused on sustainable urban development, it offers the potential for significant urban repair, housing provision, employment space and environmental improvement. As a traditional urban cross road, the sense of division between north and south and east and west could be eliminated. As a new piece of city between Clapton Pond and Upper Clapton it could help create a destination place with the associated benefits it would bring.
- 4.70 Key to improving this part of Hackney is to look at more efficient and innovative ways of accommodating the buses (both existing bus layovers and potential relocation of spaces and operations from Clapton Bus Garage), maximising space savings from new technology and addressing severance, improving the public

realm and creating healthy streets, new homes and workspace whilst also improving bus journey times.



Policy PP7 Clapton and Lea Bridge Roundabout

Strategic Principles

Where appropriate development should:

- Relocate bus stand and re-provide an enhanced stand/depot potentially taking capacity from Clapton bus depot (see Place Policy for Hackney Central).
- Eliminate the severance between Upper and Lower Clapton and between the Lee Valley Park and Hackney

- Improve air quality within this Air Quality Focus Area and create a child friendly environment.
- Create a residential and commercial community focal point at Lea Bridge roundabout.
- Create a cohesive improved public realm experience between Upper and Lower Clapton.
- Create new green links connecting open spaces to Clapton station and a new civic heart.
- Support Clapton Tram Depot as an employment and destination place.

Key Land Use Designations

4.71 The following designations identified on the Policies Map and the relevant policies in the Plan are applicable in this area:

- Local Centres – Upper Clapton Road, Lower Clapton Road
- Priority Industrial Areas (PIAs) – Prout Street and Theydon Road
- Millfields Locally Significant Industrial Area

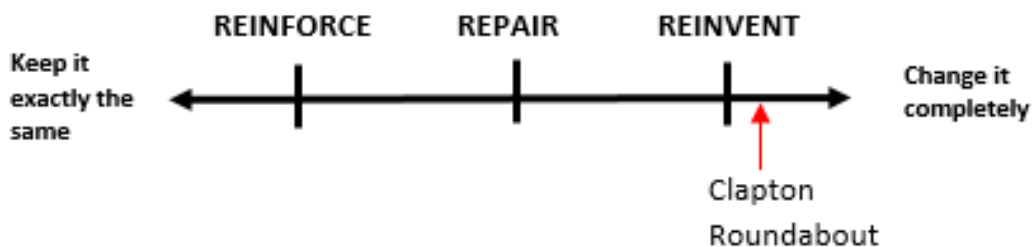
Development Opportunities

4.72 The Council has identified and allocated the following key development opportunity site suitable for development during the lifetime of this plan:

- Tram Depot, 38-40 Upper Clapton Road, E5 8BQ (Site Allocation CL1)

4.73 Further development opportunities and development capacities will be established through a masterplan for the area.

4.74 The diagram below illustrates the nature of intensification that should occur within this area as identified in the Characterisation Study.



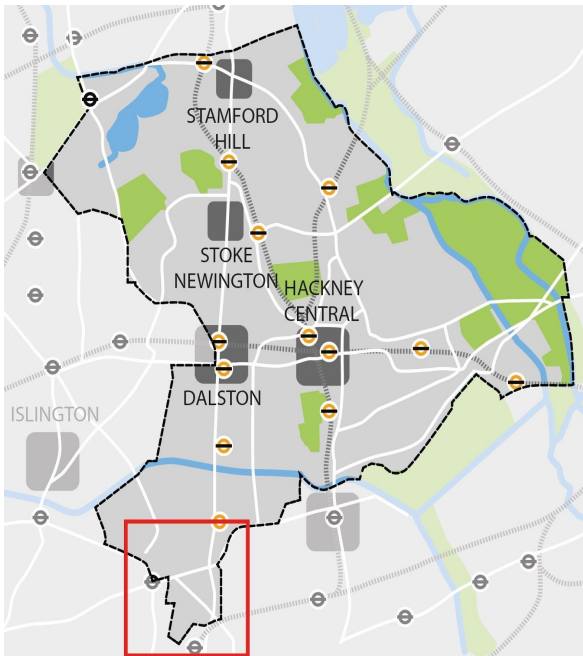
PP8 Shoreditch and Hoxton

Vision

4.75 Shoreditch will be a thriving and vibrant destination recognised internationally for Tech City; the home of creative, digital and tech industries. As the creative heart of London, this will include flexible office space for start-ups as well as space for artists, craftspeople and cultural producers. It will continue to be world renowned for heritage for culture, theatrics, entertainment and leisure, with the evening and night-time economy offering a diversity of uses. The benefits harnessed from the growth in south Shoreditch will extend into the more residential neighbourhoods of Hoxton and Haggerston which will share in the success of this part of the borough through improved access to high quality affordable homes and workspaces, community facilities, training and employment. Physical improvements will also be prioritised through the creation of improved linkages between the neighbourhoods, public realm enhancements, urban greening and measures to improve air quality.

Area Character

4.76 Shoreditch is within the City Fringe Opportunity Area and part is within the Central Activities Zone (CAZ). The CAZ is London's globally iconic core, spanning 10 boroughs and accommodating a third of London's jobs.



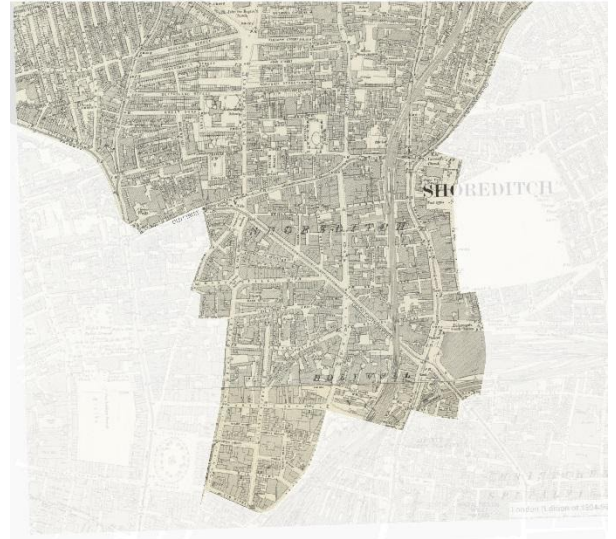
4.77 Shoreditch and its environs has benefited from its close proximity to the City's financial district, and is the creative heart of London being at the centre of the UK's cultural and digital economy. The creative industries and arts have been attracted by the historic character and affordability of the area, and its proximity to central London. There is also a thriving night time economy in and around the South Shoreditch Triangle, and is identified in the London Plan as a part of the capital that is of international importance for night time activity. There are opportunities for offices, retail and

residential development along with supporting community infrastructure.

- 4.78 The emerging Future Shoreditch Area Action Plan, which primarily covers the more commercial area of Shoreditch broadly aligning the boundary of London's Central Activities Zone, will seek to protect and foster the continued economic success of the area alongside ongoing protection of the special historic character and qualities that makes it an inclusive, exciting, innovative and creative place.
- 4.79 There is development pressure from a number of uses, particularly commercial, and the area needs to deliver appropriate capacity and growth in a sustainable and planned manner.



Existing Urban Grain



Historic Urban Grain

Urban Design Analysis

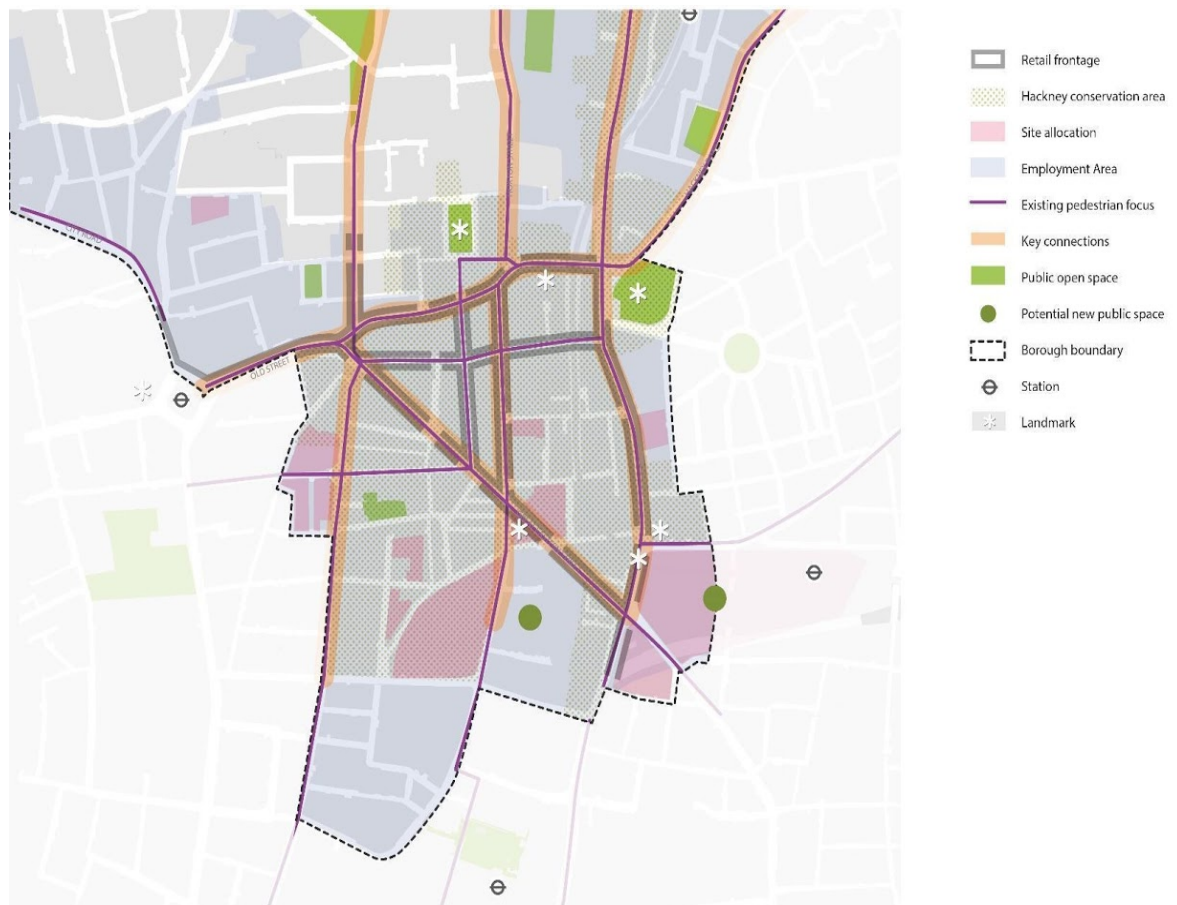
- 4.80 To the south of the Regent's Canal are the residential neighbourhoods of Hoxton and Haggerston, and Shoreditch, the commercial heart of the borough. This area is distinctly different from areas to the north of the canal being older, more dense, tighter in grain and more closely related to the City. The major artery routes that run through the area are dominated by vehicle traffic and as a result suffer from high air and noise pollution and are in some places difficult to cross and navigate. The area is a focal point for investment and also has great potential for further improvement. If the relationship between these places can be improved then there will be more opportunity for their complementary strengths to be shared.

South Shoreditch (Old Street, Shoreditch and the Edge of Angel)

4.81 Shoreditch is an area of distinctive and unique character and a clear boundary. Its complex, dynamic and historic urban character is key to its success as a place. This success attracts substantial investment and development pressure. One challenge that it will continue to face is accommodating significant residential and commercial development while repairing and reinforcing this character.

Hoxton and Haggerston

4.82 Hoxton and Haggerston are very different to Shoreditch in character and use. They are primarily residential places supported by commercial uses and social infrastructure. One significant challenge here is accommodating new residential development while repairing and enhancing the post-war housing stock and its confusing layouts.



Shoreditch and Hoxton Urban Design Analysis

Shoreditch and Hoxton in Context

- 4.83 Hoxton and Haggerston are Shoreditch's main residential neighbourhoods. There are opportunities to enhance the physical and social relationship between Hoxton and the rest of Shoreditch, so that Hoxton's residents can better enjoy the opportunities brought about by high levels of investment to the south.
- 4.84 These improvements could include physically improving routes (Ermine Street [A10], Hoxton Street and Pitfield Street) between these neighbourhoods by repairing areas of broken character and enhancing the sense of continuity. It could also include requirements for developments in Shoreditch to consider how their public realm enhancements or cultural contributions could be more relevant and welcoming to residential populations around Hoxton.
- 4.85 PP8 - Shoreditch and Hoxton covers the geographical areas of all three wards of Hoxton East and Shoreditch, Hoxton West and Haggerston.



Shoreditch and Hoxton Urban Design Analysis

Policy PP8 Shoreditch and Hoxton

Strategic Principles

Where appropriate development should:

- Intensify the use of land to optimise the capacity of Shoreditch to accommodate homes, workplaces, cultural and creative uses without compromising its special character.
- Within Shoreditch, ensure that land uses are mixed to ensure a vibrant and dynamic economy.
- Improve connections between the neighbourhoods of Shoreditch, Hoxton and Haggerston through improved wayfinding and pedestrian and cycle connections.
- Improve the integration of residential areas in Hoxton and Haggerston with the CAZ and wider City Fringe by encouraging a mix of uses that will help soften the transition between residential and employment areas.
- Create connections to existing green spaces and identify opportunities for the delivery of new high quality green space through new developments.

Key Land Use Designations

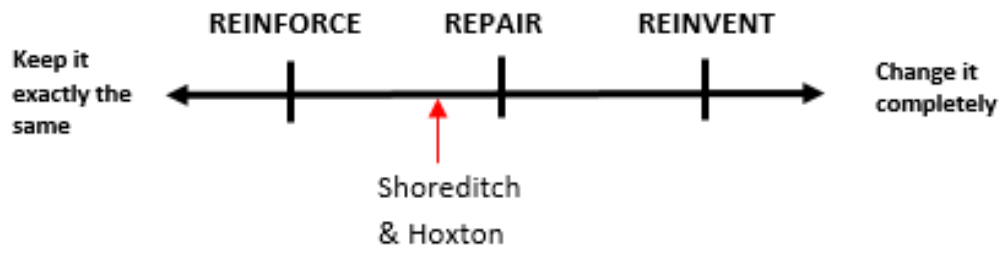
4.86 The following designations identified on the Policies Map and the relevant policies in the Plan are applicable in this area:

- Central Activity Zone – including specialist retail clusters
- Priority Office Areas – Wenlock, Shoreditch
- Hoxton Street Local Centre and street market

Development Opportunities

4.87 The Shoreditch AAP will identify key development opportunities. It will include site allocations to provide site specific guidance, allocate uses and provide development capacities.

4.88 The diagram below illustrates the nature of intensification that should occur within Shoreditch and Hoxton as identified in the boroughwide Characterisation Study:



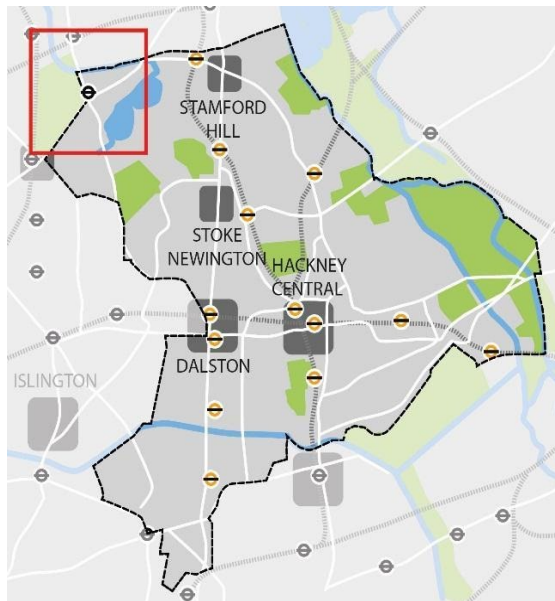
PP9 Manor House

Vision

4.89 Manor House will become a dynamic local centre with healthy streets and a high quality public realm focused along Seven Sisters Road and the central cross roads. It will become a distinctive gateway to Hackney and provide a new urban centre for the Woodberry Down regeneration area, and an attractive and accessible focus for local shopping, leisure, community services, and employment for the surrounding communities.

Area Character

4.90 Manor House is the north-west gateway into the borough, situated at the junction of Green Lanes and Sevens Sisters Road. Manor House is a local centre which could be an attractive and accessible focus for local shopping, leisure, community services and employment for the surrounding community.



Manor House Location Plan

4.91 There is a concentration of hotels and B&B on the Seven Sisters Road, and the centre is located next to a major regeneration scheme in Woodberry Down. Finsbury Park is a major open space on the doorstep of the area, and the enhanced Woodberry Wetlands makes the already important nature habitat for migrating birds in particular more publicly accessible, without compromising its ecological importance, nor adversely affecting the waterborne leisure activities in the adjacent West Reservoir.



Existing Urban Grain



Historic Urban Grain

- 4.92 Woodberry Down, situated on both sides of Seven Sisters Road, is home to one of Europe's biggest housing regeneration schemes. Whilst the post-war estate of Woodberry Down experiences significant levels of deprivation, it has many positive assets including access to the East and West Reservoirs, Manor House Underground Station, Clissold Park and Finsbury Park. The planned major renewal of this estate will make the most of these assets and result in an additional 2,000 homes, a new Academy, expanded primary school, health centre, youth club and a first class community centre.

Urban Design Analysis

- 4.93 The Manor House place plan covers the core of the Manor House AAP area and the remaining opportunity areas clustered around Manor House station. The area is focused on the borough of Hackney's only Underground Station and is on an important junction between Haringey Green Lanes, Finsbury Park, the Woodberry Down regeneration area and Stoke Newington. The area is dominated by the busy junction of Seven Sisters Road and Green Lanes and is landmarked by an entrance to Finsbury Park and the 'Manor House', a non-listed but distinctive landmark building. Around this focal point are several shops, cafes and takeaways. Wide streets with mansion blocks set back from the street run east and south, and the road which gives Woodberry Down its name runs away from the busy streets towards the core of the newly developed Woodberry Down centre and wetlands entrance. Several sites around the station in multiple ownership

have potential for significant redevelopment. The junction and public realm also have potential for improvement.



Woodberry Down planning application masterplan and new routes

Policy PP9 Manor House

Strategic Principles

Where appropriate development should:

- Enhance and intensify the function of Manor House as a vibrant and mixed-use Local Centre that is attractive and accessible to all, and meets the needs of the local community including Woodberry Down.
- Improve the role of Manor House as a gateway both to the Woodberry Down regeneration area and other neighbourhoods and as a key access point to Finsbury Park.
- Provide new housing, employment and commercial development to meet local needs and aspirations.

- Improve movement to and through the area for all modes of transport, to promote sustainable and healthy transport choices and achieve better community integration.
- Create local character and distinctiveness through development appropriate to the area that will deliver place shaping.
- Improve the park edge and entrance which are within Haringey borough but are more closely associated with Manor House.

Key Land Use Designations

4.94 The following designations identified on the Policies Map and the relevant policies in the Plan are applicable in this area:

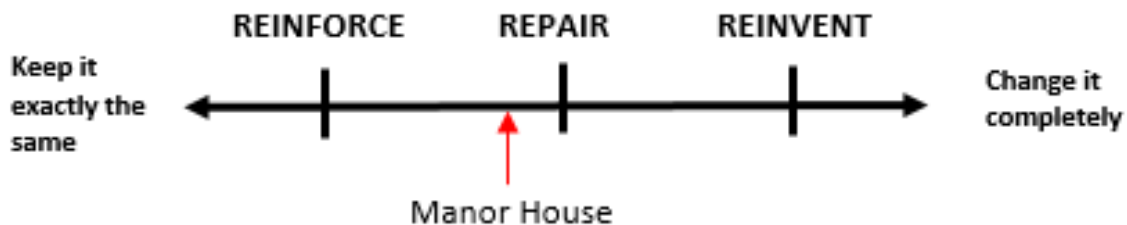
- Manor House Local Centre

Development Opportunities

4.95 The Council has identified and allocated a number of key development sites suitable for development during the lifetime of this plan:

- Woodberry Down, Seven Sisters Road, N4 1DH (Site Allocation MH1)
- Yard Buildings, 318 Green Lanes (Site Allocation MH2)
- Boys Club and Deaf Centre (Site Allocation MH3)

4.96 The diagram below illustrates the nature of intervention on the spectrum of reinforce-repair-reinvent that is required within Manor House as identified in the boroughwide Characterisation Study:



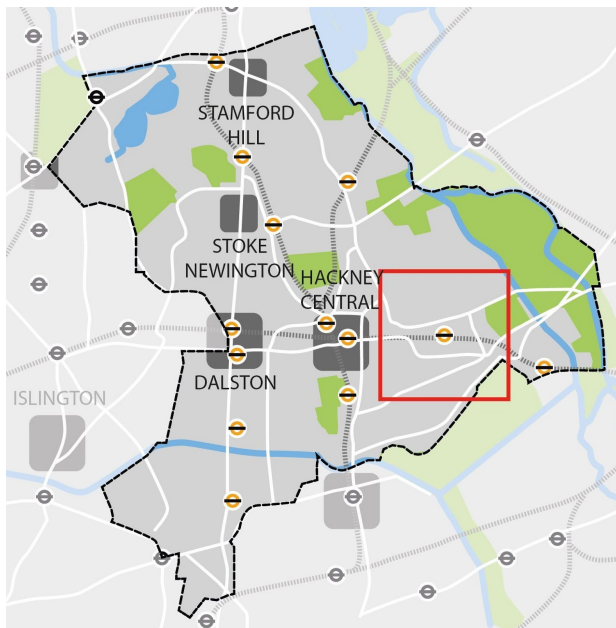
PP10 Homerton

Vision

4.97 Homerton will have a reinstated historic and civic heart, centred around key landmarks including St Barnabas' church. The public realm will be enhanced, with reactivated frontages and improved connections along Homerton High Street, and from Chatsworth Road, through to Homerton station and onto Well Street. Homerton will be a children friendly place with improved settings to green spaces and children's play. New and existing businesses will be supported by utilising the industrial heritage and important employment assets in the area.

Area Character

4.98 Homerton Ward lies on the eastern side of Hackney bordering the wards of Hackney Wick and Kings Park to the east of it. This area includes the Homerton University Hospital, the borough's second biggest employer and Sutton House, which was built in 1535 and is believed to be the oldest house in East London still standing.



Homerton Location Plan

4.99 Historically the home of many factories with an assortment of manufacturing occupying the majority of the buildings, of which many specialised design and fashion manufacturing firms still occupy a number of the older commercial spaces in the area.

4.100 The commencement of work as part of the Council's estate regeneration programme on both Marian Court and Bridge House to redevelop and refurbish both Estate will provide additional dwellings which would include a mix of sizes and tenure and supporting uses.

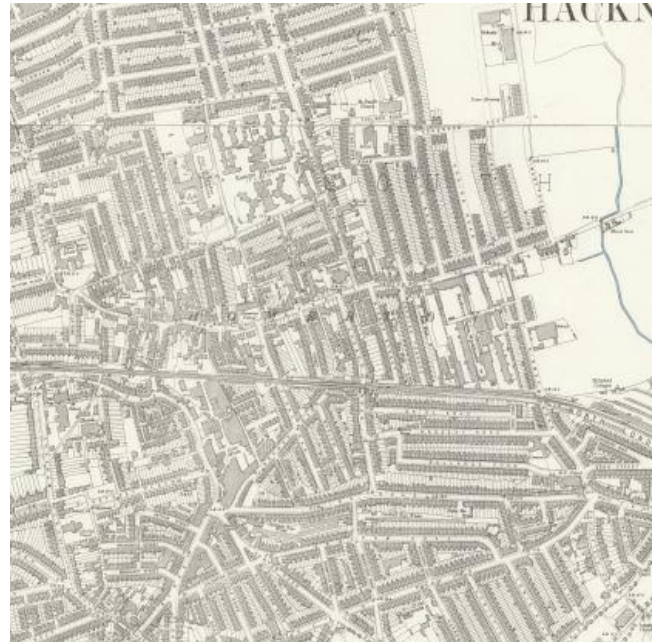
4.101 Though Homerton is served by a small shopping parade between Brooksby's Walk and Glyn Road as well as a cluster of shops and units near the Homerton

Overground station, the area is located in close proximity to the Major Centre of Hackney Central to its west, and the Local Centres of Well Street to the south and Chatsworth Road to the north.

- 4.102 Development opportunities include the intensification and reinforcing the links between Homerton High Street, Homerton Station and Chatsworth Road. This would help to improve accessibility between these areas and open up opportunities to intensify existing uses in the area.
- 4.103 Supporting and strengthening the employment uses in the Homerton Priority Industrial Area located to the south of Homerton High Street, alongside the wider evolution of Homerton's centre will be important in repairing and reinforcing the urban setting of Homerton.



Existing Urban Grain



Historic Urban Grain

Urban Design Analysis

- 4.104 Homerton High Street was once a historic and fine grained commercial street, functionally linked to Hackney Central, Well Street and Chatsworth Road by direct, legible streets. Post-war redevelopment introduced large scale social housing blocks set back from and disconnected from the street and replaced the historic street network. While this redevelopment introduced a sense of open space and greenery to an area that was uniformly urban, it was at the expense of activity, fine-grained character, legibility and street activity.

- 4.105 The historic core of Homerton High Street was centred around the junction of Brookby's Walk and Homerton High Street and there is an opportunity to repair the townscape here to create a new focal point on this significant point between Homerton Station and the rest of the area.
- 4.106 Chatsworth Road and Homerton High Street have a weak relationship with Central Hackney possibly due to the unwelcoming character of routes linking these neighbouring centres. There is an opportunity to improve the character of Homerton High Street and Homerton Grove as walking and cycling links. There is also an opportunity to reinstate lost street connections between Lower Clapton Road and Chatsworth Road.
- 4.107 Similarly, there are broken connections between Homerton Station and Well Street local centre. These routes could be improved as part of any future development of Council-owned land.
- 4.108 Direct cycle connections through the area are poor and shared with traffic making it dangerous to cycle on main roads. There is an opportunity to introduce dedicated cycle lanes and to create other shared pedestrian and cycle-only links, for example along Homerton Grove. This could be achieved by strategically improving access to Homerton University Hospital to take the pressure away from current access points.

Homerton Urban Design Analysis



Homerton Urban Design Analysis

Policy PP10 Homerton

Strategic Principles

Where appropriate development should:

- Improve the character of Homerton High Street by introducing more active street frontage.
- Diversify the uses accommodated on Homerton High Street by introducing mixed-use developments with commercial units at ground floor.
- Improve the experience of walking and cycling by widening pavements, introducing dedicated cycle lanes and creating public open spaces.
- Enhance the setting of heritage assets. New buildings should respect the historic grain and building line of the street.
- Enhance the historic core of Homerton High Street around the church by repairing the urban fabric, improving the setting of historic buildings and reconsidering the existing public realm.

- Consolidate and enhance the green spaces between Homerton Hospital and Saint Barnabas Church to create a more substantial public space.
- Improve the character of links between Chatsworth Road and Hackney Central. Homerton Grove should be improved as an actively fronted, pedestrian and cycle friendly street.
- Improve the continuity between Chatsworth Road and Homerton High Street by introducing active street frontage and improving public realm.
- Work to remove the gyratory around Wardle Street and Saint Barnabas Terrace and re-imagine Saint Barnabas Terrace as a pedestrian public space.
- Create a better balance between green assets and active street frontage on Homerton High Street.

Key Land Use Designations

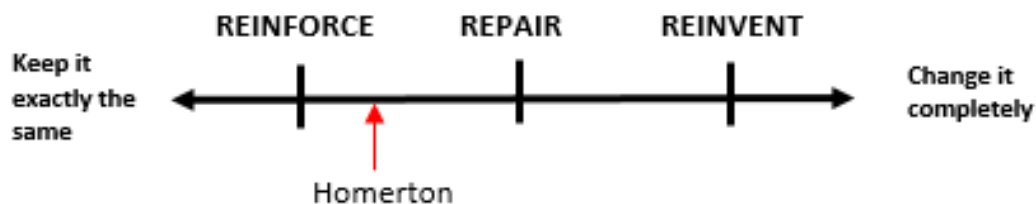
4.109 The following designations identified on the Policies Map and the relevant policies in the Plan are applicable in this area:

- Homerton Priority Industrial Area
- Chatsworth Road Local Centre and street market
- Hackney Central Major Centre

Development Opportunities

4.110 Development opportunities and capacities will be established through a masterplan for the area.

4.111 The diagram below illustrates the nature of intensification that should occur within Homerton as identified in the Characterisation Study.



5. Protecting and Enhancing Heritage and Leading the Way in Good Urban Design

- 5.1 Hackney is an extremely popular place to live, work and visit. The combination of the borough's rich history and the diversity of its people have evolved into a tapestry of streets and places which give Hackney its unique character. Each neighbourhood in the borough possesses a unique historical and socio-economic character.
- 5.2 The National Planning Framework sets out the importance of good design in planning. In Hackney we value our rich architectural heritage and are committed to design excellence and achieving high quality, sustainable development. The Council will require a high quality of design for all buildings and spaces in the Borough and work towards making Hackney a healthier and an even more attractive place to live, work and visit.
- 5.3 The Hackney Characterisation Study sets out three guiding principles to help us achieve this quality of development in the borough. We will work to ensure that development :
- **Reinforces** the current character and condition
 - **Repairs** the historic fabric
 - **Reinvents** local character through development which is informed by lost grain
- 5.4 Hackney has a rich historic environment with many buildings and areas of historic and architectural value. The borough is home to a wealth of heritage assets that play a crucial role in defining its character and sense of place.

Key Facts:

- 5.5 Hackney has:
- 2 Scheduled Monuments
 - 24 Archaeological Priority Areas
 - Over 1,300 Listed Buildings
 - 3 Registered Parks and Gardens of historic interest

- 18 protected London Squares
- 32 Conservation Areas
- 470 Locally Listed Buildings

Chapter Objectives:

- To deliver high quality urban neighbourhoods with distinctive architectural quality which respects Hackney's historic character whilst producing unique and innovative contemporary design that reflects Hackney's innovative and creative culture.

LP1 Design Quality and Local Character

- A. All new development must be of the highest architectural and urban design quality. Innovative contemporary design will be supported where it respects and complements historic character. Development will be permitted if all of the following criteria are met. Development must:
- i. respond to local character and context having regard to the boroughwide Characterisation Study; and
 - ii. be compatible with the existing townscape including urban grain and plot division; and
 - iii. be compatible with local views and preserve protected views; and
 - iv. preserve or enhance the significance of the historic environment and the setting of heritage assets; and
 - v. incorporate well designed and integrated landscape design, which enhances biodiversity and maximises opportunities for greening; and
 - vi. respond positively to natural features and other open space; and
 - vii. improve the public realm, frontage to the street and facilitate movement through areas with direct, safe, accessible, and easily recognisable routes (legibility); and
 - viii. be sustainable in design and construction; and
 - ix. be adaptable, robust and flexible in use; and
 - x. use attractive, durable high quality materials which complement local character; and
 - xi. thoughtfully and efficiently integrate building services equipment and avoid compromising the appearance of the building, including the appearance from long views; and

- xii. avoid value engineering and maintain quality through the planning process through to the completion of the development; and
- xiii. contribute positively to an active street frontage; and
- xiv. be inclusive and accessible for all; and
- xv. be secure and designed to minimise crime and antisocial behaviour; and
- xvi. promote good health by creating streets and spaces which are inclusive, attractive and encourage walking and cycling through the use of active design principles¹ and the Healthy Streets approach².

Taller Buildings

- B. The Council will prepare development plan documents, such as Area Action Plans, to provide a localised planning framework for each of the places identified in the Growth Strategy (PP2-PP10). These plans will include a building heights strategy for each place and where appropriate identify sites and locations suitable for taller buildings. Masterplan Supplementary Planning Documents will be produced to provide additional guidance where necessary.
- C. Taller buildings will be assessed using the design criteria set out in part A of this policy and against the following criteria. All new taller buildings must respect the setting of the borough's local character and historic townscapes and landscapes including those in adjoining boroughs. Taller buildings will only be permitted where they meet all of the following criteria. A taller building must:
 - i. have a legible and coherent role in the immediate and wider context and where relevant be fully justified in respect of the Council's place policy vision for the area; and
 - ii. relate and respond to its immediate and wider surrounding context: the base of the building must enhance the existing streetscape, and the top of a tall building must enhance the skyline; be of exceptional design quality both in materiality and form and not lead to unacceptable overshadowing of public spaces, especially public open spaces and watercourses/canals; and
 - iii. make a positive contribution to the quality of the public realm; and

¹ See Sport England, *Active Design: Planning for health and wellbeing through sport and physical activity*, 2015. Available at:

<https://www.sportengland.org/media/3964/spe003-active-design-published-october-2015-high-quality-for-web-2.pdf> ; and Center for Active Design, *Active Design Guidelines*, 2010. Available at:

<https://centerforactivedesign.org/guidelines/>

² <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

- iv. preserve or enhance the borough's heritage assets, their significance, and their settings in line with policies LP3 'Designated Heritage Assets' and LP4 'Non Designated Heritage Assets'.
- v. not constrain development potential on adjoining sites including sites within adjoining boroughs.


- 5.6 Hackney's planning policies seek to create buildings and places of high quality that will be appreciated by future generations. High quality design is both visually interesting and attractive and should enhance local character. Good design makes places that put people first, promote health and are welcoming, feel safe, are enjoyable and easy to use for everyone. The requirements of policy LP1 Part A will be applied having regard to the scale and location of the development and other site specific considerations. The Council will continue to use advice from the Hackney Design Review Panel to inform the decision making process,
- 5.7 A series of key considerations have been identified in the Hackney Characterisation Study, which the Council will use to assess the sensitivity of an individual site or building for the location of a tall building. These considerations include the impact of the proposal on the existing urban grain, the prevailing height of the area, the public transport accessibility of the site, together with the impact of the proposal on the boroughs built heritage, open space and local views.
- 5.8 In Hackney taller buildings are defined as any building or structure which is taller than its neighbours (50% taller than the prevailing building height) or which significantly changes the skyline or is 30 metres or more in height. Proposals will be considered in relation to their context and likely impacts - for example an area characterised by buildings of six storeys, a nine storey building would be considered tall. The Council will make an assessment at the pre-application stage on whether a proposal is considered to be a taller building. In Hackney taller buildings will generally be the exception to the prevailing townscape. Applications for tall buildings will also be assessed using the London Plan Policy on the location of tall buildings and the Historic England Advice note 4 on tall buildings: <https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4>
- 5.9 Further development plan documents, such as Area Action Plans, will provide further requirements for each of the places identified in the Growth Strategy (Policies PP2 - PP10). These are areas that the Characterisation Study identifies

as being potentially suitable for taller buildings. These plans will include a building height strategy and where appropriate identify sites suitable for taller buildings for each area. Taller buildings outside of growth areas will only be permitted where all development plan criteria are met. Very tall buildings, of 30 metres or more in height, are extremely unlikely to meet the criteria outside of these areas. Masterplan Supplementary Planning Documents will provide additional guidance where necessary.

- 5.10 The Council will require a design led approach to identifying appropriate building heights. Further guidance on Hackney's approach to building heights and taller buildings is set out in the following;
- Hackney Characterisation Study
 - Site Allocations (chapter 13)
 - Conservation Area appraisals
- 5.11 Hackney is a dense mixture of commercial and residential in the south and a largely residential borough in the extreme north. Each neighbourhood in the borough possesses a unique historical and socio-economic character. The boroughwide Characterisation Study has analysed this character and identified opportunities to densify areas across the Borough. The guiding principles set out in the Characterisation Study aim to reinforce, repair and reinvent local character and promote positive growth across the borough.

LP2 Development and Amenity

- A. All new development must be appropriate to its location and should be designed to ensure there are no significant adverse impacts on the amenity of occupiers and neighbours. The individual and cumulative impacts of development proposals on amenity will be considered in assessing their acceptability. Consideration of the merits of development proposals will be balanced against the impact on amenity.
- B. Amenity considerations include the impact of development on:
- i. Visual privacy and overlooking;
 - ii. Overshadowing and outlook;
 - iii. Sunlight and daylight, and artificial light, levels;
 - iv. Vibration, noise, fumes and odour, and other forms of pollution;
 - v. Microclimate conditions;
 - vi. Safety of highway users

- 
- 5.12 Hackney seeks to sustainably manage growth so that it takes place in the most appropriate locations, meeting the borough's needs while continuing to conserve or enhance the features that make Hackney an attractive, vibrant and interesting place to live, work and visit. Promoting and protecting high standards of amenity is a key element of ensuring sustainable growth and the continued regeneration of the borough, and will be a major consideration when the Council assesses development proposals. While seeking to ensure high standards of amenity, the environmental, social and economic benefits that development can bring need to be weighed up proportionately in considering proposed development schemes.
- 5.13 Amenity can be compromised in a number of ways through development, such as through detrimental loss of daylight and sunlight to existing and adjacent occupiers; loss of privacy and outlook due to the proximity and design of development; harmful noise, odour, vibration and air pollution from existing and proposed developments, typically commercial activities and other activities such as rail; conditions with potential for danger to highway safety; and causing detrimental micro-climate effects.
- 5.14 The design and layout of buildings must enable sufficient sunlight and daylight to penetrate into and between buildings, and ensure that adjoining land or properties are protected from unacceptable overshadowing. The Building Research Establishment (BRE) provides guidance on site layout planning to achieve good sunlighting and daylighting (BRE Site Layout Planning for Daylight and Sunlight: a guide to good practice 2011). The Council will use this guidance to assess whether acceptable levels of daylight and sunlight are available to habitable spaces. BRE guidance needs to be applied with regard to the site context. Sunlight and daylight target criteria as found in the BRE guidance have been developed with lower density suburban situations in mind. In denser inner urban contexts, sunlight and daylight levels may struggle to meet these target criteria in both existing and proposed situations. The target criteria will therefore be operated flexibly in relation to planning applications in dense inner urban locations such as that found in Hackney.

Historic Environment

- 5.15 Hackney is proud of its historic character. The historic environment in Hackney includes archaeology; historic buildings, structures and features; historic areas and historic landscapes. All new development in Hackney should seek to preserve, and where appropriate enhance the borough's designated and

non-designated heritage assets. The Council will pursue a positive strategy for the conservation and enjoyment of the historic environment by implementing The State of Hackney's Historic Environment Report (LBH, 2005) and developing a Historic Environment Strategy Supplementary Planning Document. The Council welcomes proposals that address Heritage at Risk. Heritage at Risk will be addressed by liaising with Historic England to update the Heritage at Risk register; identifying specific opportunities for Heritage at Risk to contribute to regeneration and place-making; setting out strategies for repair and re-use; working productively with building owners, third sector organisations and sources of funding (where appropriate and possible) to find solutions to vulnerable buildings; and managing its own Heritage at Risk to prevent immediate deterioration and to bring vacant property back into productive use.

- 5.16 National policy distinguishes between designated and non-designated heritage assets. Designated heritage assets are identified, designated and conserved under national legislation. They include Scheduled Monuments, World Heritage Sites, Listed Buildings, Registered Parks and Gardens, Conservation Areas and protected London Squares.
- 5.17 Non designated heritage assets may be buildings, other structures or features and historic areas. These are not designated under national legislation but are identified by the Council.

LP3 Designated Heritage Assets

- A.** Development that leads to substantial harm to or total loss of significance of a designated heritage asset will not be permitted unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:
- i. the nature of the heritage asset prevents all reasonable uses of the site; and
 - ii. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - iii. conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
 - iv. the harm or loss is outweighed by the benefit of bringing the site back into use.

Development that leads to less than substantial harm to significance of a designated heritage asset will not be permitted unless the public benefit of the proposal, including securing the optimum viable use of the site, outweigh the harm.

B. The Setting of World Heritage Sites

Development proposals affecting the setting of a World Heritage Site should:

- i. Conserve, promote and enhance the Outstanding Universal Value of the World Heritage Site (as set out in the official statement of Outstanding Universal Value), including the authenticity, integrity and significance of its attributes, and support its management and protection.
- ii. Not compromise the ability to appreciate its Outstanding Universal Value, or the authenticity and integrity of its attributes.
- iii. Be supported by a Heritage Impact Assessment. Where development proposals may contribute to a cumulative impact on a World Heritage Site or its setting, this should be clearly illustrated and assessed in the Heritage Impact Assessment.

C. Listed Buildings

- i. All proposals for listed buildings should:
 - a. Seek to conserve and enhance significance by retaining, repairing and (where appropriate) reinstating historic features and fabric in a historically correct manner; and
 - b. Respect the historic plan form and hierarchies of space; and
 - c. Retain roof structures of architectural or historic interest.
- ii. Extensions to, and new development in the curtilage of, listed buildings should:
 - a. Be subservient to the host historic building in terms of location, floor area, height, massing and scale; and
 - b. Respect the host historic building in terms of design, materials and detailing; and
 - c. Respect the unity of groups of buildings (e.g. terraces) and the setting of nearby buildings; and
 - d. Respect the historic character and extent of the curtilage in relation to the amount of garden or other open space.
- iii. The Council will only permit proposals for the reinstatement of historic building elements (e.g. roof coverings, rainwater and soil goods, windows and doors) where the replacement uses the traditional, historic or original material.
- iv. Proposals for the change of use of a listed building will only be permitted where it can be demonstrated that the proposed use is the optimum viable use, which

causes the least harm to the significance of the building and its setting and secures its long term viability.

D. Registered Parks and Gardens and Protected London Squares

Development proposals affecting historic parks, gardens and squares should:

- i. Sustain and enhance the significance of the landscape and its features of interest (including structures) and ensure that they do not detract from the enjoyment, layout, design, character, appearance or setting of the park, garden or square, including key views in and out; and
- ii. Take opportunities to restore historic features, or not compromise future restoration opportunities; and
- iii. Protect the setting, including key views in and out.

E. Conservation Areas

- i. Development proposals affecting Conservation Areas or their settings will be permitted where they preserve or enhance the character and appearance of the area including, the established local character of individual buildings and groups of buildings (in terms of height, massing, scale, form, design, materials, detailing and use) and the rhythms and historical form of the area (in terms of the spaces between buildings, density, settings, building lines, siting, pattern of development, urban grain and plot coverage).

- 5.18 The legal protection afforded by legislation to listed buildings includes all of the building, both externally and internally and is not confined to the façade or to the elements mentioned in the listing description. The legal protection also includes buildings or structures which form part of the listed building because they are attached to the listed building or within its curtilage.
- 5.19 When assessing proposals which affect a listed building the Council will have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 5.20 Where the Council considers that proposals in relation to works to a listed building may have a structural impact, it will require that adequate evidence be provided that the proposals will not harm the structural integrity or stability of the listed building or that of adjoining buildings or structures.
- 5.21 The legal protection afforded to Conservation Areas is as “areas of special architectural or historic interest the character or appearance of which it is

desirable to preserve or enhance”. The significance which is safeguarded therefore includes not only the visual appearance of these historic areas and the buildings within them, but their character.

- 5.22 The character of the area should be identified and responded to in the design of new development. Heritage and Design and Access Statements should include an assessment of local context and character, and set out how the development has been informed by it and responds to it. When assessing proposals which affect a Conservation Area the Council will pay special attention to the desirability of preserving or enhancing the character or appearance of that area and its setting.
- 5.23 The full or substantial demolition of buildings or structures identified as making a positive contribution to the significance of the Conservation Area (e.g. Buildings of Townscape Merit or Positive Buildings) is clearly harmful to the heritage asset (the Conservation Area). The Council’s Conservation Area Appraisals routinely include coloured maps which show the positive buildings (often labelled Buildings of Townscape Merit). Where there is doubt, please contact the Council for advice on whether we would regard a building as positive.
- 5.24 Development proposals in Conservation Areas involving façade retention only (with the demolition of the remainder of the building) will be regarded in the same way as proposals for the full or substantial demolition of a building. Such proposals not only result in loss of the historic interest of the building but can be structurally challenging and often fail, with the loss of the entire building.
- 5.25 The full or substantial demolition of buildings or structures identified as making a positive contribution to the significance of the Conservation Area (e.g. Buildings of Townscape Merit or Positive Buildings) is harmful to the significance of Conservation Areas and will be regarded as substantial harm or less than substantial harm according to the circumstances of the case.
- 5.26 The Council has prepared a series of Conservation Area Appraisals and Management Plans that assess and analyse the character and appearance of each of our Conservation Areas and set out how we consider they can be preserved or enhanced which can be taken into account when assessing planning applications for development in Conservation Areas.
- 5.27 Due to the largely dense urban nature of Hackney, the character or appearance of our Conservation Areas can also be affected by development which is outside of conservation areas, but visible from within them. This includes high or bulky

buildings, which can have an impact on areas some distance away, as well as adjacent premises. The Council will therefore not permit development in locations outside Conservation Areas that it considers would cause harm to the character, appearance or setting of such an area.

LP4 Non Designated Heritage Assets

- A. Development proposals affecting non-designated heritage assets should conserve or enhance and reveal the significance of the assets and their settings.

- 5.28 Hackney has long benefitted from a Local List which details Locally Listed Buildings. The Local List was thoroughly revised in 2012, has been updated since and is currently (2018) in the process of being further reviewed. In practice, the list has included buildings (of many types and ages) but also structures such as war memorials, statues, plaques, cattle troughs, historic bollards, post boxes, telephone boxes and even murals. Where a Non Designated Heritage Asset is identified through the delivery of normal planning duties, the criteria used will be those published on the Council's website: <https://www.hackney.gov.uk/locally-listed-buildings>.
- 5.29 The Council will assess the impact of proposals on the significance of a non-designated heritage asset. When considering applications that affect non designated heritage assets (either directly or in-directly), the Council will have regard to the scale of any harm or loss, and the significance of the heritage asset when making a balanced planning decision.
- 5.30 Where the Non Designated Heritage Asset is a building or structure, the policy applies to all of the building or structure, both externally and internally and is not confined to the façade or to the elements mentioned in the local listing description.

LP5 Strategic and Local Views

- A. The Council will protect strategic views which extend into Hackney. New development located within the Wider Setting Consultation Area of Linear Views 8 and 9 of the London Plan (King Henry's Mound to St Paul's Cathedral and Westminster Pier to St Paul's Cathedral) must not harm the protected views.
- B. Redevelopment of buildings, which currently adversely impact on the strategic views, must not further detract from, and where possible, improve the views.
- C. The Council will protect the identified Important Local Views within Hackney. New development must not harm Important Local Views.
- D. Redevelopment of buildings, which currently adversely impact on Important Local Views, must not further detract from, and shall, where possible, improve the view.

5.31 The Borough falls within two background Wider Setting Consultation Area for St Paul's Cathedral as set out in the GLA's London View Management Framework Supplementary Planning Guidance. When assessing the potential impact of proposed schemes on strategically important landmarks and views, the policies and guidance of relevant neighbouring authorities and the Council's planning policies, AAPs and other guidance will be taken into considerations.

5.32 Important Local Views can include the following:

- Views of Heritage Assets, including where the asset would be back dropped; and
- Views of and within Conservation Areas identified as significant in the relevant Conservation Area Appraisal; and
- The views identified in the Hackney Characterisation Study (LBH, 2018).

5.33 The Council will monitor and review the views of local importance across, into and out of the borough.

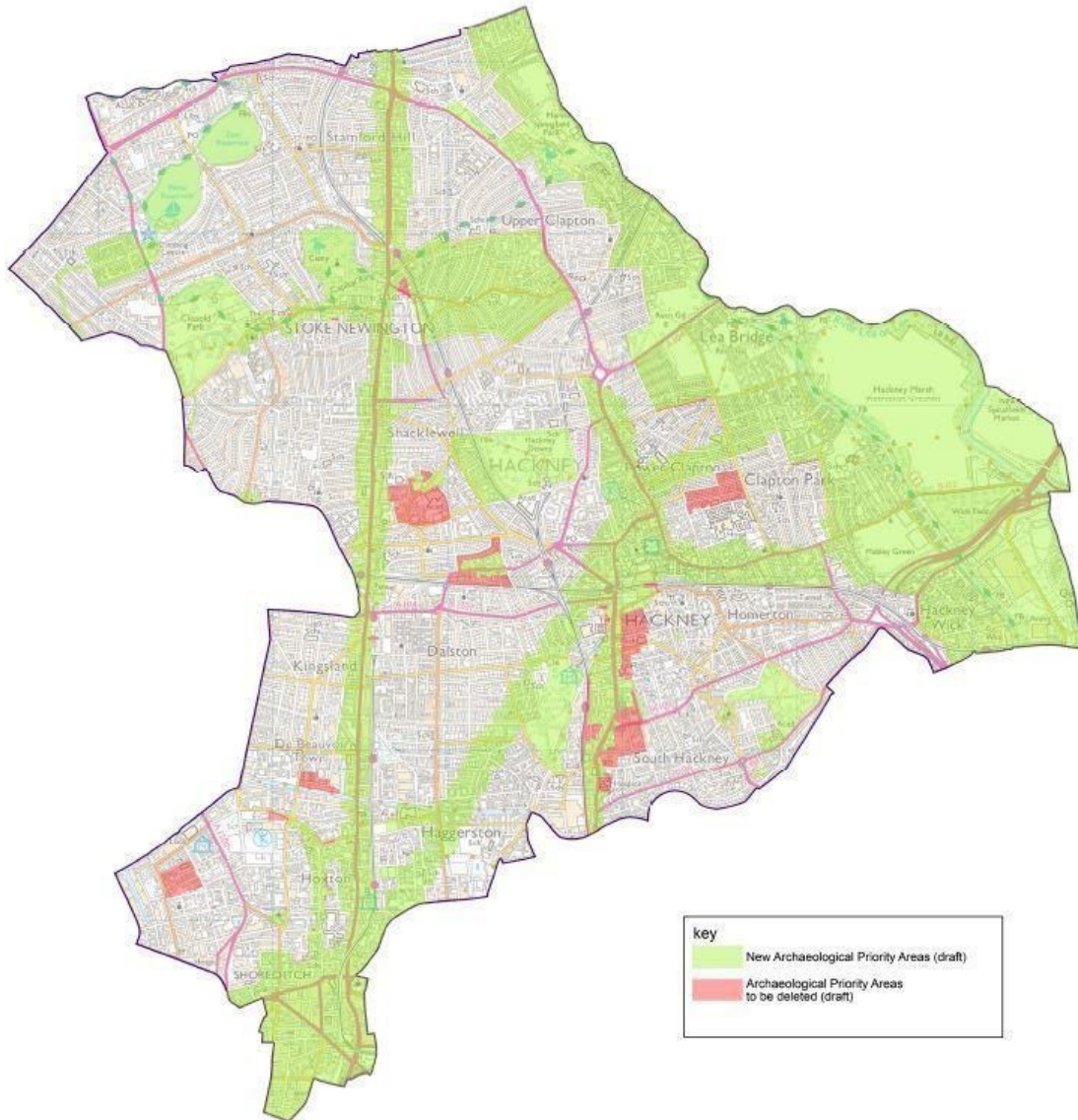
LP6 Archaeology

- A. All new development must protect, or enhance, and promote archaeological heritage (both above and below ground). The interpretation and presentation of archaeological heritage to the public will be encouraged. Proposals that would adversely affect nationally important archaeological remains or their setting will be refused.
- B. Where development is proposed on sites of archaeological significance or potential significance, desk based assessments and, where necessary, archaeological field evaluation, will be required before development proposals are determined.
- C. **Scheduled Monuments (Designated Heritage Assets)**
 - i. Works affecting Scheduled Monuments (including repair works) are subject to a statutory consent regime administered by Historic England on behalf of the Secretary of State.
 - ii. Scheduled Monuments are also Designated Heritage Assets and the Council will apply the relevant national planning policies, particularly in relation to development affecting the setting of a monument.
- D. **Non-designated Heritage Assets**
 - i. Where non-designated heritage assets of archaeological interest are demonstrably of equivalent significance to Scheduled Monuments, the Council will regard them as Designated Heritage Assets and apply the relevant national planning policies.

5.34 The borough's Archaeological Priority Areas (APAs) were reviewed in 2017 by the Greater London Archaeological Advisory Service (GLAAS) as part of a rolling programme of reviews across London. The Council will therefore provide a link to the latest available APA's map. APA's are now divided into four tiers (1-4) indicating different degrees of sensitivity to groundworks. Tier 1 is defined as an area containing or strongly suspected to contain a heritage asset of national significance. Hackney contains all 3 tiers in key locations across the borough and the whole borough is Tier 4.

5.35 Historic England's GLAAS is the borough's archaeological adviser. Prospective applicants should make an initial assessment of the archaeological potential and significance of a site and the likely impact of the proposed development by consulting the Hackney Archaeological Priority Area Review and GLAAS published guidelines. If a potential archaeological interest is identified then

GLAAS should be consulted with regard to archaeological matters. If a Scheduled Monument or its setting is affected then Historic England's Inspector of Ancient Monuments should be consulted.



Map 2 NEW ARCHAEOLOGICAL PRIORITY AREAS

LP7 Advertisements

- A. New advertisements must be of the highest standard of design and respect local character and context.
- B. Applications for advertisement consent will only be permitted where they meet all of the following criteria. The advertisement must not:
 - i. adversely affect the historic significance of buildings, and be sensitive to the character of an area through size and siting, especially those areas of historic significance; and
 - ii. contribute to an unsightly proliferation or clutter of signage in the local area and detract from the amenity of the street scene; cause a physical obstruction to the public realm; and cause visual intrusion by virtue of light pollution into adjoining residential properties, and avoid flashing internal or external illumination.

- 5.36 Advertisements can greatly affect the appearance of an area. The borough's town centres are a focus for advertising, and the visual appearance of key shopping centres are an important influence on their performance and attraction.
- 5.37 Advertising hoardings and stand-alone boards can detract from townscape quality, compromise public safety and lead to a poor visual environment within their immediate vicinity. Poorly located advertising hoardings can be unsightly and an incongruous feature in areas where there is a unified architectural or landscape character. In particular, the amenity, character and quality of heritage assets and the wider historic environment can be adversely affected by signage and by advertisement hoardings. However, in some locations, advertisements may add colour and interest to an area, act as a sound barrier, and screen unpleasant views such as where a building or site is under long term construction / refurbishment.
- 5.38 The Council considers it important to control and manage advertisements in terms of their number, size, design, siting or illumination, so they do not lead to substantial harm to the significance and appearance of buildings or local character, areas, or add clutter to an already busy street scene thus adversely affecting the local environment blocking the public realm and in some cases affecting highway safety.

6. Hackney's People

- 6.1 Hackney is more than just a place to live and work. We need to plan for a wide range of facilities such as health, education, culture, sports, leisure facilities, places of worship and our emergency services to meet our needs. The Council also needs to plan for the delivery of utilities and digital connectivity infrastructure to ensure capacity meets future demand up to 2033.

Key Facts:

- The school age population is projected to increase between now and 2033. There will be a need to plan for new primary and secondary school places in the longer-term.
- Growth will increase pressure on existing health and community facilities and there will be a need to increase capacity within the plan period.
- Hackney has some of the highest childhood obesity rates in the country, and tackling obesity and improving general health and well-being is a priority. 42% of Year 6 children in the City and Hackney CCG area are either overweight or obese.

Chapter Objectives:

- To tackle health inequalities, create an environment that promotes health and well-being, and enable skills development and lifelong learning.

LP8 Social and Community Infrastructure

- A. The Council, in partnership with service providers, will plan for the following infrastructure up to 2033:
- Education
 - Health and Social Care Facilities
 - Sport and Leisure Facilities
 - Libraries, Museums and Archives
 - Youth Facilities
 - Community Facilities
 - Cultural Facilities

- B. Proposals for social and community infrastructure will be permitted where they meet all of the following criteria:
 - i. meet the current or future identified need; and
 - ii. are of a high quality and inclusive design providing access for all; and
 - iii. provide flexible, affordable and adaptable buildings and, where possible, provide mixed used development, co-located with other social infrastructure uses and maximise use of buildings in evenings and at weekends.

- C. Facilities should be located in places that are accessible by walking, cycling or public transport for its end users.

- D. Proposals involving the loss of existing social and community infrastructure will be permitted where one of the following criteria is met:
 - i. a replacement facility of equivalent or better quality that meets the needs currently met by the existing facility is provided; or
 - ii. it has been demonstrated, as evidenced by at least a year of active marketing, that the facility is no longer required in its current use and it has been demonstrated that it is not suitable and viable for any other forms of social infrastructure for which there is a defined need in the locality, or for which there is a current or future need identified in the Infrastructure Needs Assessment and Delivery Plan.

- E. The incorporation of community facilities into mixed use residential schemes where it meets an identified need will be permitted.

- F. New development should have regard to existing social infrastructure capacity, and where proposed development is expected to place additional pressure on existing social infrastructure by increasing demand, these developments will be expected to contribute towards the provision of additional social infrastructure to meet needs, either through on-site provision or through contributions towards providing additional capacity off-site.

6.2 Social infrastructure covers a broad range of facilities including schools, childcare facilities, adult education, health services, places of worship, libraries, youth facilities, sport and leisure facilities, public houses, community and cultural services and policing amongst others, all of which contribute to the quality of life and well-being of the population. The protection, enhancement, and provision of additional social infrastructure is supported by policies outlined in the London Plan, and the National Planning Policy Framework.

- 6.3 Given the projected population growth in Hackney and the change in the profile of future residents, there will be the need to protect, improve and provide new social and community facilities to ensure adequate provision and enhancement to meet the changing needs of Hackney's community. The Council maintains an Infrastructure Needs Assessment and Delivery Plan (IDP) to assess existing provision of social infrastructure facilities and to set out the types and quantities, as well as specific locations where this can be determined, of social and community infrastructure required to support growth in Hackney over the Plan period.
- 6.4 In regularly updating the IDP the Council will engage with and use information from service providers such as the Learning Trust, City and Hackney CCG, Emergency Services, other Council departments and relevant social infrastructure providers, as well as the voluntary and community sectors. The 2018 IDP has identified the need for additional GP capacity within the borough up to 2033, a number of important accessibility improvements to the borough's transport infrastructure alongside improved cycling and walking infrastructure, new sports halls and swimming pools, and a suite of improvements to the Borough's open spaces amongst other infrastructure requirements. The Council will work with the relevant stakeholders to encourage the provision and design of flexible community facilities that can accommodate a range of needs, where appropriate. Furthermore, beyond the scope of the general admission education assessment of the IDP, the Council is aware that there will be an increasing need over the Plan period for additional places in faith schools in the Stamford Hill area. Additional analysis to be carried out will identify infrastructure needs on a more localised basis and for specific community groups.
- 6.5 The Stamford Hill and Shoreditch Area Action Plans will also set out an approach to meet particular needs for facilities in their respective areas. Requirements for locally-specific social infrastructure may also be identified by communities, for example, Area Action Plans or the Neighbourhood Planning process.
- 6.6 If D (ii) applies, evidence must be required to show that the loss would not create, or add to, a shortfall in provision for the specific social infrastructure use and demonstrate that there is no demand for any other suitable social infrastructure use on the site. The applicant must demonstrate that all reasonable efforts have been made to preserve the facility and should provide 1 year of marketing evidence which follows the guidelines outlined in Appendix 1.

LP9 Health and Wellbeing

- A. New development that contributes to a high quality environment that enables all Hackney residents to lead healthier and active lifestyles and reduce health inequalities will be supported, subject to all other plan policies.
- B. New development will be permitted where it is:
 - i. Designed to promote mental and physical activity and well-being, and reduce environmental factors which can contribute to poor health, through appropriate arrangement of buildings and uses, access, open space and landscaping, the provision of facilities to support walking and cycling, and schemes must meet 'Secured by Design' principles where feasible; and
 - ii. Integrated with the public realm and public transport, and in particular ensures that local facilities and services are easily accessible by foot or bicycle.
- C. Major schemes of 50 housing units or more, non-residential developments of 10,000 sqm or more, and proposals for takeaways, betting shops and payday loan shops of any size will be required to submit a Health Impact Assessment (HIA).
- D. Large-scale commercial developments in major town centres and highly accessible locations should incorporate free drinking fountains, seating and free publicly-accessible toilets as part of the development and provide for the long term maintenance of facilities.

6.7 The built environment can help influence changes in lifestyle and help achieve positive health outcomes. The Council will seek to secure a local environment which promotes physical activity and mental well-being through new development, and seek to improve people's economic, social and environment conditions.

6.8 Schemes below the threshold for a HIA will be required to identify potential impacts on health and well-being and demonstrate how these will be addressed through a Design and Access Statement. Applicants are encouraged to discuss proposals at the pre-application stage with the Council's Public Health Team.

LP10 Arts, Culture and Entertainment Facilities

- A. New major development of arts, culture and entertainment facilities must be located within the Central Activities Zone, and major and district centre locations.
- B. Smaller scale proposals will be permitted in areas that are accessible by public transport and walking and cycling routes by those that are likely to use the facility.
- C. The dual use of sites for a mix of arts- and culture-related uses and use of vacant units in highly accessible areas and town centre locations for temporary arts related activities will be permitted.
- D. Development involving the loss of arts, culture and entertainment facilities will be resisted, unless re-provided in accordance with other policy requirements. Where loss of the facility is necessary to secure a development which will deliver wider planning benefits for the community, and this can be demonstrated to the Council's satisfaction, a contribution towards cultural, public art or creative projects should be provided in accordance with the Council's Planning Contributions SPD.

- 6.9 The contribution of arts, culture and entertainment is significant to Hackney's community needs, economic development, vitality and regeneration. There are a significant number of artists, designers and other creative professionals, and the creative industries contribute strongly to the local economy. The borough hosts a wide range of festivals including Hackney's Space Festival, and Hackney Fringe Festival which attract a large number of visitors. There are a number of art galleries, such as The White Cube gallery, museums including the Geffrye Museum and Sutton House, and theatres including Hackney Empire and the Arcola Theatre.
- 6.10 Public art brings a wide range of benefits to the whole community, from the economic benefits that high-quality art brings to the developer, to the educational opportunities inherent both in the creation of and reflection upon public art. Art can help in the process of regeneration, fostering social inclusion and community involvement. Public art can also contribute to the borough's streetscape.
- 6.11 Dalston, Hackney Central and the emerging Stamford Hill and Shoreditch AAPs place a strong emphasis on the provision of facilities in those areas, building on the existing strong presence of these activities. Shoreditch, partly within the Central Activities Zone contained within the London Plan, has a strong existing arts and culture presence.

- 6.12 Proposals outside of the borough's designated centres must meet the sequential approach outlined in Policy LP32 (Town Centres).

LP11 Utilities and Digital Connectivity Infrastructure

Utilities:

- A. As part of any major residential and commercial schemes it will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity in place before the development is completed.
- B. Utility infrastructure and connections must be designed into and integrated with the development wherever possible.
- C. Utilities infrastructure provision must be completed prior to occupation. Where potential capacity problems are identified and no improvements are programmed by the utility company, the Council will require the developer to facilitate appropriate improvements.

Digital Connectivity:

- D. To ensure homes and businesses are well connected, all new residential and commercial development schemes should:
 - i. Ensure that sufficient ducting space for future digital connectivity infrastructure is provided;
 - ii. Maximise opportunities to provide affordable digital connectivity;
 - iii. Support the effective use of the public realm to accommodate well-designed and located mobile digital infrastructure
- E. Major developments should achieve greater digital connectivity speeds than set out in part R1 of the Building Regulations and where possible achieve connectivity speeds set out in the Council's most recent Infrastructure Delivery Plan.
- F. Minor residential and commercial development schemes must aim to exceed the minimum requirements set out in Part R1 of the Building Regulations unless it can be demonstrated that this is not feasible.

6.13 The continued expansion of high quality and reliable communications infrastructure is essential for economic growth and social well-being. A digital connection is now widely seen as an everyday essential alongside traditional utilities such as water, energy and waste management. There has also been a rise in businesses operating out of homes and more people working remotely which highlights the importance of affordable digital connectivity infrastructure to the economy. This policy seeks to ensure that all new developments enable next-generation mobile technology (such as 5G) and full-fibre broadband connections to the premises are incorporated.

7. Meeting Hackney's Housing Need

7.1 With a growing population, delivering good quality, genuinely affordable homes to meet the needs of the Hackney's existing and future households is a key challenge for the new Plan. House prices in Hackney have more than doubled over the past 10 years (rising 71% in the last 5 years) as Hackney has become a much more desirable place to live, and increased housing demand has contributed to spiraling house prices and rents. In the face of increased demand, the supply of housing in London across all tenures has not kept pace. The following policies, along with the Council's Housing Strategy, seek to address this issue by increasing the supply of new housing in the borough, especially of homes that are genuinely affordable.

Key Facts:

- Hackney, in partnership with the GLA have identified capacity to deliver a minimum of 1,330 new homes per year between 2019 and 2029, however the Council are looking at ways to increase this through various means. An average of 1,794 new homes per annum were delivered in Hackney between 2012 and 2017.
- The average price of a 2 bed flat in Hackney is around £587,000. The average house price is 17 times the average earning of a household.
- The cost of renting in Hackney has increased by over 30 % since 2011.

Chapter Objectives:

- To deliver 26,250 additional homes, increasing the supply of genuinely affordable homes, alongside community facilities to meet existing and future needs.

LP12 Meeting Housing Needs and Locations for New Homes

- A. The Council will plan to deliver a minimum of 1,330 homes per year up to 2033 by encouraging development on small sites and through allocating sites for residential use, increasing the supply of genuinely affordable homes, alongside community facilities through high quality urban neighbourhoods, to meet Hackney's needs. Housing growth is planned to take place in and around Shoreditch (7,000 homes), in

the north of the Borough at Woodberry Down/Stamford Hill (around 3,000 homes), around Dalston (around 2,000 homes) and Hackney Central (around 3,000 homes), and along the Borough's Enhanced Corridors identified in Map 1: Key Diagram.

- B. The Council will create the conditions for growth and to seek to meet identified housing need of 1,750 new homes per year by 2033 by bringing forward new growth areas such as Clapton, Homerton and along key growth areas/corridors.
- C. The Council will support the development of small sites to meet housing need. Infill housing development and innovative approaches to housing delivery on small sites will be supported subject to meeting other development plan policies.
- D. Self-contained residential units are the priority residential land use in the borough and type of land use for which there is the greatest need. Proposals involving the provision of other forms of residential accommodation including student housing, visitor accommodation and alternative forms of accommodation will only be permitted where applicants can demonstrate that it is not feasible to deliver C3 residential development on site.

7.2 The identified housing need for the borough during the plan period is 26,250 new homes (1,750 homes per year). Hackney, in partnership with the GLA, has identified capacity to deliver 1,330 homes each year between 2019 and 2029. This equates to a requirement for 19,950 homes over the 15 year plan period. In line with the growth strategy and informed by the Council's housing trajectory, it is projected that around 35% of the housing growth will be delivered in and around Shoreditch, around 15% in Hackney Central, 10% in Dalston, and 15% around Woodberry Down and Stamford Hill. Further growth will be delivered along the key corridors and new growth areas such as Clapton and Homerton.

7.3 Almost half of this delivery is expected to come from small sites. Small sites can make an important contribution to meeting the housing requirement of an area, with an advantage being that they are often built-out relatively quickly. Hackney is on track to meet the new London Plan target but is also looking at ways to bring forward more sites for development to meet housing need.

7.4 Hackney's local housing needs assessment identifies a significant need for self-contained housing in excess of the housing targets set by the London Plan. Self-contained homes also have the greatest potential and flexibility to provide for

a range of needs. Purpose-built student housing, visitor accommodation and shared housing compete directly for a limited land supply with conventional self-contained housing. The Council is therefore prioritising the delivery of C3 self-contained housing over those uses and will encourage the delivery of housing on other schemes where appropriate.

LP13 Affordable Housing

- A. New development must maximise opportunities to supply genuinely affordable housing on-site. The Council will seek the maximum reasonable amount of affordable housing, subject to viability and site context.
- B. Affordable housing requirements are not limited to Class C3 in the Use Classes Order and will be sought from alternative housing products and developments such as purpose-built shared housing (e.g. co-living), supported and specialist housing and student housing.
1. **Schemes of 10 units or more:**
- i. A minimum 50% of housing delivered will be sought as on-site affordable housing, subject to the requirements set out in part A;
 - ii. Schemes meeting or exceeding 50% genuinely affordable housing (in accordance with iv. below) will not be required to submit viability information.
 - iii. Schemes that propose less than 50% on-site affordable housing will be required to submit a detailed viability assessment and will be subject to early and late review mechanisms.
 - iv. Conventional C3 housing schemes will need to deliver affordable housing in accordance with the following tenure split:

Affordable Housing Tenures	Type of affordable housing	Proportion required
Social Rent/London Affordable Rent	Social	60%
Hackney/London Living Rent or London Shared Ownership or other genuinely	Intermediate	40%

affordable products that the Council considers appropriate		
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- v. Other affordable housing tenure to those outlined in 1.iv will be permitted where it can be demonstrated to be genuinely affordable relative to local ward level incomes.
- vi. Off-site affordable housing or payments in-lieu will only be considered in truly exceptional circumstances where the Council is satisfied that off-site provision would secure a better outcome in meeting housing need. Off-site affordable housing and payments in lieu will be required to be equivalent to the 50% requirement, subject to viability.

2. Schemes of 1-9 units:

- i. Schemes which fall below the 10 unit threshold will be required to provide on-site provision or payments in lieu up to the equivalent of 50% of housing delivered as affordable housing, subject to viability. Further guidance will be set out in the Hackney Housing SPD and Planning Contributions (S106) SPD.
- C. Where additional homes are proposed through amended planning applications (i.e. through re-submissions or variations of existing planning applications or submission of a new planning application for an extension resulting in an increase in homes delivered) within four years of the commencement of the original planning permission, affordable housing requirements stated in the rest of this policy will apply to the total number of net new homes.
- D. Where development sites are split, or separate proposals are brought forward on neighbouring or nearby sites which are physically or functionally linked, affordable housing requirements will be assessed on the total number of net residential units proposed across all related sites.

7.5 Maximising the delivery of genuinely affordable homes remains one of the biggest challenges facing the Plan. On sites of 10 or more residential units, applicants must provide 50% affordable housing on-site, which could be part-funded by public subsidy. It is not necessary for applicants to submit detailed viability assessments where the 50% threshold is met or exceeded.

- 7.6 Sites of 10 or more residential units that provide less than the policy compliant 50% affordable housing contribution are required to submit a detailed viability assessment and will be subject to early and late review mechanisms to ensure that affordable housing contributions are increased if viability improves over time. If the late stage viability review indicates that the development is capable of delivering more affordable housing than originally stated, payment in lieu contributions will be required. Further guidance on the early and late stage review is provided in the GLA's Affordable Housing and Viability SPG.
- 7.7 Approximately 47% of all new homes delivered in Hackney over the last decade have been on small sites with developments of less than 10 units. These are developments where the Council has been unable to secure the delivery of affordable housing. Small schemes may also be subject to affordable housing review mechanisms. Further guidance will be set out in the Hackney Housing SPD and Planning Contributions (S106) SPD.
- 7.8 In order to better meet our housing need these sites will be required to contribute towards affordable housing delivery either through on-site provision or off-set monetary contributions which could then fund Council-led projects to deliver genuinely affordable housing.
- 7.9 To further maximise the delivery of genuinely affordable housing we need to make sure that the type of housing delivered on larger sites of 10 units or more, is affordable to Hackney residents having regard to average house prices, private rents and incomes in different parts of Hackney. This means that different affordable housing tenure products will be appropriate for different areas. In certain areas, particularly in the southern wards of Hoxton East Shoreditch, Hoxton West and Haggerston, the focus will be on delivering Social Rented alongside Living Rent. The Future Shoreditch Area Action Plan and planning briefs will provide further policy and guidance to ensure the delivery of genuinely affordable housing on key sites having regard to other considerations set out in this policy. We will also encourage the development of innovative intermediate housing tenures that can be made affordable to a wider range of groups in Hackney.

LP14 Dwelling Size Mix

- A. Developments should provide the following mix of dwelling sizes for social/London affordable rent tenures:

Bedrooms / Dwelling size	1 Bed	2 Beds	3+ Beds
Preferred dwelling mix – social/London affordable rent	30-34%	30-34%	33-36%
Preferred dwelling mix – intermediate	Lower % than 2 bed	Higher % than 1 bed	15-25%
Preferred dwelling mix - market	Lower % than 2 bed	Higher % than 1 bed	33%

- B. The Council will seek a higher proportion of 4+ bed dwellings in the Stamford Hill AAP area across all tenures. The Stamford Hill AAP will provide further guidance on this.
- C. The Council will consider variations to the dwelling size mix sought if this can be justified based on the tenures and type of housing proposed, site location, area’s characteristics, design constraints, scheme viability; and where shared ownership is proposed, the ability of potential occupiers to afford the homes proposed.

7.10 There is a diverse population in Hackney, with an equally diverse range of housing needs and requirements; this means ensuring that a good selection of housing types and tenures are built. The Council recognises that there is a need for all types of dwelling sizes and tenures. However, priorities are set based on what local housing needs assessments³ and the Council’s housing waiting list state are the highest quantum of each of type of housing required to meet housing needs in the Borough. This is reflected in the policy requirements.

7.11 The ability to deliver this mix may vary dependent on site location and characteristics, and scheme viability and this will be assessed by the Council where proposals differ from the required mix. In some circumstances, proposals involving the provision of affordable family housing (in this case units with 3 bedrooms or more) in excess of the policy requirements will be supported to

³ Hackney Strategic Housing Market Assessment 2015

enable borough-wide housing targets to be met. In other circumstances, it may be necessary to provide a lower proportion of family-sized private units within a scheme if this can be demonstrated to deliver a greater proportion of genuinely affordable units on site. The Council will also allow flexibility in estate regeneration schemes, in particular where a unit mix has been agreed on the basis of detailed consultation with the residents taking on-board the specific needs of returning residents. There will also be flexibility on the requirement for family units for proposals for retirement, sheltered or extra care housing.

LP15 Build to Rent

- A. Standalone Build to Rent developments or Build to Rent blocks on a larger mixed tenure development will be supported provided they comply with all other plan policies and they meet all of the following criteria:
 - i. The homes are held as Build to Rent under a covenant for at least 15 years; and
 - ii. All units are self-contained and let separately; and
 - iii. The development is in unified ownership and unified management; and
 - iv. The development has professional and on-site management; and
 - v. Longer tenancies of three years or more are offered with defined in-tenancy rent reviews.

- B. At least 50% of the units delivered in Build to Rent schemes must be affordable housing, subject to viability. The tenure of the affordable housing delivered as part of the development will be required to be London Living Rent.

- C. S106 agreements on Build to Rent schemes will include a 'clawback' mechanism in the event of units being sold out of the Build to Rent sector. Further guidance will be provided in the Hackney Housing SPD.

7.12 The growth of the Private Rented Sector (PRS) and a decline in the realistic chances for home ownership for many people in Hackney in the short to medium term due to rising house prices means that 'Build to Rent' schemes, supported by the Mayor of London in the Housing SPG are increasingly relevant, particularly in terms of the affordable housing products that can be secured as part of such schemes (i.e. Living Rent and London Affordable Rent).

- 7.13 The Council recognises the increasing importance of the PRS in meeting housing needs in the borough, and supports the provision of 'build-to-rent private rented homes', where these are well-designed, where evidence is provided that high standards of management will be put in place, and where the benefits of such housing are balanced against the level of affordable housing provision. The Council will work with the GLA and other delivery partners to seek to increase and improve the private rented sector in line with the London Plan and the Mayor's Housing SPG.
- 7.14 For Build to Rent schemes and where a certain number of homes are offered for rent in new developments, of the affordable housing sought, the Council will require London Living Rent and London Affordable Rent rather than Discounted Market Rent or Affordable Private Rent to ensure homes are 'genuinely affordable'.

LP16 Self/Custom-Build Housing

- A. Proposals for self/custom build housing projects to meet demand will be supported provided they are compliant with all other plan policies.
- B. Large developments of 0.25ha or more should seek to make provisions for serviced plots of land for self/custom build housing, subject to the characteristics and constraints of the site and area.
- C. Self/custom-build development will be supported and encouraged on infill development sites provided the scheme is in accordance with all other development plan policies

- 7.15 The Self-Build and Custom Housebuilding Act 2015 and Self-Build and Custom Housebuilding (Register) Regulation 2016 require the Council to keep a register of individuals and associations of individuals who are interested in self-build and custom housebuilding and are seeking to acquire serviced plots of land within the Council. The Register serves as an indication of demand for self/custom-build in the borough. The Act also places a duty on councils and other public bodies to have regard to the self-build and custom housebuilding register when carrying out their planning, housing, land disposal and regeneration functions.

LP17 Housing Design

- A. The Council will expect all homes and extensions to existing properties to be of high quality design and meet the internal and external space and accessibility standards set out in the London Plan, GLA Housing SPG and Hackney's Housing SPD.
- B. Housing types must be designed to be flexible in use and adaptable over time to meet the changing housing needs in Hackney.
- C. Schemes will be required to meet the sustainable design and construction standards set out in the Hackney's Sustainability and the Built Environment SPD, as a minimum.
- D. Residential extensions and alterations schemes should have regard to the Residential Extensions and Alterations SPD (and any future updates to this SPD).

7.16 Through the London Plan the GLA has set minimum housing design and accessibility standards as well as standards for the provision of private amenity space for new homes in all London Boroughs. This together with the requirements identified in Building Regulations, access to outdoor amenity space and ensuring that new buildings are well-insulated and sufficiently ventilated to avoid the health problems associated with damp, heat and cold, will help provide healthier living environments for Hackney residents.

7.17 The Council will be publishing an update to the 2009 Residential Extensions and Alterations SPD which will replace the current guidance.

LP18 Housing Older and Vulnerable People

- A. Proposals for the development of housing aimed at meeting the specific needs of older people and vulnerable people will be supported provided all of the following criteria are met:
 - i. There is a demonstrable need for the type of accommodation proposed within the Borough; and

- ii. Schemes are located in accessible areas where the daily needs of older people in terms of convenience shopping, community facilities and public transport can be met; and
- iii. Schemes are designed to a high standard, meeting any relevant guidance for the form of accommodation proposed; and
- iv. Schemes will be required to demonstrate that the proposed accommodation has considered the needs of the intended occupiers and that the type of facilities proposed, the level of independence promoted and the amount of provision of support and/or care proposed is appropriate for the intended occupiers.

B. All new general-purpose homes must be designed to be adaptable to meet the needs of disabled people and the elderly as well as assisting independent living at home.

C. Proposals for specialist housing for older people will be required to provide 50% affordable housing with the tenure split outlined in the table below. Alternative affordable tenures will be considered where it is demonstrated that the accommodation proposed is affordable to older people in the Borough and suitable to their needs.

	Intermediate	London Affordable Rent
Specialist Housing	30-40%	60-70%

D. The Council will have regard to viability, site context and surroundings; the character of the development; and design constraints where the applicant is unable to meet affordable housing requirements.

E. Proposals for the loss of existing accommodation for older and vulnerable people will be resisted unless one of the following criteria apply:

- i. It can be suitably demonstrated that the needs met by this form of accommodation can be met or re-provided elsewhere in the borough; or
- ii. Adequate replacement accommodation to meet the needs of older or vulnerable people is provided, subject to satisfying other plan policies; or
- iii. It can be demonstrated that there is no longer an identified need for the existing accommodation due to there being a surplus of this type of accommodation in the borough.

- 7.18 Population forecasts suggest that there will be a significant increase in the population of older people in Hackney, and London more generally including a rise in the population of over 65's and an even larger rise in the over 85's during the plan period. The Council will endeavour to support older people to live independently in their own homes for as long as possible and will therefore seek to ensure in the first instance that new homes are designed to be accessible to people with mobility difficulties. Whilst this is preferable there will still be an increasing need to house elderly people in specialist accommodation. Hackney's local housing needs assessment⁴ estimates a significant need for additional units of specialist accommodation for older people of different types up to 2025. The GLA SHMA indicates that up to 2025 there will be a need to provide 3,600-4,200 additional specialist units per annum across London. To meet this need the London Plan allocates an indicative annual strategic benchmark for London boroughs to inform local targets over this period. For Hackney the benchmark is to deliver 55 specialist units for older people per annum with a tenure split of 25 units for private sale, 10 for intermediate sale and 20 for London affordable rent. This would equate to 825 additional specialist units over the plan period if the target is rolled forward. An emerging needs assessment and Hackney's Older Person's Housing Strategy will provide clearer data on need for specialist provision.
- 7.19 As well as older people with support needs, there are a number of other people in the Borough that are considered to be vulnerable and in need of some form of specialist or conventional housing. The local housing needs assessment identifies likely future needs for vulnerable people up to 2021 and includes people suffering from mental health problems, rough sleepers, people with learning disabilities and those with issues regarding alcohol misuse among others. The Council already works to help vulnerable people through health and social care professionals, and not all vulnerable people will require additional accommodation however the Council will support proposals to accommodate needs.

LP19 Residential Conversions

- A. The conversion of houses to flats will be supported if all of the following criteria are met:
- i. adequate access would be provided to each dwelling; and
 - ii. each dwelling would be self-contained; and

⁴ Hackney Strategic Housing Market Assessment 2015

- iii. the distinctive character of the building/area would not be adversely affected by development with particular regard to heritage assets.
- B. A minimum of one family unit of 3 or more bedrooms at ground floor is provided. A minimum of one 4+ bed family unit will be required as part of conversion schemes in the Stamford Hill AAP area.

- 7.20 The increase in the number of smaller households, combined with rising house prices, has increased the demand for smaller dwellings in the borough, particularly from single people and young couples on modest incomes. One way the supply of smaller dwellings has been delivered has been through the conversion of larger homes to flats. Although the contribution made by conversions of larger houses to smaller dwellings is useful in providing a lower cost accommodation, conversions to flats can result in the loss of family housing, and inflate the price of remaining larger homes.
- 7.21 The aim of this policy is to maximise housing delivery whilst ensuring that a mix of housing is provided by ensuring that the conversion of larger houses provide at least one 3 bedroom dwelling with access to private amenity space and larger units in the Stamford Hill area where there is evidence of need for larger family size homes.
- 7.22 The Council recognises that a different dwelling mix may be required to enable development or as part of the refurbishment of a recognised heritage asset building in order to retain distinctive townscape character, and the historic layout of a property. As such, flexibility will be applied in such instances.
- 7.23 More detailed policy requirements and information about the size of units required in the Stamford Hill area will be set out in the Stamford Hill Area Action Plan.

LP20 Student Housing

- A. Proposals for new student accommodation will be permitted if all of the following criteria are met:
- i. The site is not suitable for development for conventional self contained units; and
 - ii. The accommodation is needed and secured for students from one or more academic institutions based in Hackney, or within London; and

- iii. The proposal does not result in the loss of conventional housing; and
 - iv. The site is highly accessible by public transport and provides good access to local shops, services and facilities; and
 - v. The development does not lead to an over-concentration of such uses which may be detrimental to local amenity, or the balance of uses within the area affecting the character and function of an area; and
 - vi. 10% of rooms provided are wheelchair accessible or easily adaptable for occupation by wheelchair users; and
 - vii. A minimum of 50% of student rooms will be required to be affordable for students, subject to viability, in the context of student maintenance loans and rents; and
 - viii. The rent for affordable student rooms should be set at a maximum of 55% of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year.
- B. Details of the management of such developments must be submitted with an application, setting out how the impact of development on local amenity will be minimised.

7.24 The neighbouring boroughs of Newham, Islington, Tower Hamlets and the City of London contain several well-known London universities which are easily accessible from the Borough. Student numbers have been increasing in recent years with the highest ever admission of places recorded in 2015. Whilst the Council acknowledges that inadequate local provision would result in students having to travel long distances to attend university, putting pressure on the public transport infrastructure, and that students contribute socially and economically to an area, it nonetheless recognises that the development of new-build student housing must not be to the detriment of other key uses such as general housing delivery, other housing for which there is a demonstrable need or designated employment land or lead to an over-concentration of similar uses which may be detrimental to residential amenities or the balance of land uses, affecting the character and function of an area. Proposals for student accommodation will therefore only be approved where a demonstrable need exists and where accommodation is secured for occupation by members of one or more specified higher education institutions.

7.25 The Council has approved a significant number of student bed spaces in the last decade, the majority of which have been approved in designated employment areas. Although having become more mixed use in nature, Shoreditch is predominantly a commercial area, including and adjacent to the City Fringe and the Central Activities Zone, and containing large areas of designated employment

land. As such any further consents for large student housing developments, particularly within designated employment areas, are likely to affect the character and function of the area. In addition to pressure on other important land uses, such developments can have adverse impacts on amenity, such as through noise levels and additional vehicular traffic particularly at the start and end of terms, and increased pressure on local services, including demand for evening economy uses (which the Council seeks to manage in Shoreditch, for example). In considering a proposal for student accommodation, the Council will take into account the likely impact on the amenities of surrounding locality, and the cumulative impact on the locality and community where a number of such uses already exist, to ensure an appropriate balance of land uses in an area, and to avoid detrimental effects on amenity. Applicants should submit details of how student housing developments will be managed to minimise impacts on amenity.

- 7.26 In addition to this, reflecting the overwhelming need for self-contained genuinely affordable homes and workspace, applicants will need to demonstrate that the site had been considered for C3 residential development before student housing uses can be accepted.
- 7.27 Student housing should serve academic institutions based in Hackney, or within London. The specific academic institution(s) that the student housing development would serve should be specified when a planning application is submitted. Student housing will be secured by planning agreement or condition relating to the use of the land or its occupation by members of specified higher educational institutions.
- 7.28 Providers should seek to deliver student accommodation that is affordable for students in the context of student maintenance loans and rents.

LP21 Large Scale Purpose-Built Shared Housing

- A. Development involving the provision of new large-scale purpose-built shared housing comprising at least 50 units will only be permitted if all of the following criteria are met:
- i. It meets an identified need; and the site is not suitable for development for conventional self-contained units.
 - ii. It is located in an area well-connected to local services and facilities, and in an area with high-transport accessibility; and
 - iii. It is under single management; and
 - iv. its units are all for rent with minimum tenancy lengths of no less than three months; and
 - v. a management plan is provided with the application; and
 - vi. At least 50% of all units are provided at rental levels which do not exceed one-third of ward-level incomes (excluding utility bills and Council Tax) subject to viability and site context; and
 - vii. Rooms and communal spaces are of a high quality and of adequate size and the development provides a good standard of accommodation in terms of space standards, management requirements, facilities, daylight and sunlight, aspect and amenity space; and
 - viii. Suitable communal amenity space is provided to meet the needs of occupiers; and
 - ix. The development must not have a detrimental impact on the amenity of neighbouring occupiers; and
 - x. The development must not lead to an over-concentration of these types of uses in the area; and
 - xi. 10% of the units provided are easily adaptable for occupation by wheelchair users.
 - xii. A detailed management plan and details of proposed tenancy lengths are provided.

7.29 Shared housing as identified above is a strategically important part of London's housing offer, meeting distinct needs and reducing pressure on other elements of the housing stock. They provide flexible and relatively affordable accommodation through the private rented sector. They also play an important role in providing labour market flexibility in London. Shared housing can therefore form an important part of Hackney's housing stock provided they are designed well and of a good quality.

7.30 Whilst it is recognised that shared accommodation is an increasingly valuable form of accommodation in the borough, C3 residential is still the priority land use

in the borough and type of accommodation for which there is the greatest need. Shared housing proposals will usually be resisted on sites allocated for residential development and sites already with planning permission for residential development.

- 7.31 The Council's preference is for the provision of on-site affordable housing through the provision of units at one-third of ward level incomes. The level and quality of provision of on-site affordable housing will be one of the considerations when assessing whether the site is suitable for purpose-built shared housing. Proposed shared housing development will be subject to a planning agreement to ensure rents for rooms remain affordable for low-income occupiers in the long term. In accordance with policy LP13 off-site affordable housing or payments in-lieu will be considered in truly exceptional circumstances where the Council is satisfied that the off-site provision would secure a better outcome in meeting housing need.

LP22 Houses in Multiple Occupation (HMO)

- A. Proposals for new HMOs will be supported if they:
- i. Do not result in the loss of existing housing suitable for family occupation;
 - ii. Are well served by local shops and facilities; and are accessible by public transport;
 - iii. Will not have a detrimental impact on the amenity of neighbouring occupiers;
 - iv. Can demonstrate that proposed rent levels would be suitable for people with low incomes;
 - v. Provide rooms and communal spaces of a high quality and of adequate size and the development provides a good standard of accommodation in accordance with Council requirements in terms of space standards, management requirements, facilities, refuse arrangements, daylight and sunlight, aspect and amenity space (the Council's "Guidance for Houses and Flats in Multiple Occupation" should be used as a benchmark).
- B. Evidence of management arrangements and details of proposed length of tenancy agreements should be provided where the proposal would consist of non self-contained rooms for 7 (or more) occupants.

C. Loss of any good quality HMO properties will be resisted unless adequate replacement facilities are provided or it can be demonstrated that the existing facility is no longer required.

- **HMOs defined as C4 by the Use Classes Order** - Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.
- **Larger HMOs classed as Sui Generis by the Use Classes Order** – Shared houses occupied by more than six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

7.32 As with purpose-built shared housing, HMOs can form an important part of Hackney's housing stock provided they are designed well and of a good quality.

7.33 Proposed shared housing development will be subject to a planning agreement to ensure rents for rooms remain affordable for low-income occupiers in the long-term. Granting of a HMO license will be subject to meeting the Council's Private Sector Housing Unit requirements.

LP23 Gypsy and Traveller Accommodation

- A. Proposals for new sites and pitches to meet the needs of Gypsies, Travellers and Travelling Showpersons will be supported provided that all of the following criteria are met:
- i. there is a demonstrable need supported by the Council's needs assessment; and
 - ii. the site is suitable for residential development and has good access to services and facilities to meet the needs of residents; and
 - iii. development on the site does not have a detrimental impact on the natural environment; and
 - iv. development on the site does not have a detrimental impact on the amenity of neighbouring and nearby residents and businesses; and
 - v. development is respectful of and sensitive to the local character; and
 - vi. the site is easily accessible from the public highway; and
 - vii. the site is not vulnerable to flood risk.
- B. Proposals for the loss of existing travellers sites and pitches will be resisted unless an equivalent number of replacement pitches are provided.

- 7.34 Based on the 2018 Hackney Gypsy and Traveller Accommodation Assessment there is a need for 8 pitches and a further 84 pitches units for non-travelling gypsy and travellers within the borough to 2033.
- 7.35 Hackney Council is working jointly with the LLDC and other agencies to deliver the Bartrip Street, E9 site, to meet the needs arising within the first five years of the plan period. The Bartrip Street site, lies within the London Borough of Hackney within an area for which the LLDC currently have planning powers. The site is allocated as a 'land with potential for gypsy and travel site' in the LLDC adopted Local Plan (July 2015).
- 7.36 The Council will seek to accommodate the housing needs of the non-travelling community through dedicated pitches and other housing policies in this Plan. As part of the Council's duty to meet the housing needs of the community, people can also apply for accommodation through the Council's housing register.
- 7.37 Proposals for new sites and pitches will be assessed against the relevant criteria of Policy LP1 'Design and Quality and Local Character' and LP2 'Amenity'.

LP24 Preventing the Loss of Housing

- A. The redevelopment, conversion or change of use of land or buildings involving loss of residential floorspace will be resisted and will only be permitted where at least one of the following conditions are met:
- i. The land or buildings are no longer suitable for residential use and it is considered inappropriate to re-provide residential accommodation; or
 - ii. Replacement housing of an appropriate type is being provided at either an equivalent or higher density, or to address a specialist housing need for which there is a particular shortage in the Borough; or
 - iii. Redevelopment is necessary to create better quality homes and dwelling mix, and improve the living environment, as part of major regeneration schemes; or
 - iv. A proposal seeks to combine small dwellings to create larger dwellings in the Stamford Hill Area Action Plan area; or
 - v. The proposal will enable sub-standard units to be enlarged to meet residential space standards; or

- vi. The proposal is for an essential community use or infrastructure for which there is demonstrable need, and it can only be provided by the loss of existing residential floorspace; or
- B. Where a loss of affordable housing is proposed, a like-for-like replacement in terms of tenure and number of units will be required.

7.38 The Council seeks to increase overall housing stock in the borough and therefore in conjunction with supporting the provision of new dwellings, the Council will resist the loss of existing residential uses. There may however be circumstances where a loss of housing may be acceptable and the policy sets out circumstances under which a loss of housing will be considered.

7.39 Additionally, there may be locations where a current residential use is incompatible with the surrounding area, for example due to noise or access issues, or the particular circumstances of listed buildings and disused accommodation over shops may also merit changes of use from housing to ensure improvement and reuse of dilapidated buildings. In other circumstances, and subject to compliance with all applicable policies, the loss of a residential unit to enable the provision of a community facility such as a school or health facility may constitute an acceptable change of use, if suitable alternative sites are not available and the community facility can only be provided by use of a residential building, and there is demonstrable demand for the non-residential use. Some proposals for changes of residential uses to supported housing may also be acceptable.

7.40 Where the loss of affordable housing is proposed on a particular site which is a part of a wider redevelopment programme, such as the Council's Estate Regeneration Programme, like-for-like replacement affordable housing can be re-provided across the whole programme rather than at each particular site.

LP25 Visitor Accommodation

- A. The amount of new visitor accommodation including short-term lettings will be managed having regard to up-to-date assessments of current and future room demand and supply published by the Council. Where the assessment indicates long-term demand has not yet been met, visitor accommodation applications will be permitted if it meets the following criteria:

- B. Large scale hotels (50+ rooms) will be permitted in the Central Activities Zone and major town centres where there is an identified need that the Council deems to be greater than identified need for other policy compliant land uses. Small scale hotels in other areas may be permitted if they meet specific identified needs.
- C. Proposals for any new visitor accommodation including short-term lettings will be permitted if all of the following criteria are met. The development must:
- i. not result in a total supply (which includes approved schemes not yet built) of visitor accommodation rooms significantly greater than the projected demand for rooms; and
 - ii. not lead to an over-concentration of similar uses within the locality; and
 - iii. not result in the loss of general purpose housing or opportunities to provide conventional C3 housing or employment uses in line with policies LP12 Housing Supply and LP26 New Employment Floorspace; and
 - iv. complement the balance and mix of uses in the area, and the character and function of the area, and is compatible with surrounding land uses; and
 - v. not cause an unacceptable level of disturbance to, or loss of amenity to, occupiers of surrounding premises; and
 - vi. make adequate provision for servicing, and pick up and set down points for taxis and coaches; and
 - vii. includes at least 10% wheelchair accessible bedrooms.
- D. Active frontages should be incorporated at ground floor level and ancillary facilities such as conference rooms, restaurants or gymnasiums should be accessible to the public, unless there are valid and appropriate reasons why such facilities should not be accessible to the public.

7.41 The most recent projections of demand and supply of visitor accommodation in London up to 2050⁵ show that Hackney, in a range of scenarios, is progressing towards meeting its projected demand when taking account of rooms already in the planning pipeline. Short-term lettings are also growing and a 2015 study by Colliers International shows that Hackney is one of the top five London boroughs for Airbnb overnight stays with over 150,000 overnight stays a year. Whilst the Council intends to meet demand for visitor accommodation in the borough, the Council will seek to balance this with the need to provide genuinely affordable housing and other essential land uses. Applications for new visitor accommodation will therefore be assessed on a needs basis, which will be closely monitored, as well as the other criteria listed in the policy. Applications for

⁵ GLA Working Paper 88, "Projections of demand and supply for visitor accommodation in London to 2050"

short-term lettings will also be assessed against this policy where the letting period exceeds 90 days in any one calendar year, as per the 2015 Deregulation Act.

- 7.42 The priority residential land use within town centres is for C3 housing. In the case that the demand for visitor accommodation within the borough has been met, the Council would seek the provision of B1a and other town centre uses within the CAZ and town centres.

8. A Strong and Competitive Economy Which Benefits All

- 8.1 Hackney has a thriving economy with increasing employment rates and a diverse employment sector. In response to Hackney's evidence on employment needs, the borough's designations have been redefined to comprise of Priority Office Areas (POAs), Priority Industrial Areas (PIAs) and Locally Significant Industrial Sites (LSIS). These areas represent Hackney's core reservoir of employment land. They are extremely tightly drawn clusters covering only approximately 6% of Hackney's total land mass meaning it's vital they are protected.
- 8.2 A large part of Hackney's southern boundary is within the Central Activities Zone (CAZ). The importance of the CAZ and enlarged City Fringe Opportunity Area Planning Framework (OAPF) boundary (designated in the London Plan) has been recognised by the Government; with these areas granted exemption from the permitted development rights for office to residential, between May 2013 and May 2019 and an Article 4 was confirmed in April 2019 to continue to protect valuable employment land in this area.

Key Facts:

- In 2016, there were around 142,000 jobs in Hackney resulting in a jobs density of 0.72 (as a ratio of total jobs to working age population).
- In 2017, there were approximately 18,995 active enterprises in Hackney. Of these enterprises 91.3% are micro sized enterprises (0-9 employees), 7.4% are small (10 to 49 employees), 1.0% are medium (50 to 249 employees) and 0.2% are large (250+ employees) enterprises (NOMIS).
- The total supply of employment floorspace in the Borough is 933,696sqm. This comprises of 573,705sqm of office, 134,563sqm light industrial and 225,428sqm of industrial floorspace.

Chapter objective:

- To support a diverse and mixed economy providing at least 23,000 new jobs across a range of sectors by 2033 and maximise the supply of affordable workspace and low cost industrial space.

LP26-Employment Land and Floorspace

- A. The Council will plan to deliver a minimum of 118,000sqm of new office floorspace by 2033. New employment floorspace (B class) in the borough will be permitted in Locally Significant Industrial Areas, Priority Office Areas, Priority Industrial Areas, Central Activities Zone, and designated town centres.
- B. New development in the designated employment areas should maximise employment floorspace in line with policy LP27 Protecting and Promoting Office floorspace in the borough and policy LP28 Protecting and Promoting Industrial land and floorspace in the borough and should incorporate other priority uses such as conventional affordable housing and have active frontages at ground floor level, where appropriate.
- C. New employment space outside of the locations outlined in A will be permitted where:
- i. it can be demonstrated that there is a reasonable prospect of it being occupied; and
 - ii. the employment use is small-scale and would contribute towards place-making; or
 - iii. the employment space is being provided as part of a temporary use; and
 - iv. does not have an unacceptable impact on residential amenity.
- D. Within Priority Office Areas, office-led (B1a Use Class) development will be supported. These areas comprise of:
- Dalston
 - Mare Street
 - Kingsland
 - Shoreditch
 - Wenlock
- E. Within Priority Industrial Areas, industrial uses will be supported. These areas comprise of:
- Anton Street
 - Belfast Road
 - De Beauvoir
 - Hackney Downs

- Homerton
- Red Square
- Shacklewell
- Theydon Road
- Prout Road
- Tilia Road

F. Within the following Locally Significant Industrial Sites, industrial development will be permitted. Other uses, other than ancillary development, will be resisted.

- Millfields
- Helmsley Place
- Frederick Terrace

G. Where appropriate, new employment floorspace (all B use classes) should be fitted out to a standard that enables the immediate occupation by businesses, including basic mechanical and electrical services, fire detection and protection services and internal surface finishes.

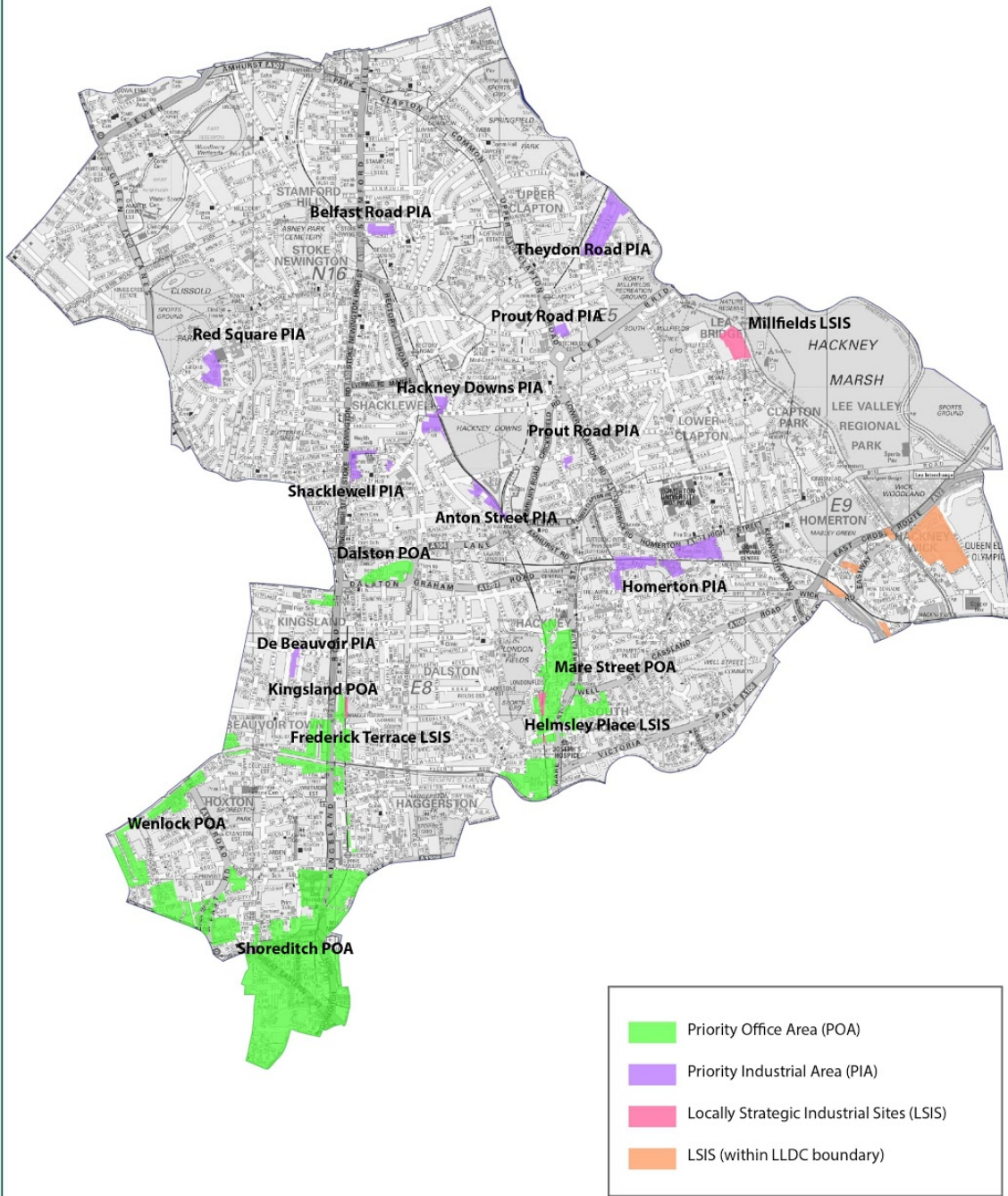
8.3 Historically, policy has allowed the market to influence what type of B use class floorspace is delivered within new development. Over time this has meant a gradual decline in industrial land/floorspace within Hackney's designated employment areas, particularly in the south and mid-Hackney, and the replacement of this floorspace with higher value office floorspace within new development.

8.4 In order to help retain vital industrial land and floorspace within Hackney and ensure that sufficient office floorspace is delivered to meet Hackney's economic needs, the LP33 policy approach now differentiates between Priority Office Areas (POAs) and Priority Industrial Areas (PIAs).

8.5 Hackney's employment evidence suggest a strong need for B1a office (a minimum of 117,000sqm up to 2033). This policy directs office to the most sustainable locations; within the designated Priority Office Areas (POAs) and throughout the Borough within existing town centres. These areas are considered to be the most viable and sustainable locations for employment development. The Plan will seek a higher proportion of employment floorspace (+60%) and affordable workspace within the Dalston, Wenlock and Shoreditch POAs as part of new employment-led development, subject to viability. The Plan will adopt a

rigorous approach to industrial land management, protecting, re-providing and intensifying industrial land and floorspace within designated Priority Industrial Areas (PIAs). Development should be mixed use where possible in both POAs and PIAs and incorporating other priority uses such as housing.

- 8.6 New employment opportunities outside of designated employment areas will only be permitted if the applicant can demonstrate a reasonable prospect of occupancy through the submission of marketing evidence in accordance with Appendix 1 and can demonstrate that it will contribute towards place-making, for example by enhancing the public realm or amenity, repurposing underused or misused space, designing out crime or incorporating an element of community use or providing social value.
- 8.7 New employment floorspace (all B use classes) should, where possible, be fitted out to a standard that enables the immediate occupation by businesses, including basic mechanical and electrical services, fire detection and protection services and internal surface finishes, where appropriate. This will support meantime use of employment floorspace by businesses and social enterprises which would aid in the activation of such space pending the permanent occupation by end users.



Map 3: Employment Designations

LP27 Protecting and Promoting Office Floorspace in the Borough

New Office Floorspace

- A. New development involving the provision of new office (B1a) floorspace must comprise well designed, high quality buildings and floorspace that is flexible / adaptable to accommodate a range of unit sizes and types with good natural light, suitable for sub-division and configuration for new uses and activities, including for occupation by small or independent commercial enterprises.
- B. All applications incorporating new office floorspace should include a marketing strategy which demonstrates the design and layout of the proposed floorspace is of a high quality, is flexible and meets the needs of likely end users.

Priority Office Areas (POAs)

- C. New development within designated POAs will be permitted where it is employment-led and where B1 use class is the primary use in line with the below thresholds, subject to viability.
 - i. Within the Future Shoreditch AAP (Shoreditch POA and part of the Wenlock POA) - at least 60% of the floorspace across the area as a whole is B1 employment floorspace.
 - ii. In the Dalston POA and remainder of the Wenlock POA – at least 60% of the overall new floorspace on a site is B1 use class
 - iii. In remaining POAs – at least 50% of the overall new floorspace on a site is B1 use class.
- D. Retail, hotel, community, leisure, residential development in POAs will only be permitted where all of the following criteria are met:
 - i. The development forms part of an employment-led, mixed-use scheme including conversion schemes meeting the thresholds identified in Ci. and ii. above.
 - ii. Proposals must be appropriate to the characteristics and functioning of the site and will not compromise the on-going operations of businesses in the POA.
 - iii. Proposals must satisfy the requirements of Policies including; other employment policies, Policy LP8 (Social and Community Infrastructure), Policy LP25 (Visitor Accommodation) Policy LP32 (Town Centres), and Policy LP38 (Evening and Night Time Economy).
 - iv. Residential uses are not provided at ground floor level.

- E. The change of use of ground floor commercial uses to residential use will not be permitted.
- F. Proposals solely for residential use will not be permitted in POAs.
- G. Existing industrial uses and low cost employment floorspace in POAs must be re-provided in line with Policy LP29 Affordable workspace and Low Cost Employment Floorspace.

Retention of Office Floorspace

- H. Development involving the net loss of B1a office floorspace in the Priority Office Areas will not be permitted.
- I. Development involving the net loss of B1 office floorspace outside of Priority Office Areas will only be permitted where all of the following criteria are met:
 - i. Robust marketing evidence (refer to Appendix 1) is submitted which demonstrates that there has been no demand for the existing or vacant land and floorspace for its current or former use, and the possibility of retaining, reusing or redeveloping it for similar or alternative smaller or more flexible units for employment generating use, or other alternative employment generating use has been fully explored;
 - ii. Any new employment use provides a range of higher quality, more flexible floorspace and preferably a higher density employment than the previous; and
 - iii. It is demonstrated that the new commercial floorspace being provided has a strong likelihood of being occupied through the submission of a detailed marketing strategy (refer to Appendix 1).

8.8 Policy LP27 directs office to the most sustainable locations; including the Priority Office Areas (POAs) and designated Town Centres. New development within POAs must be employment-led and must provide the maximum economically feasible amount of employment land and floorspace for the site, subject to viability. Employment floorspace should be provided in line with the targets in part C of the policy. The approach within the Future Shoreditch AAP is to achieve 60% B1 employment floorspace across the relevant POA as a whole (Shoreditch POA and part of the Wenlock POA); further guidance will be provided within the AAP. The approach in POAs outside of the Shoreditch AAP is to achieve the target B1

employment floorspace outlined in Part C of the policy on a site-by-site basis. Where there is an existing B use class on the site other than B1a (such as B1b, B1c, B2 or B8), re-provision of the existing B use class should contribute towards the employment floorspace targets set out in part C above and should be re-provided as low-cost employment floorspace in line with policy LP29 Affordable Workspace and Low Cost Employment Floorspace. The remainder of the employment floorspace in the employment-led scheme must be B1 floorspace. 100% residential schemes will not be permitted in POAs.

- 8.9 Other uses (retail, hotel, community, leisure, residential) are acceptable as part of a mixed-use scheme within a POA if they function in a 'supporting capacity' for redevelopment to assist with the viability and quality of the replacement employment floorspace and are in compliance with other policies in this Plan.
- 8.10 New business floorspace needs to be designed to respond to changing economic conditions and support economic growth. Unless it is demonstrated that a commercial occupier is lined up for employment land/floorspace and has particular requirements from the premises or land being developed, proposals should incorporate flexible design features to provide future adaptability for a range of uses and occupants, such as small and medium sized companies and 'startup' businesses. Premises should have good natural lighting (and avoid basement and windowless offices). All applications incorporating new business floorspace should be accompanied by a marketing strategy in accordance with Appendix 1 demonstrating how these parameters have been met.
- 8.11 Development proposing a net loss of office floorspace within POAs will not be supported. Where a scheme proposes the net loss of office floorspace outside of POAs, clear and robust marketing evidence must be submitted in accordance with Appendix 1 to demonstrate that there is no demand for use of land or floorspace as it exists, or alternatively for employment purposes if reconfigured into smaller units, or for alternative employment generating use. Alternative employment generating uses will generally include non-B class uses which have similar operational requirements and generate comparable employment density. It must also be demonstrated that these uses will not impact on the function of nearby B class use and that they are appropriate in amenity terms where part of mixed-use development.

LP28 Protecting and Promoting Industrial Land and Floorspace in the Borough

New Industrial Floorspace

- A. Where proposals involve the provision of new industrial floorspace (B1c, B2, B8 and Sui Generis uses of an industrial nature), the development must be of an appropriate scale and should be flexible and adaptable for different types of uses and suitable to meet future needs.

Priority Industrial Areas

- B. New development or redevelopment of sites within Priority Industrial Areas will be permitted where:
- i. It maximises the delivery of employment floorspace by maintaining, re-providing the same quantum of industrial floorspace (as either B1c, B2, B8), or intensifying the existing industrial uses;
 - ii. It includes the maximum viable amount of employment floorspace (refer to Appendix 1); and
 - iii. in the case of mixed use development schemes, are designed to ensure that there are no environmental impacts or conflicts between uses, applying the agent of change principle.

Locally Significant Industrial Sites

- C. Within Locally Significant Industrial Sites, development involving non-industrial uses will not be permitted.

Retention of Industrial Floorspace Outside of Priority Industrial Areas and Locally Significant Industrial Sites

- D. The loss of industrial land and floorspace outside of Priority Industrial Areas and Locally Significant Industrial Sites will be permitted where all of the following criteria are met;
- i. Robust marketing evidence (refer to Appendix 1) is submitted which demonstrates that there has been no demand for the existing or vacant land and floorspace for its current or former use, and the possibility of retaining, reusing or redeveloping it

- for similar or alternative smaller or more flexible units for employment generating use, or other alternative employment generating use has been fully explored; and
- ii. Any new employment use provides a range of higher quality, more flexible floorspace and preferably a higher density employment than the previous use; and
 - iii. It is demonstrated that the new commercial floorspace being provided has a strong likelihood of being occupied through the submission of a detailed marketing strategy (refer to Appendix 1).

- 8.12 There is increasing pressure on Hackney's industrial land. Rents are increasing, supply is reducing and businesses are being pushed further out. The findings of the Hackney Employment Land Study stress the need to ensure the retention of an adequate stock of industrial capacity to support a diverse, adaptable and more sustainable economy.
- 8.13 In order to help protect vital industrial land and floorspace to meet Hackney's economic needs, Policy LP28 supports the protection of industrial land and floorspace and encourages proposals for new industrial floorspace in the borough, in designated Priority Industrial Areas (PIAs).
- 8.14 Any new development within PIAs will need to maintain or re-provide the same quantum or intensify existing industrial uses (B1c, B2, B8). Where a proposal within a PIA involves redevelopment of non-industrial uses, new development should be mixed use providing the maximum economically feasible amount of B Class employment floorspace. 100% residential schemes will not be permitted in PIAs. Guidance on how industrial areas can be used more intensively, and how industry can be integrated in residential areas is detailed in the Mayor of London's Industrial Intensification Primer.⁶
- 8.15 Where a scheme proposes a loss of industrial land and floorspace outside of PIAs and LSISs, robust marketing evidence must be provided in accordance with Appendix 1 to show that there is no demand for this floorspace.

6

LP29 Affordable Workspace and Low Cost Employment Floorspace

- A. New major employment and mixed used development in the borough's designated employment areas, Central Activities Zone and town centres should provide affordable or low cost workspace, equating to a minimum of 10% of gross new employment floorspace.

Re-provision of Low Cost Employment Floorspace

- B. Major employment and mixed use schemes involving the redevelopment of existing low cost employment floorspace must re-provide the maximum economically feasible amount of low cost employment floorspace in perpetuity (refer to Appendix 1), at equivalent rents and service charges, suitable for the existing or equivalent uses, subject to current lease arrangements and the desire of existing businesses to remain on-site.

Affordable Workspace

- C. If the low cost employment floorspace equates to less than 10% of gross new employment floorspace or there is no low cost workspace to be re-provided as part of a major development scheme, new affordable workspace should be provided as follows:
- i. Development in the Shoreditch POA: at least 10% (offset by the amount of low cost employment floorspace provided) of the new employment floorspace (gross) should be affordable at no more than 40% of the locality's market rent in perpetuity, subject to viability.
 - ii. In remaining POAs, CAZ and town centres: at least 10% (offset by the amount of low cost employment floorspace provided) of the new employment floorspace (gross) should be affordable at no more than 60% of the locality's market rent in perpetuity, subject to viability.
- D. New affordable workspace should normally be provided on-site. Only in exceptional circumstances where it can be demonstrated robustly that this is not appropriate in terms of the policies in this Plan, it may be provided off-site. A cash-in-lieu contribution will only be accepted where this would have demonstrable benefits in furthering affordable workspace in the borough and other policies in this Plan.
- E. In circumstances where it is viable, both low cost employment floorspace and new affordable workspace should be provided.

F. Where additional floorspace is proposed through amended planning applications (i.e. through re-submissions or variations of existing planning applications or submission of a new planning application for an extension resulting in an increase in existing employment floorspace) within four years of the commencement of the original planning permission and the total amount of new employment floorspace exceeds 1000 sqm, affordable or low cost workspace will be sought in line with A and B above.

- 8.16 There is a need for the provision of affordable and low cost floorspace within the borough to support the needs of start-ups, SMEs and cultural and creative enterprises such as artists' studios and designer-maker spaces, as well as charities and social enterprises. Policy LP29 sets out that the Council will seek either the inclusion of a proportion of affordable workspace, or the re-provision of low cost floorspace, within major commercial development schemes, and within major mixed-use schemes in the borough's designated employment areas, CAZ and town centres. This policy is triggered in schemes that provide over 1000sqm of gross employment floorspace. Within a mixed-use scheme, affordable or low cost workspace would only be required if the scheme incorporates over 1000sqm of gross employment floorspace.
- 8.17 Low cost workspace is employment floorspace which may be secondary or tertiary in nature, of a lower quality or specification, with cheaper rents or leases, often providing space for start-ups, creative or light industrial occupiers such as artists or makers' spaces. Any major proposal in the designated employment areas, CAZ and town centres which involves the redevelopment of existing low cost floorspace must re-provide the maximum economically feasible quantity of low cost floorspace as part of the scheme. This low cost floorspace should be provided within an equivalent B use class in perpetuity at genuinely affordable rents having regard to Part C of this policy. Existing occupants should be re-housed within the development where possible.
- 8.18 Affordable workspace is new-build employment floorspace, providing affordable space for small businesses, predominantly within the B1 use class, to occupy, often operated and managed by a workspace provider. Where there is no low cost floorspace to be re-provided as part of a major scheme, new build affordable workspace should be provided in line with criteria B. This space should be secured through legal agreement with a Council-registered workspace provider. Affordable workspace will be provided in perpetuity.

LP30 Railway Arches

- A. Proposals for the use of railway arches for B1c, B2, B8, and other similar industrial sui generis uses will be permitted:
- B. Proposals for B1c, B2 and B8 uses alongside ancillary uses will be permitted where the ancillary use would help sustain and complement the primary use of the railway arch for industrial purposes and there is intensification of the remaining industrial floorspace.
- C. Proposals for commercial or community uses such as those falling within B1a, A and D use class in locations outside of Locally Significant Industrial Sites will be permitted if all of the following criteria are met. The proposed development:
 - i. complements and helps sustain the primary use of the parade of arches for employment purposes;
 - ii. maintains or re-provides the same quantum of industrial floorspace or intensifies the existing industrial floorspace;
 - iii. does not impact on the function of existing businesses within the parade of arches; and
 - iv. incorporates an active frontage
- D. Proposals involving the loss of industrial floorspace will only be permitted where it can be demonstrated through robust marketing evidence (see Appendix 1) that there is no demand for industrial use or industrial with ancillary uses detailed in part B of this policy. Proposals for major development involving the loss of low cost employment floorspace should re-provide this floorspace in accordance with LP29 Part B.

8.19 Hackney contains a number of railway arches with adjacent land. Railway arches and adjacent land, both within and outside of designated employment areas, provide good sites for the location of some of the 'heavier' type industries, within B2 and B8 uses, which they have traditionally been used for. These are important employment-generators and businesses for local people, and assist in serving both Hackney's and London's economy. Space within railway arches can also be used flexibly and innovatively to accommodate a range of B1c activities e.g. workshops and light industrial uses. Many of them provide low cost employment

floorspace for a range of activities which play an essential role in the functioning of the local economy.

- 8.20 Policy LP30 protects and supports the continued use of railway arches for industrial use. Ancillary uses are also permitted where the ancillary use would help sustain and complement the primary use of the railway arch for industrial purposes (B1c,B2,B8 use class) and there is intensification of the remaining industrial floorspace. This can be achieved through the introduction of mezzanines or making more efficient use of floorspace/ yard space⁷.
- 8.21 Railway arches can also successfully contribute to the regeneration and visual improvement of town centre and edge-of-centre locations, through accommodating active frontage uses and accommodating new vibrant uses. Other commercial and community uses (such as B1a, A and D use class) may also be appropriate outside of designated Locally Significant Industrial Sites where they satisfy the requirements of Part C of the policy. Given the need to retain industrial floorspace in the borough, where an arch contains industrial land/floorspace or land/floorspace last used for industrial purposes, development should maintain or re-provide the same quantum of industrial floorspace or intensify the industrial use. This could be achieved where an arch or parade of arches form part of a comprehensive scheme thereby allowing the existing industrial uses to be re-provided or intensified within the wider scheme, or by intensifying industrial uses within an arch/associated yard space to enable other complementary commercial / community uses. Any new community or commercial use must also incorporate an active frontage, complement and help sustain the primary use of the parade for employment purposes, and not impact upon the function of existing business within the parade of arches.
- 8.22 Proposals involving the loss of industrial floorspace must demonstrate that the loss of the industrial land/floorspace is acceptable through the submission of robust marketing evidence in accordance with Appendix 1. The marketing evidence must also demonstrate that the possibility of incorporating an ancillary use that would help complement and sustain the primary use of the arches for industrial purposes has been fully explored. The Council will use Section 106 agreements to ensure that loss of existing low cost employment floorspace is re-provided in accordance with LP29 Part B. Uses not specified in Parts A, B and C of Policy LP30 are considered to be inappropriate uses within arches.

⁷ See: [Industrial Intensification Primer, GLA 2017; CAG Consulting, 2017](#)

- 8.23 Any arches falling within designated employment areas would also need to satisfy relevant policies in the plan, namely LP26, LP27 and L28. Proposals for town centre uses (e.g. Classes A1, A3, D2 uses) must also meet the requirements for the sequential approach and impact assessment for such uses proposed outside of designated retail centres, and comply with other policies in this Plan such as policies LP1, LP2, LP26, LP27, L28 where relevant.

LP31 Local Jobs, Skills and Training

- A. New development should provide a broad range of employment opportunities across a variety of sectors available to local residents, including in both the construction and operation of new developments.
- B. All new major development will be required to:
 - i. Where appropriate, contribute towards employment skills and training programmes through S106 legal agreements to equip residents with the skills required to gain employment; and
 - ii. Demonstrate how the new development offers employment opportunities to residents.

- 8.24 Promoting economic and social inclusion in Hackney is a major priority for the Council; we are committed to ensuring that residents seeking work have the right skills and opportunities to gain employment. The construction phase of new development provides opportunities for local employment, apprenticeships and work experience placements and, once constructed, new commercial developments also bring employment opportunities for local residents. In order to ensure that local residents can secure local jobs, we will seek to address any skills mismatch between the borough's employers and the local community by seeking contributions towards local employment training programmes with the aim of providing residents with the skills needed to fill jobs both locally and further afield, thereby increasing employment opportunities for Hackney's residents. Schemes are required to produce an Employment and Skills Plan to demonstrate how employment and training requirements will be addressed and supported. Further information is set out in the Planning Contributions SPD.

9. Planning For Vibrant Town Centres

- 9.1 Town centre policies seek to encourage a variety of retail, commercial, leisure and cultural facilities within the designated centres. Hackney's town centres operate as a network and perform different roles and functions – larger town centres provide more shops for durable comparison goods with smaller centres meeting the day to day needs of neighbourhoods. Town centres will remain the main shopping channel, however the growth of e-tailing (online shopping) and m-tailing (shopping through mobile phones, tablets etc.) means that for centres to remain viable they must provide an attractive shopping and leisure experience to increase the amount of time people spend on the high street. Many town centres are also historic areas; new development should ensure that it conserves the historic environment and is of good design.
- 9.2 The Council has removed, through Article 4 Directions, the permitted development right which allows flexible changes of use between various town centre uses from A1, A2, A3, A4, A5, B1, D1 and D2 uses to A1, A2, A3 and B1 uses, as well as the permitted development right for the change of use of shops (A1) and financial services (A2) of under 150sqm to residential units in all designated centres. This is to ensure proper planning within town centres, allowing the Council to manage the balance of land uses within the designated centres and assess the impact of any change of use on the health of the town centre and the local character of the area.

Key Facts:

- There is a need for 16,600-19,500sqm comparison goods floorspace by 2033.
- There is a need for 10,000-11,200sqm convenience goods floorspace by 2033.
- The click and collect market is the largest online growth sector in the UK at the current time, with expenditure expected to grow by 64% between 2016 and 2021.
- As of August 2017, 58% of ground floor units within Hackney Central primary shopping frontage and 57% of Dalston primary frontage are in A1 use.

Chapter Objectives:

- To support distinctive town centres and a vibrant town centre experience. Evidence indicates that there will be a requirement of approximately 34,000sqm of new retail and leisure floorspace by 2033.

LP32 Town Centres

A. The Council will plan to deliver 34,000sqm of new retail and leisure floorspace by 2033. New retail and leisure development should be located within the following designated centres (as shown on the Policies Map), with the most significant growth being focused primarily in Dalston and Hackney Central, followed by Stamford Hill and Shoreditch:

Major Centres

- Dalston
- Hackney Central

District Centres

- Stoke Newington
- Stamford Hill
- Finsbury Park

Local Centres

- Broadway Market
- Chatsworth Road
- Dunsmure Road
- Green Lanes
- Hackney Downs
- Hoxton Street
- Kingsland Waste
- Lauriston Road
- Lower Clapton Road
- Manor House
- Oldhill Street
- Stoke Newington Church Street
- Stoke Newington Road
- Upper Clapton Road
- Well Street
- Wick Road

CAZ (Central Activities Zone)

- Shoreditch

B. Development of retail (all A classes) and/or leisure uses over 200sqm outside of the town centres listed in part (A) of this policy (excluding the CAZ) will not be permitted unless it can be demonstrated that there is no suitable premises available in the designated centres and that there would be no harm to the vitality and viability of these centres.

- 9.3 The borough has a network of town centres. This plan classifies these to provide a hierarchy, recognising the different role, size and draw of each centre. Hackney's town centre network is made up of Dalston and Hackney Central – both major centres, Stoke Newington and Stamford Hill - district centres, and 16 designated local shopping centres. The borough also includes part of the Finsbury Park district centre.
- 9.4 Hackney's town centres will be the focus for development of new convenience and comparison retail, as well as accommodating other appropriate town centre uses⁸ including commercial, community, leisure, culture, tourism and civic uses. Residential uses above ground floor level are acceptable within a town centre. An appropriate mix of uses and services is needed in order to retain and further improve the vibrancy and vitality of the town centres. New developments within the town centres must be appropriate to the scale, character and function of the town centre, in keeping with its role and function within the borough's town centre hierarchy. Development will be expected to enhance the public realm in order to improve accessibility, social spaces, safety and the environment.
- 9.5 Proposals for development of new or extensions to town centre uses, including all A Class or leisure development, which are outside of town centres and in excess of 200sqm gross internal area floorspace must comply with the sequential test and impact test as outlined in the London Plan. Where the sequential test demonstrates that the development cannot be located within a town centre, the applicant will be required to submit a retail impact assessment demonstrating that there would be no adverse impact on the vitality and viability of the designated centres as a whole. The Council will refuse planning permission where there is

⁸ Retail development (including warehouses, clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

evidence that proposals are likely to have significant adverse impacts on the vitality and viability of the designated centres.

LP33 Hackney Central and Dalston

- A. New retail, commercial, leisure and cultural development will be permitted within the major town centres of Hackney Central and Dalston.
- B. Any redevelopment of larger A1 retail units over 1,000sqm must re-provide at least the existing quantum of A1 retail floorspace.

Primary Shopping Areas (Dalston)

- C. Comprehensive redevelopment of the Kingsland Shopping Centre Primary Shopping Area in Dalston must re-provide the equivalent or greater quantum of A1 retail floorspace.
- D. Change of use away from A1 retail will be resisted in the Primary Shopping Areas of Kingsland Shopping Centre and Ridley Road Market within Dalston. Any change of use must meet the following criteria:
 - i. At least 85% of the units within each Primary Shopping Area must remain in A1 retail use; and
 - ii. will not result in the equivalent of a group of two or more adjoining standard size shop units being in non-retail (A1) uses; and
 - iii. must incorporate a shop front; and
 - iv. must contribute to the vitality and viability of the Primary Shopping Area.
- E. A change of use may be permitted if the proportion of A1 falls below 85% if it can be demonstrated through at least one year's marketing evidence in accordance with Appendix 1 that there is no realistic prospect of the unit being used for A1 retail.

Primary Shopping Frontages (Dalston and Hackney Central)

- F. A1 retail uses should be the predominant use within the primary frontages, constituting at least 60% of all units within the primary frontage as a whole. Development involving the loss of A1 uses will only be permitted where the proposal

does not result in the overall proportion of A1 falling below 60%, and does not result in the equivalent of a group of two or more adjoining standard size shop units being in non-retail (A1) uses.

- G. A change of use may be permitted if the proportion of A1 falls below 60% if it can be demonstrated through at least one year's marketing evidence in accordance with Appendix 1 that there is no realistic prospect of the unit being used for A1 retail.
- H. All proposals must incorporate a shop front or have an active frontage and contribute to the vitality and viability of the town centre.

Secondary Shopping Area (Dalston and Hackney Central)

- I. A diversity of A class, commercial, leisure and cultural facilities will be permitted within the secondary shopping areas.
- J. The change of use from retail (A1) will only be permitted where the proposal meets all of the following criteria:
 - i. The proposal will not result in the equivalent of a group of three or more adjoining standard size shop units within a parade being in non-retail (A1) uses; and
 - ii. Individually or cumulatively the development will not have an adverse effect on the vitality and viability of the centre as a whole and/or on the individual shop unit; and
 - iii. A shop front and active frontage is retained or provided; and
 - iv. The proposal is for another A-class, commercial/office or community use.

9.6 The primary shopping areas of Kingsland Shopping Centre and Ridley Road Market within Dalston provide key concentrations of retail floorspace. In order to safeguard these areas for retail purposes any redevelopment must not result in any net loss of retail floorspace.

9.7 A1 retail should be the principal and dominant use in the primary frontages designated in Dalston and Hackney Central major centres, constituting at least 60% of all ground floor units within the frontage. The remainder of the units in the primary frontage should be supporting A-class town centre uses. In order to ensure shopping centres in the Borough remain healthy and vibrant, if the proposed change of use away from retail would result in the total proportion of retail units in the primary frontage falling below the 60% threshold then marketing evidence will be required to show that there is no demand for retail in this location.

- 9.8 Outside of the primary shopping areas and primary shopping frontages, the remainder of the major town centres are designated as secondary shopping areas. In the secondary shopping area, a diversity of uses that complement the main shopping function of the centre will be permitted, including A class, B class, D class and other commercial uses that are appropriate within a town centre, provided the proposal meets the criteria set out in section G of the policy. Residential uses above ground floor level are acceptable within town centres.

LP34 Stoke Newington, Stamford Hill and Finsbury Park

- A. New retail, commercial, leisure and cultural development of an appropriate scale will be permitted within the district town centres of Stoke Newington, Stamford Hill and Finsbury Park.
- B. A1 retail should be the predominant use within district centres, constituting at least 55% of all units within the district centre as a whole. Development involving the loss of A1 uses will only be permitted where the proposal does not result in the overall proportion of A1 falling below 55% and does not result in the equivalent of a group of two or more adjoining standard size shop units within an individual parade being in non-retail (A1) uses.
- C. A change of use may be permitted if the proportion of A1 falls below 55% if it can be demonstrated through at least one year's marketing evidence in accordance with Appendix 1 that there is no realistic prospect of the unit being used for A1 retail.
- D. All proposals must incorporate a shop front, have an active frontage, contribute to the vitality and viability of the town centre or parade, and be for another A-class, commercial/office or community use.
- E. Any redevelopment of larger units over 1,000sqm must re-provide at least the existing quantum of retail/leisure/commercial floorspace.

- 9.9 Retail uses are distributed throughout Hackney's district centres so distinct primary and secondary frontages have not been designated in district centres. These centres are made up of natural parades of shops. A1 retail should constitute at least 55% of all units within the district centre. Any proposed change of use that would result in the proportion of retail units in the district centre falling below the 55% threshold is required to provide marketing evidence to

demonstrate that there is no demand for retail in this location. Any change of use away from retail must also meet all criteria in section D of the policy.

- 9.10 Some district centres contain single large, anchor retail units and the loss of any of these units would have a disproportionately large impact on vitality and viability of the district centre. Any redevelopment proposals for units over 1,000sqm must retain the existing quantum of retail/leisure/commercial floorspace in a configuration that will enhance the vitality of the town centre and contribute to place making and public realm enhancement.

LP35 Local Shopping Centres

Local Shopping Centres should provide a range of retailing and community services to meet the needs of the local community.

- A. A1 retail should constitute at least 50% of all units within each Local Shopping Centre.
- B. A change of use may be permitted if the proportion of A1 falls below 50% if it can be demonstrated through at least one year's marketing evidence in accordance with Appendix 1 that there is no realistic prospect of the unit being used for A1 retail.
- C. All proposals for change of use away from A1 retail uses within a Local Shopping Centre must meet the following criteria:
 - i. The proposal is for another A-class use or meets local community needs; and
 - ii. The proposal will not have an adverse effect on the vitality and viability of the centre as a whole and/or on the individual shop unit; and
 - iii. A shop front and active frontage is retained or provided.

- 9.11 Hackney's Local Shopping Centres provide a range of retailing and community services to meet the day-to-day needs of all members of the local community within reasonable walking distance. These centres are particularly important for less mobile members of the community and those who may not wish to travel far.
- 9.12 In order to maintain a range of retail services within the Local Shopping Centres, A1 uses should constitute at least 50% of all units within the centre. Any proposed

change of use that would result in the proportion of retail units in the local shopping centre falling below the 50% threshold is required to provide marketing evidence to demonstrate that there is no demand for retail in this location. All changes of use away from retail must also meet all criteria in section C of the policy.

LP36 Shops Outside of Designated Centres

- A. Individual shops or parades outside of designated town and local centres will be safeguarded for A1 retail purposes. Development involving the loss of A1 retail will be permitted if all of the following criteria are met:
- i. There are alternative shopping facilities for local residents within reasonable walking distance of 400m from the retail unit, also taking into account shops within neighbouring boroughs; and
 - ii. The retail character of the parade is not undermined (if it forms part of a parade); and
 - iii. The proposed use is an A-class or community use; and
 - iv. A shop front and active frontage is retained or provided.
- B. If all of the above criteria are not met then marketing evidence of at least one year must be provided in accordance with Appendix 1 demonstrating that there is no realistic prospect of the unit being used for A1 retail.

- 9.13 Non-designated local shopping parades or individual shops such as newsagents or corner shops have a key role in providing access to day-to-day necessities within walking distance from home. A1 uses within these non-designated centres should be retained in line with the criteria in the policy in order to provide local facilities in sustainable locations.

LP37 Small and Independent Shops

- A. The provision of small A1 shop units suitable for small and independent retailers will be supported.

- i. New retail development of more than 1000sqm gross internal floorspace in designated town centres must incorporate small shop premises, equivalent to at least 10% of the total amount of proposed gross internal retail floorspace.
 - ii. Major developments must incorporate small shop units where there is no accessible provision of alternative shopping facilities within 400m walking distance, taking into account shops within neighbouring boroughs.
 - iii. New retail development will be subject to conditions to prevent the future amalgamation of units into larger premises without planning permission.
- B. Any proposal involving sub-division of an A1 retail unit or partial loss of A1 retail floorspace must demonstrate that:
- i. The function of the unit will not be materially altered, i.e. that the floorspace of the remaining retail unit is sufficient to allow its continued operation as a shop or other town centre use; and
 - ii. The future viability of the unit and the centre will not be harmed.
- C. Amalgamation of individual A1 shop units will be permitted in the primary frontages of major town centres.

9.14 A small shop is considered to be less than 80sqm gross internal floorspace and is often occupied by an independent retailer which has nine units or less in operation nationally (as per the Goad definition). Hackney's many small and independent shops contribute to the special character and identity of Hackney's neighbourhoods and add to the distinctiveness and variety of Hackney as a place to live and visit. In addition, affordability is a key concern for small enterprises in Hackney and, by virtue of their size, small shop units are generally more affordable and accessible to independent or start-up shop businesses and independent traders. The Council therefore seeks to retain and promote small shop units across the borough.

9.15 In order to encourage greater provision of small shop units within the borough, new retail development within Hackney's designated centres which are over 1000sqm are required to incorporate small shop premises for occupation by small and independent retailers amounting to 10% of the gross internal floorspace. In addition, proposals for major development schemes may also be required to provide small shop units where no alternative shopping facilities are available within 400m walking distance, to ensure all members of the community have

reasonable access to local shops for day-to-day needs. This would be secured through planning obligations.

- 9.16 Whilst small retail units are encouraged, in some cases, retail units (all A classes) are subdivided to allow for new residential uses at the rear or improved access to residential units on upper floors and whilst this may be acceptable in line with other policies in this chapter and as part of the wider redevelopment of a site, sub-division can sometimes result in ‘token’ retail units being created which are too small for the requirements of occupants. In order to avoid this, all proposals involving sub-division of an A1 retail unit or partial loss of A1 retail floorspace must satisfy the criteria in part B of the policy to ensure that the shop unit remains of a size and layout that is viable for current and future occupiers.
- 9.17 Amalgamation of small shop units will only be permitted in the primary frontages of major town centres where the provision of larger retail floorplates can be more attractive to a wider range of potential end-users. Amalgamation of small shop units will be resisted in all other locations as this can result in material impacts to Hackney’s shopping areas relating to character and intensification of use.

LP38 Evening and Night Time Economy

- A. New evening and night-time economy uses will be primarily located in the borough’s designated centres. The use should be of a size and type that reflects the role and function of the centre including the Central Activities Zone.
- B. Proposals for uses that would result in the diversification of the evening and night time economy will be supported. Only limited expansion of licensed premises will be permitted in Shoreditch and Dalston.
- C. Proposals for evening and night time economy uses will be permitted if both of the following criteria are met:
 - i. There is no negative impact on the amenity of adjoining or adjacent residential accommodation and non-residential uses, such as through noise disturbance, cooking smells, anti-social behaviour, and highway safety; and

- ii. There are no negative cumulative impacts resulting from the proposed use in relation to the number, capacity and location of other night-time economy uses in the area.

- 9.18 Evening and night-time economy uses comprise a wide range of uses including A3 restaurants, A4 drinking establishments, D2 uses such as cinemas, dance and concert halls, music venues and bingo halls and some sui generis uses such as casinos, theatres, music venues and nightclubs. Evening and night-time economy uses contribute to the vitality and vibrancy of town centres and contribute positively to the visitor experience and local economy.
- 9.19 There is, however, an over-emphasis in certain parts of the Borough on evening and night-time venues which encourage alcohol consumption amongst young people, particularly bars and clubs. Concentrations of these types of evening and night-time economy uses in an area can have negative impacts on local communities and residents including noise and disturbance, anti-social behaviour, fear of crime, and environmental degradation.
- 9.20 The Council's approach is therefore to maintain a balance in the amount and type of evening and night-time economy uses across the Borough. Managed expansion is permitted in town centres but expansion of night time economy uses should be limited in Shoreditch and Dalston where concentrations already exist and Special Policy Areas have been implemented through the Council's Licensing Policy.
- 9.21 Management plans will be required for any new evening and night-time economy uses, planning obligations will be applied to ensure evening and night-time uses operate appropriately, and the Agent of Change principle is supported in line with the NPPF and emerging London Plan. Night-time economy uses that would harm the attractiveness of Hackney's centres or the amenity of local residents, taking into account cross boundary impacts will not be permitted.
- 9.22 The Council promotes the establishment of a more diverse night-time offer across the Borough that will appeal to a wider range of the community including non-alcohol-based activities such as restaurants, cultural activities and late night coffee bars.

LP39 Over-Concentration of Uses

Hot Food Takeaways

- A. Proposals for new hot food takeaways (A5 use class) will only be permitted where all the following criteria are met:
- i. It is located within a designated centre and would not result in more than 5% of the units in the centre as a whole being A5 uses; and
 - ii. There would at least three non-A5 units between the proposed use and an existing A5 use; and
 - iii. It is not located within 400 metres of the boundary of a primary school, secondary school or community college; and
 - iv. A commitment is made to operate in compliance with the Council's Healthy Catering Commitment.

Betting Shops and Payday Loan Shops

- B. Proposals for new betting shops or payday loan shops (sui generis uses) will only be permitted where:
- i. It is located within a designated centre and would not result in more than 5% of the units in the centre being a betting shop or payday loan shop; and
 - ii. There would be at least three other town centre uses between the proposed use and an existing betting shop or payday loan shop.

9.23 This policy seeks to resist the development of concentrations of the types of uses that are known to have a detrimental impact on the vitality and viability of town centres and the health, wellbeing and amenity of residents and other stakeholders.

9.24 In order to avoid an over-concentration of takeaways within town centres, development of new takeaways will be resisted as outlined in criteria A(i) and A(ii) of the policy. In addition, in order to address rising levels of childhood obesity in the Borough, permission will be refused for the development of new hot food takeaways within 400m of the boundary of an existing or planned primary or secondary school or college. When assessing takeaways within the 400m buffer, applicants must also take into account uses within neighbouring boroughs. Where takeaways are located in close proximity to residential uses, opening hours may need to be restricted to protect the amenity of residents. All new takeaways are required to operate in compliance with the Council's Healthy Catering Commitment which is a scheme seeking to encourage fast food outlets to offer

healthier options and to reduce the level of saturated fats and salt in their food:
<https://www.london.gov.uk/what-we-do/business-and-economy/food/our-projects-food-london/healthier-catering-commitment>

- 9.25 Clustering of betting shops and payday loan shops (classified as sui generis uses since 2015) can impact negatively on the vitality and character of town centres and gambling can be harmful for some people. The Council will therefore resist proposals for betting shops or payday loan shops in line with the criteria in the policy.

LP40 Street Markets

- A. The Council will protect and promote the street markets of Ridley Road, Hoxton Street, Broadway Market, Kingsland, Well Street and Chatsworth Road.
 - i. Development which would result in the permanent loss of markets or pitches will be refused unless appropriate comparable replacement provision is made.
- B. New or expanded markets should be located within the borough's designated centres.
- C. Proposals for new markets and market stalls will be permitted provided they will not cause individual or cumulative harm to the local area in terms of residential amenity, pedestrian and highway safety, parking congestion or the free flow of traffic, especially public transport. This must be set out in a Management Plan provided with any application.

- 9.26 Hackney's street markets contribute to the economic, social and cultural life of the borough, offering a range of goods and services for Hackney's diverse communities and contributing to the vitality, diversity and attraction of shopping in the borough. Existing markets will be protected and additional or expanded markets within town centres will be supported if formally designated by the Council.

- 9.27 The Council would resist development proposals that would result in the loss of markets and pitches, unless appropriate comparable re-provision is made. Proposals for markets or individual market stalls should submit a Management Plan to include provision for careful management and design features, and, where

appropriate, contribute towards environmental and street improvements and initiatives such as improving areas for parking and servicing. The Council will use conditions and/or obligations to ensure the operation of markets do not have harmful impacts, and require detailed layout plans as part of an application.

10. Improving Accessibility and Promoting Sustainable Transport

Promoting Sustainable, Efficient Healthy and Clean Transport

- 10.1 Hackney seeks to integrate sustainable transport and growth so that new jobs and homes are located together in places highly accessible to public transport with a high quality safe urban realm. This should mean that people of all ages and backgrounds increasingly choose to travel by walking, cycling and public transport bringing the health benefits of accessibility, physical exercise and clean air while encouraging the efficient use of limited street space by low-emission vehicles to ease traffic congestion.

Key Facts

- Car ownership levels in Hackney fell between 2001 and 2011 with the proportion of households with a car dropping from 44% to 34%.
- Walking levels in Hackney have been increasing over the years; 39% of people in Hackney use walking as their main mode of transport over a seven day period, compared to the Greater London average of 32%.
- Cycle space provision in approved developments almost quadrupled between 2015/16 and 2016/17.
- The latest census (2011) showed more Hackney commuters cycle to work (15.4%) than go by car (12.7%).
- Annual usage of London Overground stations in Hackney more than trebled in the seven years between 2010 and 2017.

Chapter Objectives:

- To create liveable and accessible neighbourhoods where people choose to walk, cycle and socialise, and support the development of a network for electric vehicles.
- To support improvements to the public transport network and maximise the community and regeneration benefits and opportunities to come from Crossrail 2.

LP41 Liveable Neighbourhoods

- A. New development and its associated transport systems should contribute towards transforming Hackney's places and streets into one of the most attractive and liveable neighbourhoods in London.
- B. All new development must:
- i. Create an environment where people actively choose to walk and cycle as part of everyday life.
 - ii. Reduce the dominance of the car both in terms of traffic and congestion on our roads and managing excessive parking on our streets.
 - iii. Contribute to the *Healthy Streets* approach to improve air quality, manage congestion and make Hackney's diverse communities become greener, healthier and more attractive places in which to live, play and do business.
 - iv. Contribute to a safe road environment where traffic accident casualties are steadily reduced supporting *Vision Zero* objectives.
 - v. Contribute towards greening our neighbourhoods: creating a cleaner, healthier environment that is able to cope with changes to the climate.
 - vi. Make improvements to the pedestrian environment including the provision of high quality public realm, safe road crossings, water fountains, seating, wayfinding and increased tree and vegetation coverage. Provide and where appropriate financially contribute towards creating well connected, high quality, convenient and safe cycle routes and infrastructure.
 - vii. Tackle poor air quality, seeking to reduce NOx emissions to achieve the National Air Quality objective and in particular reduce the exposure of children and vulnerable people to transport-related air pollution.
 - viii. Provide for and financially contributing towards measures to support Low Emission Neighbourhoods (LENs) including but not limited to the increased use of car sharing, low emission vehicles including taxis, freight consolidation and associated engagement with businesses, residents and other stakeholders to support these aims.
 - ix. Improve permeability and the reallocation of road space away from car use to promote walking, cycling and use of public transport.

- 10.2 Hackney is committed to improving the quality of life for people who live, work or visit the borough. The Liveable Neighbourhoods policy aims to build upon the borough's success in creating liveable and sustainable neighbourhoods, demonstrated by Hackney having both the third lowest levels of car ownership in England and one of the highest levels of cycling and bus usage in London.
- 10.3 The Council is committed to working in partnership to promote safe, sustainable, and accessible transport solutions, which minimise the impacts of development, mitigate the impact of air pollution, maximise health benefits and provide easy access to local services and employment opportunities. This is consistent with the approach outlined by the Government's National Planning Policy Framework (March 2012) and the London Plan (March 2016). Reducing car use and promoting active travel also contributes to the Hackney Health and Wellbeing Strategy priority to reduce childhood obesity.
- 10.4 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 Draft Transport Strategy 2017.
- 10.5 The Council will work to adapt our public realm and promote a vision for neighbourhoods in Hackney encompassing improved health, carbon reduction and improved air quality, cohesive communities, economic prosperity, quality of life and equality of opportunity.

LP42 Walking and Cycling

- A. All new development must promote sustainable transport by prioritising walking and cycling in the borough.

Walking

- B. New development will be permitted where it:
- i. Improves the pedestrian environment and contributes towards achieving a world class public realm linking the site to transport infrastructure as well as facilities and amenities including the provision of high quality safe road crossings where needed, seating, signage and increased tree and vegetation coverage.

- ii. Is permeable - easy and safe to walk through - and adequately lit.
- iii. Provides high quality footpaths that are wide enough for the number of people expected to use them and designed to be suitable for vulnerable road users including older people and disabled people.
- iv. Contributes towards improved wayfinding including signposted links such as TFL's Legible London to key infrastructure, transport nodes, green spaces and canal towpaths where appropriate.

Cycling

- C. In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:
 - i. Provides for and makes contributions towards connected, high quality, convenient and safe cycle routes for all, in line or exceeding London Cycle Design Standards.
 - ii. Contributes to a world class public realm which reduces vehicle dominance and supports sustainable transport in particular walking and cycling.
 - iii. Provides cycle parking for building users and visitors to the development in accordance with Hackney's cycle parking standards (see Appendix 2). Cycle parking shall be secure, accessible, convenient, and weatherproof and will include an adequate level of parking suitable for accessible bicycles, tricycles and cargo bikes.
 - iv. Makes provision for high quality facilities that promote cycle usage including workplace showers, changing room and lockers. The provision should be proportionate to the scale of development and cycle parking provided.
 - v. Provides links to public transport nodes as well as facilities and amenities.
 - vi. Contributes towards improved wayfinding.
 - vii. Promotes and contributes towards the introduction and expansion of cycle hire facilities.

10.6 In recent years, Hackney has sought to develop a policy 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. The Council will seek to continue this policy when assessing planning applications.

10.7 The Council will also seek improvements such as the provision of new walking/cycling paths from new housing developments, contributions towards the provision of cycle parking and cycle hire schemes, better station interchanges,

accessible bus stops, etc. to the sustainable transport network to further facilitate prioritisation towards the needs of pedestrians, cyclists and public transport users.

- 10.8 High motor traffic flows and congestion contribute to poor air quality, which is a major contributory factor to ill health in the Borough as it can affect lung function, exacerbate asthma and increase cardiovascular and respiratory disease (local estimates for Hackney suggest that as many as 7% of all deaths in 2014 can be attributed to air pollution)⁹. Noise pollution from transport can also cause a number of health issues including sleep disturbance, hearing impairment, heightened cortisol in the blood (a marker of stress) and impairment of cognitive performance in children, as well as increased risk of developing cardiovascular disease in those exposed long-term to noise pollution. Road traffic accidents resulting from motorised vehicles are a key concern (with 290 people killed or seriously injured on the road in Hackney between 2012 and 2014), particularly because of health inequalities relating to ethnicity and socio-economic status. Creating a better balance between pedestrians, cyclists and motor vehicles is therefore critical if we are to make our neighbourhoods more attractive and liveable for everyone.
- 10.9 Transport choices can have a huge impact on people's health. Sustainable transport choices such as walking and cycling which increase physical activity help prevent or manage over 20 health conditions and diseases including coronary heart disease, diabetes, some cancers and obesity. Physical activity is also good for mental wellbeing and can help older people maintain independent lives for longer. An estimated 53,000 adults in Hackney are failing to achieve even 30 minutes of moderate activity a week, and 90% of 15 year olds are failing to achieve the recommended levels of physical activity for their age group. Active travel may be the main way that Hackney residents meet their physical activity needs. The UK Faculty of Public Health states that active travel is the only viable option for significantly increasing physical activity levels across London's whole population (PH paper 2013). There are also health inequalities in use of active travel: Hackney's Joint Strategic Needs Assessment highlights that non-White groups in Hackney were less likely to cycle than average.

LP43 Transport and Development

- A. New development should be located where its transport needs can be met in a sustainable manner.

⁹ JSNA

- B. Any significant negative impact on the operation of transport infrastructure, must be satisfactorily mitigated.
- C. Major development proposals are required to include the submission of either a Transport Assessment and Travel Plan, or a Transport Statement and Local Level Travel Plan, in accordance with the London Borough of Hackney thresholds and in line with Transport for London (TfL) Guidance.
- D. New development will be permitted where it:
 - i. Reduces the need to travel and encourages high-density and high-trip generating development around transport nodes and highly accessible areas.
 - ii. Integrates land use and transport and will encourage mixed use developments which support compact growth and regeneration.
 - iii. Minimises the demand for car trips and enables new residents to make journeys by active modes and public transport.
 - iv. Fully mitigates any adverse impacts upon the capacity of transport infrastructure and public transport services, including pavements and other walking routes, cycle routes, bus and rail services, rail stations and roads.
 - v. The transport and environmental impacts of development construction must be minimised and mitigated through Constructions and Logistics Plans (CLPs) incorporating adherence to the Construction and Logistics Community Safety Scheme (CLOCS) and the Freight Operator Recognition Scheme (FORS)¹⁰ On-site machinery and vehicles used should comply with industry best-practice emission standards contributing to the Council's air quality objectives.
 - vi. Assesses the ongoing freight impact of the development and minimises and mitigates the impacts of this on the transport system through Delivery and Servicing Plans (DSPs) including references to use of low-emission, freight consolidation and sustainable last mile delivery vehicles.

10.10 Hackney will consider the impacts of movement to, from and within a site including links to existing transport networks via transport assessments, travel plans, delivery and servicing management plans and construction management plans. The Council's aim is to minimise the impact of development and maximise

¹⁰ Developers are expected to meet as a minimum FORS Silver standard and comply with best-practice contained in any superseding guidance.

opportunities to provide safe sustainable transport access to services, facilities and employment.

LP44 Public Transport and Infrastructure

All development must:

- A. Protect existing and proposed transport infrastructure, particularly routes for walking, cycling and public transport, from removal or severance which could compromise their use or operation. Proposals which are contrary to the safeguarding of strategic infrastructure improvement projects, including Crossrail 2 will be refused.

In addition new major development must:

- B. Contribute towards improvements to the bus network and associated infrastructure including new bus services, bus priority measures and frequency upgrades.
- C. Contribute to improving rail infrastructure at local stations including travel interchange facilities and step free access.
- D. Support sustainable transport initiatives such as cycle hire facilities, electric vehicle charging infrastructure and pocket parks. On-Street car club development will be supported when delivered in conjunction with an overall reduction in car parking or other effective demand management measures.
- E. Contribute to public realm improvements which improve access to public transport facilities by promoting walking and cycling.

- 10.11 Hackney will continue to work with relevant partner organisations including Transport for London (TfL) to secure improvements to public transport. Where appropriate, developers will be required to contribute to improving walking, cycling and public transport infrastructure. Due contributions will be secured through the Community Infrastructure Levy or S106 agreements, where these meet the legal tests for the use of planning obligations, or alternative arrangements where applicable. This is subject to the overall viability of development.

LP45 Parking and Car Free Development

- A. In order to reduce car usage and promote active travel, all new developments in the borough must be car-free; on-site parking limited to:
- i. Parking for disabled users, which is required to be provided in accordance with best practice standards, as set out in the London Plan.
 - ii. Essential operational or servicing needs as justified through a Transport Assessment.
- B. Where sites are redeveloped existing parking provision must be significantly reduced to make the new development car free unless there is site specific justification to re-provide an element of the existing parking. In housing estate development schemes, parking provision may be retained or re-provided where it can be demonstrated that:
- i. Existing occupiers with established parking spaces or permits are to return to the site once the development is completed and that the retained or re-provided parking is for those residents only; and
 - ii. Where necessary, there is evidence of adequate capacity within the relevant controlled parking zone if the re-provided parking is to be on-street; and
 - iii. The retained or re-provided parking is delivered as part of an overall package of measures improving legibility, including walking and cycling routes, and making improvements to the public realm

If a development is to have entirely new occupiers it must be car free.

- C. Proposals for the redevelopment of existing car parks for alternative uses will be supported and the removal of boundary treatments and gardens to provide vehicle crossovers and on-site parking will be resisted.
- D. New development must incorporate designated spaces for deliveries within the boundary of the development, where appropriate and provide Delivery and Servicing plans which encourage provision for low-emission, consolidation and last mile delivery modes.

- E. A minimum of one fifth of all off-street parking places created need to be equipped with electric vehicle charging infrastructure in line with the London Plan.¹¹ Facilities for charging electric Powered Two Wheel vehicles should also be considered. Contributions will also be required for on-street provision of electric vehicle and other low emission vehicle infrastructure.
- F. All major residential developments will be required to contribute towards the expansion of the local car club network including those using low-emission vehicles.
- G. Proposals for, or including, new public car parks (and other motor vehicle public parking, including for coaches) will be refused. Proposals for the redevelopment of existing car parks for a different use shall be subject to the car-free and Transport Assessment need requirements within this policy.

10.12 The effective management of parking spaces is a key determinant of transport mode choice and an important tool for tackling congestion and local pollution in the borough. Limiting the opportunities for parking can also improve the attractiveness of an area for local walking and cycling. The National Planning Policy Framework advises that local authorities should consider an area's accessibility, type, mix and use of development, availability of public transport, local car ownership levels and the need to reduce the use of high-emission vehicles if setting local parking standards. Similarly, the London Plan identifies the need to manage parking as a key tool to minimise car use and promote sustainable means of transport.

10.13 Hackney will promote car free developments throughout the Borough and will seek to carefully manage essential car parking levels. Housing Estate Regeneration schemes will be expected to attain an overall reduction in car parking provision over time. The borough has historically low car ownership levels given the high propensity of our residents to walk, cycle and use public transport. However, there are existing issues in relation to congestion, pollution and parking stress in the borough which the Council would seek to improve. This management process will reflect local characteristics and be appropriate to public transport accessibility and variations in controlled parking zone coverage and parking stress across the borough.

¹¹ In very low car parking provision developments Hackney would seek greater than one-fifth provision of electric vehicle charging infrastructure.

- 10.14 The dense urban character of Hackney means that on site servicing may not be feasible on highly constrained sites, such as those in town centres. Development proposals should therefore facilitate sustainable freight and servicing, including the provision of adequate space for servicing and deliveries off street, where appropriate.

11. Hackney's Green and Open Spaces

11.1 Hackney has almost 400 hectares of open space. Hackney's parks and green spaces are of a high quality. They vary in size, 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. The network of open spaces, waterways and the public realm is at the core of the borough's green infrastructure with many being multi-functional assets which can have ecological and quality of life benefits for the community. Many of these spaces are also designated or non-designated heritage assets.

Key Facts

- 25 parks in Hackney have been awarded Green Flag status (as of 2018).
- Approximately three quarters of Hackney residents do not have access to a private garden.
- There are 395 hectares of open space in the borough.
- Hackney Marshes supports up to 82 football, rugby and cricket pitches.

Chapter Objective:

- To protect and enhance existing open spaces and biodiversity, develop and improve green links between these spaces and support the creation of new and open spaces and vertical gardens.

LP46 Protection and Enhancement of Green Infrastructure

- A. All new development should enhance the network of green infrastructure and water spaces across the borough and seek to improve access to open space, particularly in areas of deficiency.
- B. The Council will protect and enhance Metropolitan Open Land in accordance with the London Plan and national Green Belt policy.
- C. Development involving the loss of Local Open space or of playing fields will not be permitted unless:
 - i. there is compensatory contiguous replacement of better or equivalent quantity and quality of playing fields or public open space and setting including facilities to enhance or diversify people's experience of the open space; and

- ii. replacement is in a location with better or equivalent access by walking, cycling or public transport; and
- iii. the quality of the remaining and replacement open space is not eroded by the proposed development.

D. Development on other open space will only be permitted where:

- i. replacement and/or enhancement of open space of better or equivalent quality is provided either on site or a location within the vicinity of the site, especially in the identified areas of deficiency, and
- ii. wherever possible any replacement connects to the network of green infrastructure including the green chains and green corridors, or
- iii. it can be shown that the relationship between buildings and associated open space(s) can be improved in terms of use, security, setting and landscape quality.

E. Small scale ancillary developments which enhance the park and open space offer, such as refreshment facilities, public conveniences, drinking fountains, public art installations or outdoor play and fitness equipment will be permitted provided that they are:

- i. Of a high standard of design and quality, safe and accessible to all; and
- ii. Do not have a detrimental impact on nature conservation and biodiversity, and should seek to improve such; and
- iii. Do not result in the loss of functional open space where possible; and
- iv. Do not detract from the overall function, character and appearance of the park or open space.

F. **Living roofs and Vertical Forests**

- i. Living roofs are required on major development schemes that include roof plates of over 100sqm.
- ii. Living roofs and vertical forests are encouraged on all development proposals, including minor schemes, renovations, extensions and conversions.
- iii. Living Roofs must be high quality and genuinely biodiverse in accordance with the specifications set out in the Biodiversity Action Plan.

G. **Allotments and Food Growing**

- i. The Council will protect existing allotments and support the provision of new food growing spaces.

H. **Lee Valley Regional Park**

- i. Development proposals in proximity to the Lee Valley Regional Park should improve access and links to the park and its waterways.

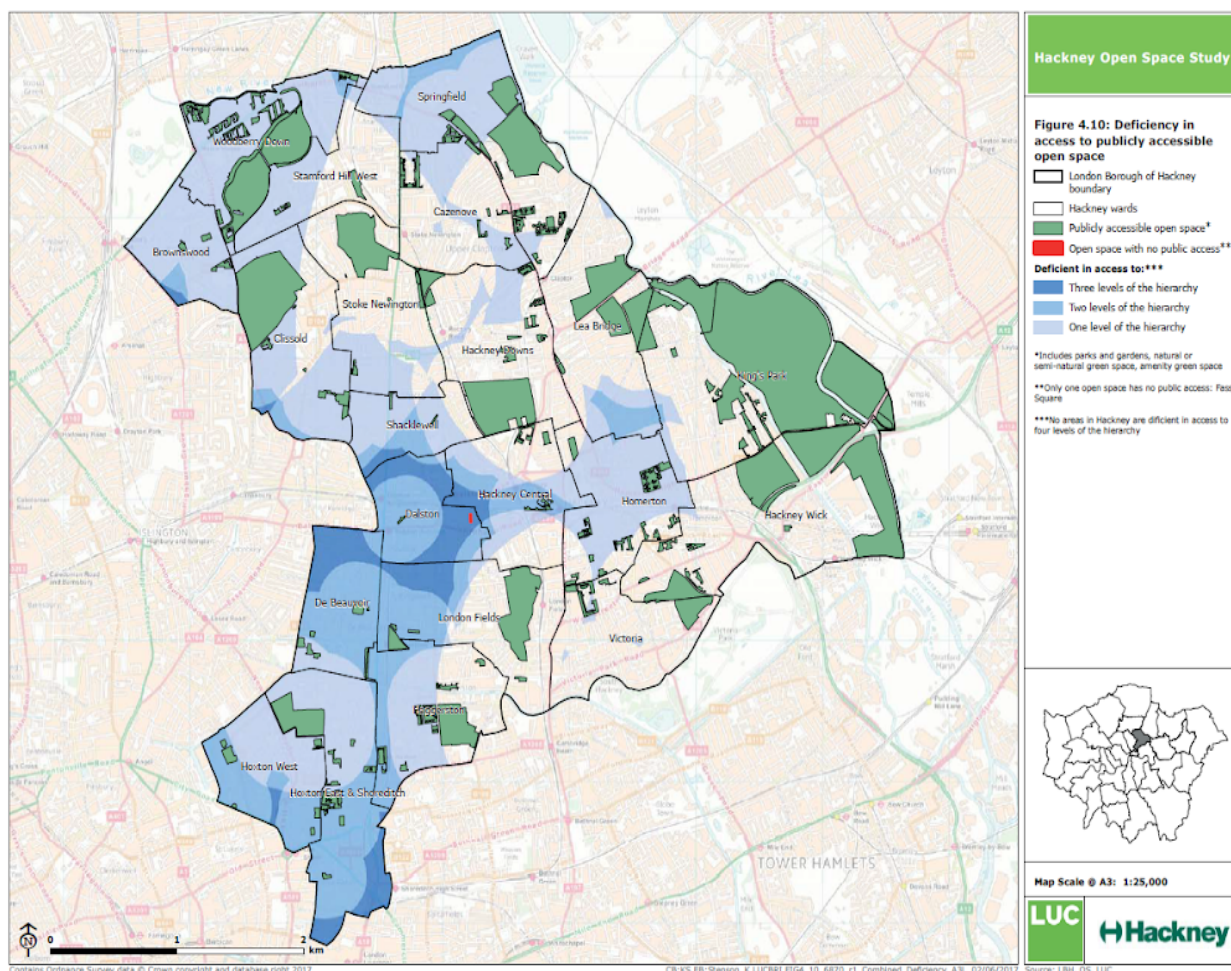
- ii. The Council will work cooperatively with the Lee Valley Regional Park Authority to deliver the Lee Valley Park Development Framework Area Proposals and the Lee Valley Biodiversity Action Plan 2017.

11.2 Green Infrastructure is the network of multi-functional green space across the borough, delivering a wide range of environmental, health and wellbeing, social and recreational benefits for Hackney's communities as outlined in the Green Infrastructure Task Force's objectives for green infrastructure in London:

1. Promoting Healthy Living: improving health outcomes by increasing physical activity, reducing stress and removing pollutants.
2. Strengthening Resilient Living: keeping the city cool, its air clean, and protecting it from flooding.
3. Encouraging Active Living: increasing levels of walking and cycling.
4. Creating Living Landscapes: enhancing natural processes for the benefit of people and wildlife and conserving the most special landscapes, habitats and species.
5. Enhancing Living Space: providing a range of outdoor space for cultural, civic, learning and community activity, including productive landscapes.

11.3 Designated open spaces include Metropolitan Open Land and Local Open Space as shown on the Policies map. Metropolitan Open Land will be protected from inappropriate development by applying the principles of national Green Belt policy set out in the NPPF, and in accordance with London Plan policy. Development on Local Open Space and playing fields is not permitted unless all criteria in section C of the policy are met. Loss of other open space, which tends to be located within housing estates, will also be carefully managed in line with criteria D of the policy as these spaces play a particularly important role for those without access to private gardens.

11.4 Population growth and development pressures in Hackney increases the importance of protecting all existing open spaces within the green infrastructure network, and this is especially important in areas of deficiency. Map 4 below shows areas of deficiency in access to publicly accessible open space. These areas should be prioritised for on-site provision of open space as outlined in Policy LP48.



Map 4: Open Space Deficiencies

11.5 In some cases, identified areas of open space deficiency are not always a result of low quantities of open space, but a lack of or difficult access to open space. Enhancement of open space, particularly improved accessibility¹² to existing parks and enhanced links between existing open spaces is encouraged across the borough in order to enhance the green infrastructure network (refer to Policy LP49 Green Chains and Green Corridors). The provision of ancillary facilities such as seating, play or fitness equipment, public toilets, refreshment facilities or picnic areas, drinking fountains and changing facilities of an appropriate size and scale within public parks and other publicly accessible open spaces, will be supported where it can be demonstrated that these will enhance the space.

¹² Advice on making spaces and other buildings more accessible includes the National Institute of Health and Clinical Excellence (NICE) Physical Activity and the Environment.
<https://www.nice.org.uk/guidance/ng90/chapter/Recommendations#public-open-spaces>

- 11.6 Living roofs and vertical forests are important features of urban greening, providing various benefits including improvements in the visual appearance of buildings, increased biodiversity, mitigation and adaptation to climate change, and reduction in air and noise pollution. Green roofs can work well alongside and even enhance the performance of renewable energy technologies, particularly solar photovoltaic systems, for example by regulating temperature.
- 11.7 There are nine dedicated allotment sites in Hackney managed by the Hackney Allotment Society as well as food growing spaces led by independent groups and social enterprises are also found in other open spaces. There is high demand for allotments in Hackney and the Council therefore seeks to protect all existing sites and actively supports the provision of new allotments and the expansion and improvement of existing allotments and community food growing schemes. Allotments and community gardens provide many benefits to the physical and mental wellbeing of residents including through the production of healthy, fresh food, greater exposure to natural environments and wildlife, physical activity and social connections. New food growing initiatives are encouraged on existing open spaces and temporarily derelict land where short or medium term development is not planned. Consideration must be given to facilities such as storage of equipment and composting, ensuring that there is no detrimental impact on the character, appearance and amenity of the surrounding area, and to equality of access and security.

LP47 Biodiversity and Sites of Importance of Nature Conservation

- A. All development should protect and where possible enhance biodiversity leading to a net gain.
- B. All development should maximise opportunities to create new or make improvements to existing natural environments, nature conservation areas, habitats or biodiversity features and link into the wider green infrastructure network.
- C. All major development proposals are required to include a biodiversity survey of the site.
- D. All development schemes involving buildings with an eaves height or roof commencement height of 5 metres and above are required to provide nesting boxes

for swifts, sparrows, starlings and/or bats as appropriate to help preserve endangered urban biodiversity in Hackney.

- E. New development on or adjacent to Sites of Importance for Nature Conservation (SINCs), alongside watercourses and wetlands, Walthamstow Reservoirs Special Protection Area and Walthamstow Marshes Sites of Special Scientific Interest (in neighbouring Waltham Forest) must not have a detrimental impact on the biodiversity or nature conservation value of the site. Development will only be permitted where appropriate mitigation or compensatory measures are put in place.

- 11.8 There are 24 designated Sites of Importance for Nature Conservation (SINC) in Hackney, 5 are of Metropolitan Importance, 4 of Borough Grade 1, 4 of Borough Grade 2 and 11 of Local Importance. Parts of Hackney to the north east border a Special Protection Area and an SSSI in Waltham Forest. Springfield Park, in addition to being a SINC, is designated as a Regionally Important Geological/Geomorphological Site (RIG) based on its prominent spring line and Langley Silt and Hackney Gravel composition, and will therefore be protected.
- 11.9 Hackney is seeking to achieve a net gain in biodiversity; this means that development should leave biodiversity in a better state than before. Net gain should be demonstrated through a standardised metric such as the BREEAM ecology methodology and should be agreed by the Council at the pre-application stage. All development proposals should retain, enhance or create features and areas of nature conservation and/or geodiversity value and avoid harm to biodiversity. Wildlife corridors should be provided or enhanced where appropriate. All major development proposals are required to include a biodiversity survey of the site setting out actions that will be taken to protect and enhance the biodiversity value on the site and the methods of habitat management that will be implemented.
- 11.10 All development schemes where buildings have an eaves height or roof commencement height of 5 metres or more should provide nesting boxes for swifts, sparrows, starlings and/or bats as appropriate to help preserve endangered urban biodiversity in Hackney. Swift bricks should be set flush into the external wall to match adjacent brickwork wherever possible. Reference should be made to the Hackney Biodiversity Action Plan (BAP) for further details:
<https://www.hackney.gov.uk/biodiversity#hackney>

- 11.11 Where it is demonstrated that it is not possible to avoid adverse impact on habitats and/or species and there are exceptional circumstances such as overriding economic or social reasons for a development to occur within a SINC, or to impact on a SINC, and the benefits of the development outweigh the adverse impact on the biodiversity and geodiversity value of the site, development proposals must follow the mitigation hierarchy set out in the draft London Plan. This requires that 1) the significant ecological features of the site are not damaged, 2) the spatial impact is minimised, and the rest of the site improved or better managed and 3) biodiversity compensation off-site is provided. This is subject to reasonable alternatives for location and design having been assessed.

LP48 New Open Space

- A. All development proposals for 10 or more residential units must maximise on-site provision of open space and where feasible provide:
- i. 14 sqm per person of communal open space; and
 - ii. An Urban Greening Factor score of at least 0.4.
- B. All major mixed-use or commercial development must maximise on-site provision of open space and where feasible provide:
- i. 4 sqm of communal open space per employee; and
 - ii. An Urban Greening Factor score of at least 0.3.
- C. Where A and B cannot be fully achieved, developments must:
- i) Make physical improvements to the public realm to improve access to existing public open spaces, and
 - ii) Make financial and/or physical contributions towards the provision of new open space, the enhancement of existing public open space or the enhancement of other green infrastructure and biodiversity in the locality.
- D. All new open space should meet the following criteria:
- i. Be provided on site where possible, and
 - ii. Be of high quality, and
 - iii. Be incorporated into the design of the scheme from the outset, and
 - iv. Maximise biodiversity benefits, and
 - v. Be publicly accessible and useable where possible.

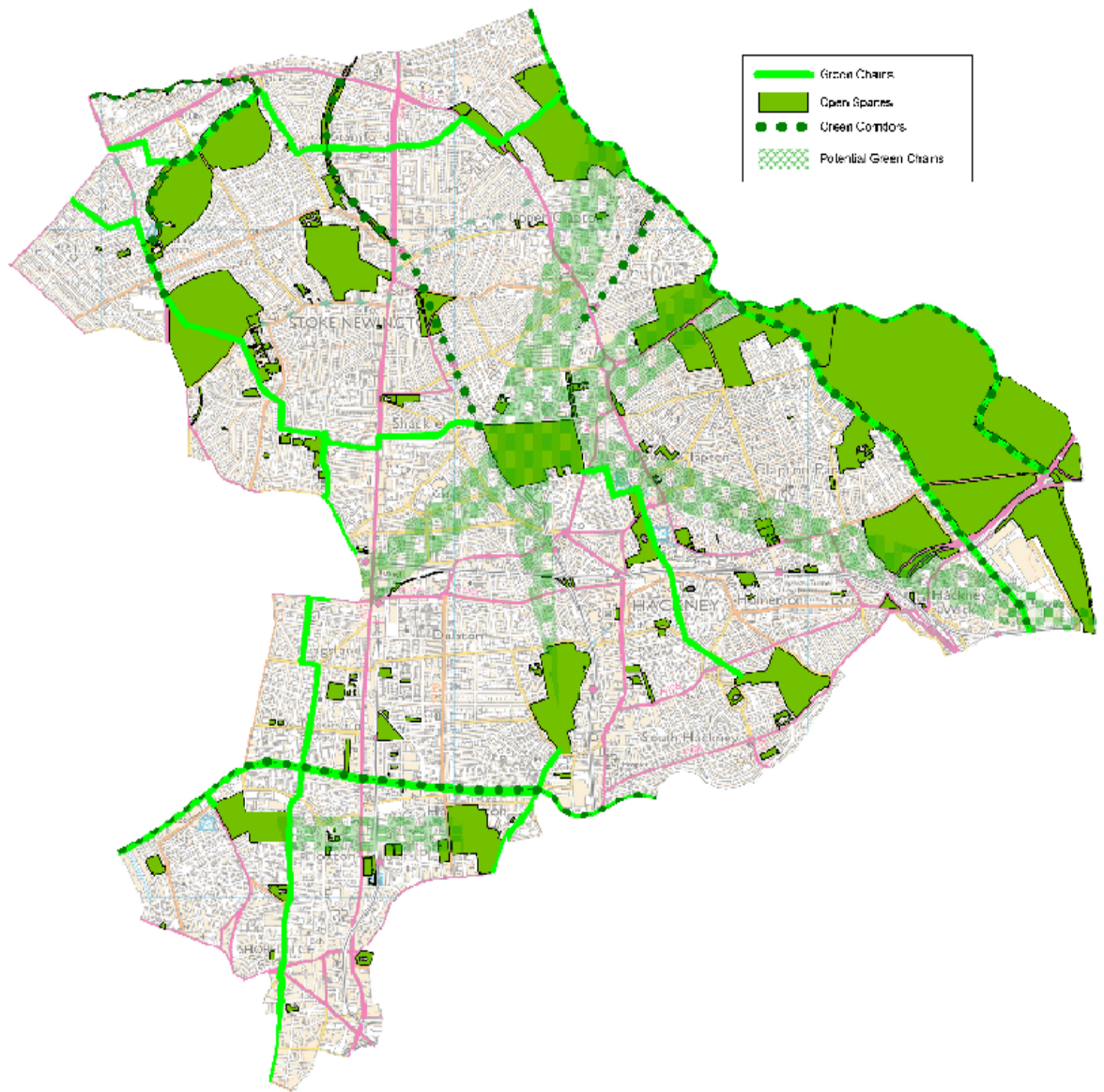
- 11.12 Hackney's projected population growth means there is a requirement for additional open space. There are opportunities for provision of new open space within new residential or mixed-use schemes and parts A and B of this policy set out the required levels of communal open space within major development proposals. The figures for provision of new communal open space have been calculated based on Hackney's average existing open space provision and the overarching aim to retain the existing levels of provision per person as the population grows. New open space should meet the criteria set out in part D of the policy.
- 11.13 In addition to providing communal open space, applicants are required to incorporate urban greening measures in the layout and design of a scheme to achieve an Urban Green Factor score of at least 0.4 for major residential schemes and at least 0.3 for major mixed-use or commercial schemes in line with the London Plan. This will help to increase green cover across each development and contribute towards the aims of Policy LP49 Green chains and Green Corridors.
- 11.14 In the areas that are deficient in access to open space, shown in Map 4 (i.e. predominantly around Dalston and Shoreditch), the emphasis is on on-site provision of open space. Any financial contributions sought will be in line with the requirements of the Community Infrastructure Levy Regulations (2010) as amended.

LP49 Green Chains and Green Corridors

- A. All new development adjacent to existing Green Chains and Green Corridors must be developed in a way that contributes towards the green infrastructure network. In the areas of potential new Green Chains identified on Map 5, financial contributions may be sought to develop new Green Chains in the future.

- 11.15 Green Chains and Green Corridors are an integral part of Hackney's green infrastructure network, contributing positively to the network of open spaces, recreation and biodiversity with positive impacts on climate change, drainage, air quality, active travel and health.

- 11.16 Green Chains connect publicly accessible green spaces to each other within Hackney's boundaries and beyond. Green Chains act as an extension of the green spaces that they connect, and should follow the ten Healthy Streets indicators.
- 11.17 Green Corridors are relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.
- 11.18 Map 5 below shows the existing Green Chains and Green Corridors and identified areas for the development of new Green Chains. Contributions towards new and existing Green Chains and Green Corridors will be informed by details in the Council's Transport Strategy 2015-2025 and the Council's Green Infrastructure Strategy.



Map 5: Hackney's Green Infrastructure

LP50 Play Space

- A. The Council will protect existing play and recreation facilities and support the development of new formal and informal play facilities. New major residential developments and mixed-use schemes that are likely to generate a child yield of 10 or more are required to provide 10sqm of dedicated play space per child on-site.

- B. New play spaces should:
 - i. Be well located and easily accessible by pedestrian, cycling or bus routes, and
 - ii. Be inclusive to all, and
 - iii. Provide a range of different types of play facilities and experiences for children of different abilities, and
 - iv. Be sustainable and easy to maintain.

11.19 Children's play space - both formal and informal space - is important for the development of physical, social and emotional skills in children and can improve health and reduce health inequalities. New play space should be provided on site in development schemes that are likely to generate a child yield of 10 or more. Child yield should be established using the play space calculator in the Mayor of London's Play and Informal Recreation SPG and provision should be 10sqm per child. Play space must be inclusive and open to both existing communities and new residents. New play spaces and areas for informal recreation should be informed by the design principles outlined in the Mayor of London's Play and Informal Recreation SPG.

11.20 If site constraints mean that play space cannot be provided in addition to communal open space in new developments as outlined in Policy LP48 then play space may be provided on-site within communal open space or on green roofs where these areas are safe, large enough, attractive and suitable for children to play. Exceptionally, where it is demonstrated that on-site play space is not feasible in any form, applicants may make financial and/or physical contributions for the enhancement of existing play space in the locality.

LP51 Tree Management and Landscaping

- A. All development proposals must retain trees of amenity value, especially veteran trees, and hedgerows and natural features, and must incorporate high quality landscaping.
- B. Proposals resulting in the removal of protected trees (trees under a TPO and those within conservation areas) or having a detrimental impact on the health and amenity of such trees will be refused except where overriding ecological benefits and/or wider planning benefits are demonstrated. In such cases, compensatory measures will be required for suitable replacements and/or additional planting, or contributions to planting offsite. The removal of non-protected trees as part of development schemes will not be supported unless adequate replacement planting is proposed, or the removal is in the interests of good arboricultural practice.

- 11.21 Trees are a valuable feature of the urban and natural landscape and a key part of the green infrastructure network. Trees offer substantial benefits to people and the environment in improving air quality, reducing noise pollution, contributing to climate change adaptation, reducing the urban heat island effect, providing habitats for wildlife, contributing towards biodiversity and providing landscape structure and character. Street trees in particular contribute to the visual quality and amenity of the public realm and help people relate to the urban environment.
- 11.22 Trees and landscaping should be an integral part of the design process. All development proposals must retain and protect existing trees of amenity value, i.e. those that have interest biologically, aesthetically or culturally. For non-protected trees, the considerations for replacement trees, if required, are established through surveys in accordance with BS5837 (British Standard for Trees). The Council will work out the value of an existing tree through CAVAT, i-tree or other appropriate valuation systems, in order to establish what is the appropriate level of replacement in accordance with the London Plan.
- 11.23 In addition, Landscaping Plans must be submitted with all major development proposals demonstrating that landscape design and materials are of a high quality and compatible with the character of the area, proposed planting is environmentally appropriate for the specific location, proposed sustainable irrigation plans are appropriate, and that planting design will not impact negatively

on the structure of nearby buildings or hinder accessibility. Opportunities for food growing should also be considered as part of landscaping schemes. The emphasis is to soften the impact of the development in its setting, provide visual interest in the street scene and contribute to nature conservation and the borough's green infrastructure.

LP52 Water spaces, Canals and Residential Moorings

- A. New development adjacent to water spaces and riparian areas must protect and where appropriate enhance the natural habitats and the setting of the water space.

Development Alongside Water spaces and Canals

- B. Development alongside water spaces and riparian areas will only be permitted where all of the following criteria are met:
- i. Public access in the form of a continuous green chain along the waterfront or towpath is maintained, created or enhanced. This should include, where appropriate, the incorporation of an undeveloped buffer strip alongside the watercourse; and
 - ii. There is no conflict with nature conservation, biodiversity interest, heritage value or flood risk management. Mitigation or compensatory measures may be necessary; and
 - iii. The development enhances the leisure, recreation or educational value of the water space; and
 - iv. The development does not have an adverse impact on the structural integrity of the waterspace ; and
 - v. The development does not cause additional overshadowing of a canal. A daylight and sunlight assessment must be submitted with all applications and mitigation or compensatory measures may be necessary; and
 - vi. The design makes a positive contribution to the character and appearance of the waterfront area and setting.

Residential Moorings

- C. Proposals for residential moorings will be supported, provided supporting uses and facilities are or will be in place, and, where appropriate they have regard to the Park Plan and Area Proposals of the Lee Valley Park Authority.

- D. Proposals for residential moorings and associated facilities must not:
- i. Hinder navigation along the waterway; or
 - ii. Have a detrimental impact on nature conservation and biodiversity; or
 - iii. Impede public access; or
 - iv. Detrimentally affect leisure provision, amenity and the character and appearance of the waterway and surrounding area.

11.24 The most significant waterways in Hackney, all of which are designated under the Water Framework Directive, are:

- The Old River Lea and Lee Navigation (Hackney Cut)
- Regents Canal (including Wenlock and Kingsland basins)
- The New River, West and East Reservoirs (Stoke Newington)

11.25 The water spaces in Hackney include rivers, canals, reservoirs and ponds. The majority of these form part of the strategic Blue Ribbon Network and are recognised as a valuable habitat for plants and nature conservation and provide for a range of leisure interests. Development along the water spaces is permitted provided all criteria in part B of the policy are met. Development alongside water spaces can impact on biodiversity as a result of light spill, reduced natural light and cooler temperatures, and can potentially also create a ‘canyoning’ effect, reducing its amenity value. The Sustainable Design and Construction Supplementary Planning SPD (2016) provides further guidance on protecting biodiversity along Hackney’s waterways. All canalside developments must therefore be accompanied by a daylight and sunlight assessment that identifies the waterspace as a sensitive receptor and sets out the mitigation measures that will be implemented if a development is likely to cause additional overshadowing of the canal. The undeveloped buffer strip alongside a watercourse should be publicly accessible. Any proposals must take account of the statutory and discretionary requirements of the Environment Agency, the Canal and River Trust and Natural England and must support the aims of the European Union Water Framework Directive which seeks to achieve Good Ecological Status or Potential across Hackney’s waterways. Development alongside the waterways should also consider using waterborne freight.

11.26 There is demand in Hackney for both permanent private moorings and moorings that are open to all licensed craft (for up to 2 weeks, unless otherwise specified by local restrictions). In line with the London Plan, Hackney supports residential moorings along the navigation systems provided all the criteria of Part D of the

policy are met and there is no detrimental impact on the waterways. Permanent moorings in particular should be located if possible off-line from the main navigation routes, i.e. in basins and docks, lay-bys, or on the non-towing path side of the waterway. If planning permission for mooring is granted, applicants would also be required to obtain permission from the Canal & River Trust for permission to moor on the waterspace.

12. Protecting the Environment and responding to Climate Change

- 12.1 Hackney must balance planning for growth with ensuring that there is protection for the environment and an appropriate response to the challenges of climate change. The policies in this chapter seek to deliver a reduction in carbon emissions and pollution, a greater use of sustainable construction techniques, and effective water and waste management.
- 12.2 Hackney's approach to climate change is two fold. Firstly, through policies LP53 Water and Flooding and LP54 Overheating and Adapting to Climate Change, the Council requirements to build-in resilience and prepare for the expected changes to the environment that will occur through climate change. Secondly, policies LP55 - LP56 set out the Council's approach to mitigating climate change.

Key Facts:

- Hackney's per capita carbon dioxide emissions are amongst the lowest in the country, declining from 4.2 tonnes in 2005 to 3.4 tonnes in 2013. These low emissions may be due to the absence of heavy industry in the area, but homes are responsible for almost half of all emissions in Hackney.
- The proportion of household waste recycled has gone up from 1% in 2001 to 25% today.
- In addition to potential flood risk from rivers and canals, there are areas in the Borough that are vulnerable to surface water flooding.

Chapter Objectives:

- To become a low carbon and carbon resilient borough with significant improvements to air quality and a reduction in the urban heat island effect within the borough.

LP53 Water and Flooding

- A. All development must have regard to reducing flood risk, both to, and from the site, over its expected lifetime. Potentially vulnerable development must not be located in flood-prone areas as identified by the Council unless it can be suitably demonstrated that flood-risk will be sufficiently mitigated using flood resistance and/or resilience measures.
- B. All development should decrease vulnerability to flooding through appropriate siting, design, and on-, and off-site mitigation.
- C. The following types of development will be expected to submit the appropriate flood risk assessment:
 - i. Developments in fluvial flood zone 2 or 3 including minor development and change of use;
 - ii. Developments on sites of 1 hectare (ha) or more in flood zone 1;
 - iii. Developments on sites of less than 1 hectare in flood zone 1, including change of use in development type to a more vulnerable class (for example from commercial to residential), where they could be affected by sources of flooding other than rivers and the sea (for example surface water drains, reservoirs);
 - iv. All major developments or basement developments in areas with a high risk of surface water flooding, or in an area known to have a potentially elevated risk of groundwater flooding in flood zone 1;
 - v. All development in flood zone 1 located in a critical drainage area
- D. All major developments will be required to submit a Sustainable Drainage Strategy taking into account climate change allowances and supported by a site-specific management and maintenance plan of the drainage proposal. All other developments, particularly for sites located within critical drainage areas, should implement Sustainable Drainage Systems (SuDS) such as water butt, green/blue roof, permeable paving and other above ground green infrastructures.
- E. Development which includes the creation or extension of basements must demonstrate that they will not increase the potential for groundwater flooding to itself or to the surrounding area.

- F. All developments should achieve greenfield runoff rates by attenuating rainwater on site, utilising SuDS and in accordance with the London Plan drainage hierarchy. Where this is shown, through appropriate evidence, to be unfeasible, planning obligations will be expected to reduce the overall flood risk within the site and in the vicinity.
- G. All development should, in liaison with Thames Water, take account of the capacity of existing on and off-site water and sewerage infrastructure and the impact of development proposals on this infrastructure. All major developments will be required to demonstrate that capacity exists on and off-site in the sewerage network to serve the development or that it can be provided ahead of occupation to ensure there is sufficient capacity in the sewerage system to accommodate for the proposed flows.
- H. Where necessary, and as advised by Thames Water, the Council will seek improvements to water and/or sewerage infrastructure related and appropriate to the development so that improvements are completed prior to occupation of development.
- I. All developments should take account of the location, capacity and requirements of, and access to, existing, and need for improved, flood defences, and where needed supporting improvements.
- J. Development must be designed to be water efficient and reduce water consumption. Non-domestic development and refurbishment will be expected to meet the BREEAM excellent standard and, where possible, the maximum BREEAM water-efficiency credits. Residential development must not exceed a maximum water use of 105 litres per head per day (excluding the allowance of up to 5 litres for external water consumption).
- K. New developments are encouraged to incorporate additional water saving, water recycling and water efficiency measures such as smart-metering, rainwater harvesting, greywater recycling, including retrofitting, to help reduce water consumption.

12.3 Hackney is a highly urbanised borough which is subject to risks from flooding, both from the River Lea to the east of the borough and local surface water

flooding. These risks are exacerbated by the impact of climate change, which will lead to increased rainfall intensity and frequency.

- 12.4 The Climate Change Allowances were updated in the Planning Practice Guidance in 2016. The new allowances show a greater effect on anticipated peak river flows, and by association the increased risk of fluvial flooding, due to climate change in the Thames Basin in the future. Most of Hackney is in Flood Zone 1, which means that it is at low risk of fluvial flooding. Hackney Wick is the area most affected by fluvial flooding and is a Level 3 Flood Zone. The impact of increased fluvial flooding due to climate change will be greatest on the areas of Hackney already at higher risk of flooding. In Hackney, a sequential and risk-based approach has been applied to steer new development to areas with a low probability of flooding.
- 12.5 Surface water flooding tends to have a greater impact on the urbanised environment due to runoff from impermeable and made surfaces. These risks are exacerbated by the impact of climate change, which will lead to increased rainfall intensity and frequency. Surface water management is therefore essential to ensure that any new developments will not increase the risk of flooding on and offsite. Redeveloped sites will also provide further opportunities to better manage surface water and retrofit systems to improve drainage in existing sites.
- 12.6 Groundwater flood risk is often highly localised and dependent upon geological interfaces between permeable and impermeable subsoils. It is therefore essential that an understanding of site specific ground conditions is achieved through site survey and/or review of detailed borehole data before the creation and/or extension of basements. Groundwater flooding mitigation can be achieved in basements through the use of an appropriate pumped device and non-return valve which would protect the site from potential flooding/backup from the sewerage system.
- 12.7 Where necessary, and as advised by Thames Water, the Council will use phasing conditions to ensure any necessary improvements to water and/or sewerage infrastructure required as a result of development is completed prior to occupation of the relevant phase of development. Developers are encouraged to discuss their proposals with Thames Water prior to the submission of any application.
- 12.8 London as a whole is under water stress. The impact of climate change, and associated longer hotter summers, and growing numbers of residents will add to this problem. An important aspect of mitigating against potential water shortages is by using water as efficiently as possible. This can be achieved through any

measures that enable a decreased use of water, from using drought tolerant plants in landscaping design to retaining and reusing grey water on site.

LP54 Overheating and Adapting to Climate Change

- A. All new development must regulate internal and external temperatures through orientation, design, materials and technologies which avoid overheating, mitigate the Urban Heat Island (UHI) effect and have regard to maximising the use of the cooling hierarchy. Measures which deliver biodiversity benefits will be strongly supported.

12.9 Climate Change is increasing temperatures across the South of England and this is likely to continue over the next century. As an inner London borough, Hackney is particularly vulnerable to these temperature changes due to the Urban Heat island effect, in which buildings, roads and other man-made structures retain significant amounts of heat and lead to elevated temperatures up to 8°C warmer than the green belt around London. Applications for major developments should include an overheating risk analysis as part of the submission of Energy Assessment. Guidance on the methodology and requirements are indicated in the GLA report 'Energy Assessment Guidance on preparing energy assessments as part of the planning applications'. Developers should incorporate measures that address overheating and increase biodiversity in accordance with policies LP46 and LP47.

12.10 The overheating policy aims to ensure the design of buildings take account of ways to reduce their contribution to the urban heat island effect, are low carbon and remain comfortable to the occupants. This can be achieved through external measures, such as tree planting and green roofs to increase shade and regulate temperatures through evapotranspiration, and adopting the London Plan cooling hierarchy to mitigate the risk of overheating and the reliance on active cooling systems. Passive cooling strategies, to prevent heat gains and to dissipate indoor heat, for example internal design to increase natural ventilation and temperature control, shading and solar control glazing, are therefore recommended.

LP55 Mitigating Climate Change

- A. All new developments in Hackney must actively seek to mitigate the impact of climate change through design which minimises exposure to the effects, and technologies which maximise sustainability.
- B. All new residential development should meet a zero carbon emissions target emission rate in line with the London Plan energy hierarchy and Sustainability and the Built Environment SPD.
- C. All non-residential developments must achieve the BREEAM 'Excellent' rating (or an equivalent rating under any other system which may replace it) and where possible achieve the maximum number of water credits, and must be built to be zero-carbon.
- D. In reducing carbon emissions, residential development should aim to achieve 10% and non-residential development should aim to achieve 15% through energy efficiency measures alone.
- E. Major commercial development should generate at least 10% of their energy needs from renewable sources onsite or in the local area, where this is consistent with the London Plan energy hierarchy and energy infrastructure policies.
- F. The design, construction and operation of new buildings should be informed by the London Plan energy hierarchy.
- G. Where it can be robustly demonstrated that it is not possible to reduce CO₂ emissions on-site by the specified levels, carbon off-setting payments will be required and secured via legal agreement.

Existing Developments

- H. Development including the re-use or extension of existing buildings should achieve the maximum feasible reductions in carbon emissions and support in achieving the strategic carbon reductions target in the London Plan, while protecting, heritage and character of the buildings. Development should consider synergies with new build elements on sites and developments should seek to achieve the zero-carbon target across the site.

- 12.11 Hackney is committed to contributing to reducing carbon emissions from the borough by 80% by 2050, and the council is a signatory to UK100, which binds it to making use of 100% clean energy across its functions by 2050. This is aimed at mitigating the impact of climate change in order to limit its impacts globally, and through local intervention to ensure buildings are resilient to its impacts.
- 12.12 All residential developments must demonstrate how they meet zero-carbon standards and mitigate climate change, including smaller developments. Non-Residential developments will be required to meet these standards by 2019. The Sustainable Design and Construction Supplementary Planning Document provides guidance on achieving these aims. Where developments cannot meet these requirements on site, they will be required to provide off-site contributions which will be used by the council to deliver equivalent off-setting. Major developments must produce an energy assessment, detailing carbon emission targets that have been reached, and any shortfalls. Guidance is given in the GLA report 'Energy Assessment Guidance: Greater London Authority guidance on preparing energy assessments as part of planning applications'.
- 12.13 The vast majority of Hackney's built environment which will exist in 2100 is already standing, and makes significant contributions to carbon emissions. It is critical that when these buildings are re-used or extended, intervention is made to ensure the resulting developments are brought up to a modern standard and contribute to borough wide contributions to carbon reduction. Retrofitting of existing technologies should be completed in such a way that the original character of buildings is undamaged, and where possible, enhanced.

LP56 Decentralised Energy Networks (DEN)

- A. All developments should maximise opportunities to incorporate decentralised energy to support reductions in energy use and emissions.
- B. New major development should connect to an existing network; unless it is clearly demonstrated that it is not technically feasible or economically viable.
- C. Only when it can be clearly demonstrated that all options to link into existing schemes have been explored should development provide on-site DEN. Developments should be designed to connect to other developments at a later date.

D. Where there is a planned Decentralised Energy Network within feasible and viable range of future connection, proposed major developments should be designed to connect to that network.

12.14 Decentralised energy can play a significant role in both reducing carbon emissions by eliminating power lost in transmission over the national grid, and in building the resilience of developments in the borough by reducing reliance on this grid. A key challenge with these schemes is the strategic connection of new developments into existing networks to increase efficiency and viability. In order to enable this, new developments must clearly demonstrate how they explore options to connect, where viable to existing schemes. The Council is also developing a Decentralised Energy Masterplan to support delivery of the policy and support development decisions.

LP57 Waste

- A. Developments should seek to minimise waste during both construction and operation of the development, and should provide clear details in plans for the facilities needed for the storage and collection of waste and recycling.
- B. Proposals for new waste facilities and for the development of existing waste sites should comply with the policies in the North London Waste Plan.

12.15 Hackney is part of the North London Waste Authority, which is a cross-borough group coordinating how to deal with waste and refuse disposal. In addition to this Hackney, in partnership with six other north London boroughs, has prepared the North London Waste Plan (NLWP) to set out the planning framework for waste management in the North London Boroughs for the next 15 years. Policy LP57 which primarily provides the policy context for the storage and collection of waste within new development should be read alongside the NLWP which identifies sites for waste management use and sets out policies for determining waste planning applications.

LP58 Improving the Environment - Pollution

Air Pollution

- A. All new development must as a minimum not exceed air quality neutral standards or contribute to a worsening of air quality at the construction or operation stage, over the lifetime of the development.
- B. New development, especially those catering for vulnerable people and users such as elderly and children should be sited and designed to minimise exposure to air pollution.
- C. An air quality assessment (AQA) will be required for the following types of development:
 - All major developments, or
 - New build developments in areas of sub-standard air quality; or
 - Developments in close proximity to sensitive uses; or
 - Development of sensitive uses; or
 - Developments which involve significant demolition and construction.
- D. Development proposals which are identified as likely to cause harm to air quality or could expose occupiers and users of the building to poor air quality will be resisted unless appropriate mitigation measures are proposed to reduce the impact to acceptable levels.
- E. Measures to improve air quality should be implemented on-site however where it can be demonstrated that on-site provision is impractical or inappropriate, off-site measures to improve local air quality may be acceptable, provided that equivalent air quality benefits can be demonstrated.

Water Pollution

- F. New developments should not pose an unacceptable risk to water quality and developments which have the potential to adversely impact on water quality, in the opinion of Hackney and the Environment Agency, will be required to provide appropriate mitigation to alleviate the risk.

- G. Source Protection Zones (SPZs) should be taken into account when considering the environmental impact of a development.

Contaminated Land

- H. For development proposed on contaminated or potentially contaminated land, a desk study and site investigation in line with the most up-to-date guidance will be required and remediation proposals agreed to deal with any identified contamination.
- I. New development should address risks to sensitive receptors (both on and off site) from land contamination through proportionate action(s) before and during construction and during operation where appropriate, planning conditions, over the lifetime of the development.
- J. Development which proposes potentially contaminating or polluting activities, or which is located in close proximity to hazardous installations, must incorporate mitigation for harmful effects to people and the environment and where considered necessary provide monitoring of any impact.

Noise and Vibration

- K. Noise-sensitive development should be located in areas where occupiers will not be exposed to significantly adverse noise levels. Where new noise-sensitive development is proposed in proximity to existing noise-generating uses, the applicant will be required to carry out a noise assessment and demonstrate how adverse effects will be effectively mitigated without harming the continued operation of existing uses.
- L. Development in any location will only be permitted where it can be demonstrated that the noise generated by the development is effectively mitigated to prevent adverse impacts on health and quality of life. The impact of noise generated by the demolition and constructions phases of development must also be minimized.
- M. All residential development proposals shall minimise the potential adverse noise impact on and between dwellings through housing layout, design and materials. New development will only be permitted where the locations of lift and circulation spaces are designed to limit the transmission of sound to noise sensitive areas. They should be adequately separated from major noise sources or designed to mitigate the impact.

- 12.16 Hackney is an inner-city area of London with high population densities and commensurate issues with pollution. LP33 seeks to ensure that planning supports broader council objectives to promote the health and wellbeing of individuals.
- 12.17 The policies aim to ensure developments do not contribute to a worsening of air quality, with particular regard had to sensitive uses, such as schools and homes. It also seeks to ensure that water sources are not damaged by development, and that the potential for contaminated land on sites is investigated, and where needed, appropriately mitigated. Finally, it seeks to ensure that new developments do not expose users to damaging noise levels through the location and design of new development. It also ensures that development which results in the creation of new noise sources do not affect existing developments, and where this is the case, provide appropriate mitigation.
- 12.18 There are 9 Air quality focus areas in Hackney. These are areas of sub-standard air quality. When development proposals within these areas are assessed, this status will be taken into account as they are locations with existing high human exposure to nitrogen dioxide (NO₂). These areas are: Manor House junction/Green Lane/Seven Sisters Road; Stamford Hill/Amhurst Park Road/Stamford Hill Road; Seven Sisters Road at Finsbury Park; Clapton Road Junction Lea Bridge Road; Stoke Newington High Street/Stamford Hill/Rectory Road; Dalston Junction/Balls Pond Road/Kingsland High Road; Hackney Wick/Homerton High Street/Wick Road/Cassland Road/Victoria Park Road; Hackney Central/Amhurst Road/Dalston Lane/Mare Street; Old Street/City Road/Old Street/Great Eastern St/Shoreditch High Street.

13. Site Allocations

- 13.1 The purpose of this section is to identify and allocate key strategic development sites in the Borough. These policies provide site-specific development guidance and allocate particular uses for those sites during the 15 year plan period; in the 'short term' (0-5 yrs), 'medium term' (6-10 yrs) and 'long term' (11-15 yrs). The sites allocated in this section, along with other sites including permissions not yet implemented (pipeline), estate regeneration schemes and sites in the Shoreditch and Stamford Hill Area Action Plan areas will support the delivery of this Plan. Further information is set out in Chapter 14 Implementation and Monitoring.

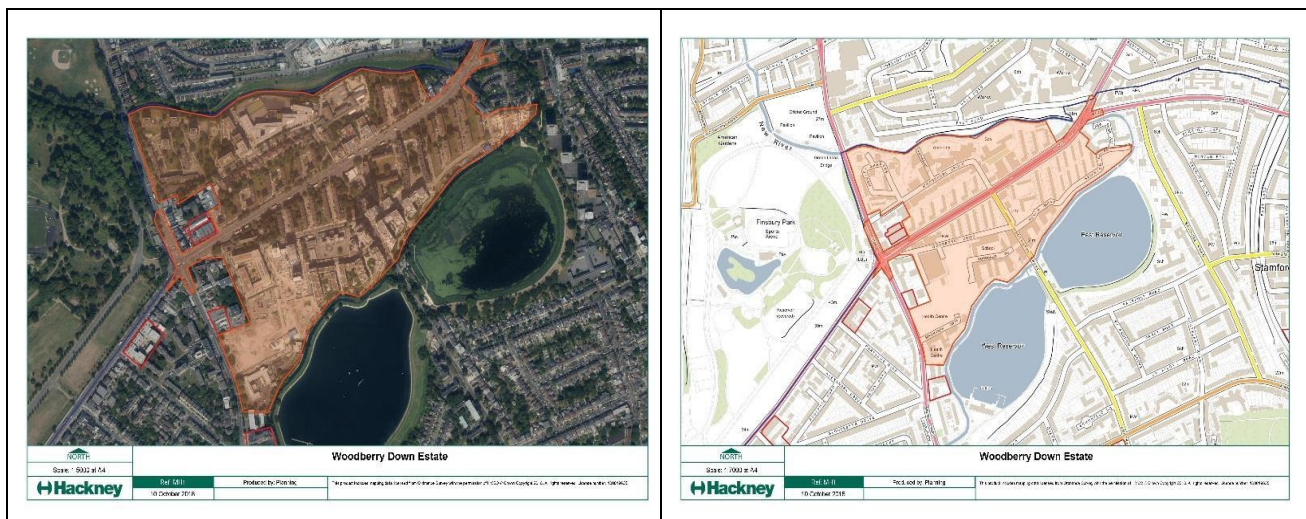
Site Reference	Site Name
MH1	Woodberry Down Estate
MH2	Yard Buildings, 318 Green Lanes
MH3	Boys Club and Deaf Centre
HC1	Clapton Bus Garage
HC2	55 Morning Lane
HC3	Hackney Central Overground Station and Car Park
HC4	333-337 Mare Street (Iceland Foods) and 231-237 Graham Road
HC5	339-357 Mare Street, 6-18 Amhurst Road (Marks and Spencer)
HC6	Florfield Road Cluster
HC7	182 Mare Street (London College of Fashion)

HC8	27-38 Well Street (Lidl)
HC9	51-61 Mare Street
HC10	40-43 Andrews Road and Ash Grove Bus Garage
HC11	Travis Perkins, 111 Dalston Lane
HC12	230 Dalston Lane and Hackney Downs Station Entrance
HC13	Lower Clapton Health Centre
HC14	164-170 Mare Street
HC15	Tesco Metro, Well Street
D1	130 Kingsland Road and site to the rear 130A Kingsland Road
D2	Dalston Kingsland Station and associated works
D3	1, 3, 5, 7 Dalston Lane, (Dalston Western Curve), & 1-7 Ashwin Street
D4	36-42 Kingsland High Street (currently McDonalds)
D5	Kingsland Shopping Centre
D6	Ridley Road
D7	Birkbeck Mews
D8	2-16 Ashwin St, 11 - 15 Dalston Lane, southern end of 'eastern curve'
D9	Stamford Works and Gillett Sq Phase 2
D10	Former CLR James Library, 16-22 Dalston Lane, 62 Beechwood Road

CL1	Tram Depot, 38-40 Upper Clapton Road
CLD1	71-73 Lordship Road (St Mary's Lodge)
SHX1	Former Rose Lipman Library and Environs, Downham Road
SHX2	St Leonards Hospital. Hoxton Street, London
SHX3	Eagle Wharf Road

MH1 - Woodberry Down, Seven Sisters Road N4 1DH

Ward: Woodberry Down



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number. 100019635.

Ownership: Mixed - Private and London Borough of Hackney

Area in Hectares: 52.50

Existing Use: Housing estate and supporting uses including retail, public space and community facilities.

Planning Considerations:

- PP9 Manor House
- Statutory Listed buildings on the site (St Olave's Church, the John Scott Health Centre and Woodberry Down Early Years Centre and the Woodberry Down Primary School)
- PTAL 6a
- Metropolitan Open Land
- Stoke Newington Reservoir, Filter Beds and New River Conservation Area (encloses the northern, southern, eastern boundary of the estate)
- Site of Importance for Nature Conservation (SINC) (East and West Reservoir and New River)
- Green Corridor

How was the site identified?

This large estate is part of the Council's Estate Regeneration Programme and was allocated in the Sites Allocation Local Plan (2016).

Timescale: Short, Medium, Long Terms

Policy MH1

Allocation:

Residential and supporting uses including retail, employment, education, other community and leisure facilities.

Development Principles:

- A Robust Urban Design Framework - Improving the quality of the surroundings, including amenity, views, ecology and character, which can benefit existing and future residents. Improving connections through the site to link the Northern and Southern side of Seven Sisters Road and extend the relationship to landscape context including the New River, the Reservoirs and Finsbury Park.
- Transform Community Facilities - Provide new retail and community uses including affordable workspace and flexible space to allow for facilities to come forward to meet the needs of existing and future residents.
- Efficient Public Transport - Improve the footpath and cycle network in accordance with TfL's Healthy Street Indicators. Improve public transport facilities to integrate with Manor House underground station and future Crossrail 2 links.
- Streets that Put People First - Introduce attractive landscaping, parks and safe pedestrian crossings and improved cycling and pedestrian routes. Minimise on street and off street car parking. Reduce the dominance of Seven Sisters Road to make it an attractive landscaped street.
- Homes for a Diverse and Balanced Population - Creating a balanced mix of new social rented homes to be mixed with private and intermediate homes creating a 'tenure blind' development and genuinely affordable homes. Provide a range of homes from 1 to 5 bedrooms reflecting housing needs of the area with generous proportions and private amenity space provision.
- A Low Carbon Community - Provision of a new Energy centre in line with the new London Plan.

- Making the Most of Water - Ensure that buildings open out to the New River and reservoirs, and waterside parkland is introduced for recreational enjoyment. Continue to improve the waterside environment. Deliver a Sustainable Urban Drainage system throughout the site maximising water recycling.
- A Range of Open Space and Play Facilities - New parks and open space to be distributed throughout the area with a variety of play and sports facilities to suit children of different ages.
- An Ecological Network - Preserve existing trees and plant additional trees so that Woodberry Down keeps a green feel and thrives as a place for wildlife as well as people. Enhance the nature conservation value of the New River, particularly next to the reservoirs.
- A Framework for Inspirational Design - Provide clear connections between the north and south of the site by creating well defined links and green fingers to break down the barrier of Seven Sisters Road, and a clear network of open spaces. Provide exceptional design standards, with well proportioned, attractive buildings that incorporate high quality materials.

Capacities:

Residential units: 4045 (gross) 2915 (net) to 2033 and beyond¹³.

Non-residential (Commercial and community uses): 10,850m² to 2033 and beyond¹⁴.

Planning Status

This is a major regeneration scheme, being carried out in a number of phases.

The original outline planning permission (ref 2008/1050) for the redevelopment of the housing estate was approved in July 2009, under which the initial kick start phases on the development were constructed.

A hybrid application (2013/3223) (an outline application for all future - phases 2-8 - and details for phase 2) was subsequently approved in August 2014. This was:

¹³ The total capacity of the site including development already completed as of March 2018 is 5498 (gross) 3608 (net)

¹⁴ The total capacity of the site including development already completed as of March 2018 is 16,535m²

“To provide up to 275,604sqm floorspace GEA (excluding car parking); comprising up to 3,242 residential units and a maximum of 10,921sqm non-residential floorspace within Classes A1 (Retail), A2 (Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), Class B1 (Offices), Class D1 (Non Residential Institutions), and D2 use and Energy Centres; along with provision of new open space and public realm and associated car parking.”

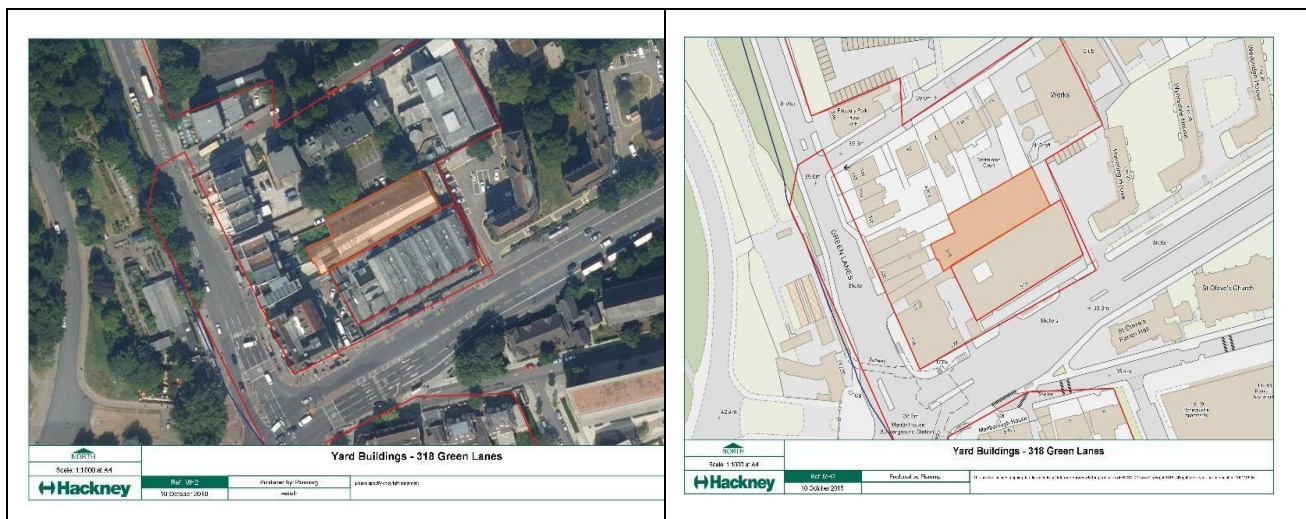
Construction has started on several sites and the final phase of work will not be completed until beyond the end of the plan period (2033). A total of 1452 (gross) – 1,236 units (net) have been built under the original outline permission and a further 216 units (gross) have been completed for phase 2 under the 2014 permission. As of March 2018 there were a further 563 units (gross) under construction. A new school was completed in June 2011.

Details for Phase 3 were approved by the Council in December 2015.

More information regarding the regeneration of the estate can be viewed at <http://www.hackney.gov.uk/woodberry-down>

MH2 - Yard Buildings, 318 Green Lanes

Ward: Woodberry Down



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Ownership: Private (Multiple ownership)

Area: 0.13ha

Existing Use: Furniture warehouse

Planning Considerations:

- PP9 Manor House
- Manor House Local Shopping Centre
- PTAL 6a

How was the site identified? Manor House AAP (2012)

Timescale: Long term

Policy MH2

Allocation: Mixed use development.

Development Principles:

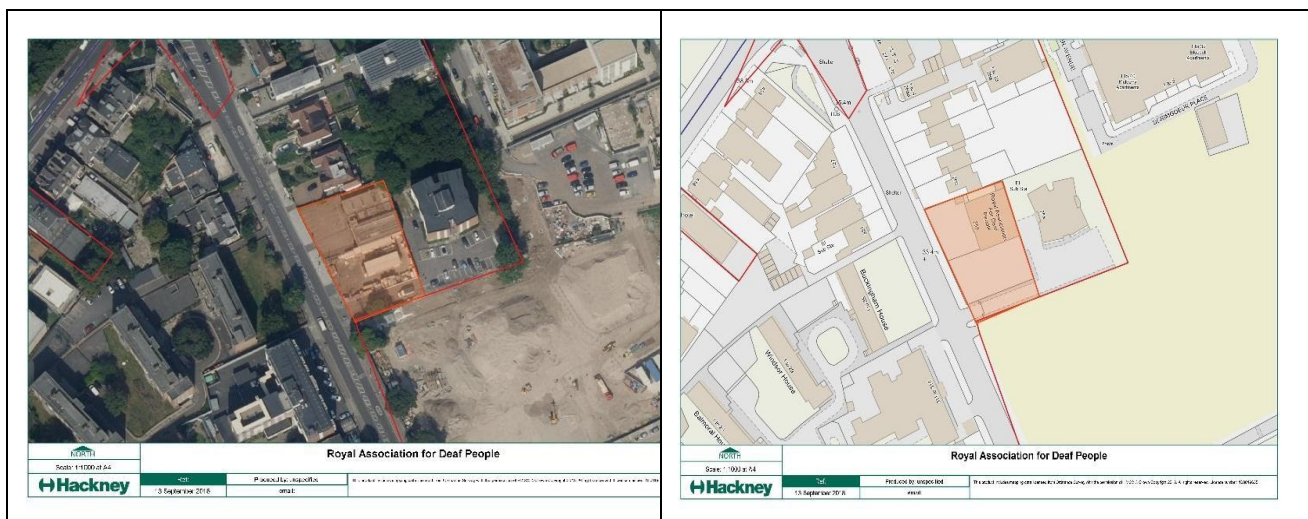
This is a backland site located to the rear of Ivy House and 320 Green Lanes, with access off Green Lanes. Any redevelopment should respond to the locally listed Ivy House. An indicative appropriate building height for the development is 4-5 storeys. The new development should re-provide the industrial accommodation on site and maximising the delivery of genuinely affordable new homes.

Indicative Capacity: Re-provided industrial floorspace and approximately 30 residential units.

Planning Status: Current pre-application for commercial / residential building

MH3 - Boys Club and Deaf Centre, 258 Green Lanes

Ward: Woodberry Down



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Ownership: Private

Area: 0.16ha

Existing Use: Community Use (D1)

Planning Considerations:

- PP9 Manor House
- Close proximity to the Manor House Local Shopping Centre
- PTAL 6a

How was the site identified? Manor House AAP (2012)

Timescale: Mid to long term

Policy MH3

Allocation: Retention of community use with residential

Development Principles:

The site is constrained by a deep building line and proximity of Nathaniel Court. There is potential for residential development, including maximising the delivery of genuinely affordable new homes, above re-provided community uses. An indicative appropriate building height for the development is 5-6 storeys.

The site could be extended to include the site at 256 Green Lanes which is currently used as storage space during the residential development of Woodberry Down. There is an

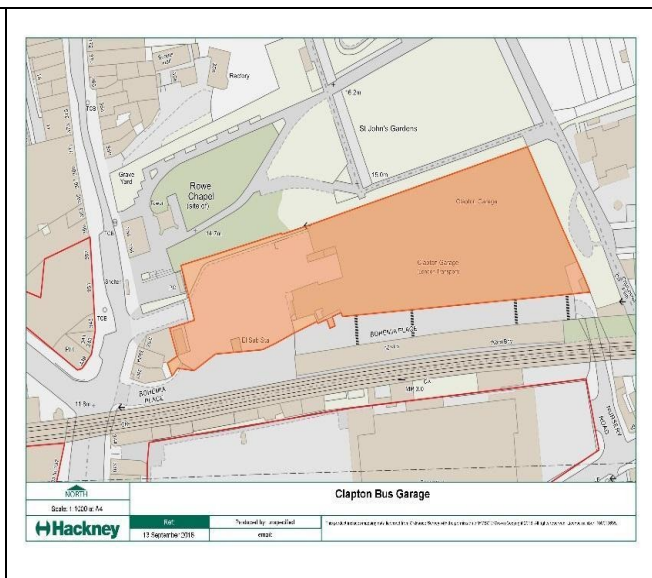
opportunity to make a new connection to the development at Woodberry Down which could create a reoriented frontage to the site.

Indicative Capacity: Approximately 50 residential units and reprovided community use.

Planning Status: No planning activity

HC1 - Clapton Bus Garage

Ward: Hackney Central



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Ownership: Mixed

Area: 0.8ha

Existing Use: Bus depot

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Hackney Central and Surrounds Masterplan SPD (2017)
- Hackney Central Major Town Centre (Secondary Shopping Area)
- Clapton Square Conservation Area (Adjacent and partially located within)
- Setting of Grade I Listed building - Augustine Tower and Grade II* St Johns Church
- Strategic Transport Infrastructure Designation (Including Crossrail 2 safeguarding)
- Commercial Core of City Fringe (Tech City)
- PTAL 6b/6a

How was the site identified? Hackney Central AAP (2012)

Timescale: Medium Term

Policy HC1

Allocation: Mixed use

Development principles:

This is a key town centre site to be developed for the provision of new commercial floorspace and housing, including genuinely affordable homes. Development should improve permeability through the Town Centre, making a much improved contribution to this key town centre location.

Subject to TfL's agreement, there may be potential to relocate the Clapton Bus Garage (without compromising TfL's continuing bus operations, including existing bus stand provision) to an alternative location, or reconfigure the site to facilitate continuation of existing operations whilst achieving redevelopment aspirations. There is potential to utilise Bohemia Place as a pedestrian route and open up the railway arches to improve movement through the site for a new, east-west route and the creation of a new north-south route from St John-at-Hackney Churchyard Gardens through the railway arches on to the Tesco site and beyond. This will help to enable movement to and from the Fashion Hub and the Town Centre. There is also potential to create an enlarged public square at the bottom of the Narrow Way (with the potential for a pavilion building to activate the space).

Any proposed mixed use development must preserve the historic setting and key views of St John-at-Hackney Church and Churchyard, St Augustine's Tower and the Old Town Hall, and maintain the church yard's unique sense of enclosure. Appropriate indicative heights are 3 - 4 storeys. A heritage assessment of buildings on site and a recording condition may be required.

Option 1 – Courtyard Block

A comprehensive, mixed use development providing commercial (retail/workspace) and residential floorspace, including genuinely affordable homes, with new route to St John-at-Hackney Churchyard Gardens.

Option 2 – Courtyard Block with Enlarged Square

A comprehensive, mixed use development, providing commercial (retail/workspace) and residential floorspace, including genuinely affordable homes, with a new route to St John-at-Hackney Churchyard Gardens and an enlarged square at the bottom of the Narrow Way.

Option 3 – Perimeter Block with Enlarged Square

A comprehensive, mixed use development, providing commercial (retail/workspace) and residential floorspace, including genuinely affordable homes, with a new route to St John-at-Hackney Churchyard Gardens, and an enlarged square at the bottom of the Narrow Way.

Indicative Capacity: 140 residential units and 2,350sqm of commercial floorspace

Planning Status: No planning activity.

HC2 - 55 Morning Lane (Tesco Site)

Ward: Homerton



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Ownership: Mixed

Area: 1.39ha

Existing Use: Retail

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Hackney Central and Surrounds Masterplan SPD (2017)
- Hackney Central Major town centre (Secondary Shopping Area)
- Mare Street/Westgate Triangle Archaeological Priority Area
- Setting of listed buildings and conservation areas
- Strategic Transport Infrastructure (Channel Tunnel Railway Link)
- Commercial Core of the City Fringe (Tech City)
- PTAL 6b/a

How was the site identified? Hackney Central AAP (2012)

Timescale: Short Term

Policy HC2

Allocation: Mixed use

Development Principles:

There is potential for redevelopment of the existing Tesco superstore and car park for the provision of new commercial (retail / workspace) floorspace, including a potential new

Tesco store and residential development, including genuinely affordable homes, with taller building elements to facilitate legibility and wayfinding. This provides opportunity to create improved permeability through the town centre by the creation of pedestrian routes through the site and through the railway arches at Bohemia Place, including new uses in the arches on the Tesco site, creating active frontages. Appropriate indicative heights are 2 - 10 storeys alongside taller elements¹⁵ which should be sited to minimise overshadowing and create visual connection with existing taller buildings that act as landmarks along the north south routes. Any taller buildings must have regard to and address heritage assets in the vicinity.

Consideration will need to be given to transport infrastructure improvements, including to Hackney Central Overground Station and improvements to bus stop facilities, and to CCTV provision to increase surveillance and safety.

Option 1 – Phased Approach for Mixed-Use Development

A phased development which considers the redevelopment of the car park portion of the site for a mixed use development, commercial (retail, including a potential new Tesco store/workspace) and residential, including genuinely affordable homes, to allow the existing Tesco store to remain operational during construction, and then redevelopment of the existing store for mixed use development commercial (retail/workspace) floorspace and residential.

Option 2 – Comprehensive Approach for Mixed-Use Development

A comprehensive development of the entire site, with the Tesco store closed during the construction period, for the provision of a potential new Tesco store, commercial (retail/workspace) floorspace and residential, including genuinely affordable homes.

Existing underground infrastructure includes:

- The Channel Tunnel Railway Link which run east-west across the site, whose tunnel crown level is estimated at approx. 32m below ground.
- The North London Flood Relief Sewer which runs diagonally across the site at a depth of approx. 18m.
- A Thames Water combined sewer which runs across the site whose crown level is estimated at approx. 3.3m below ground level.

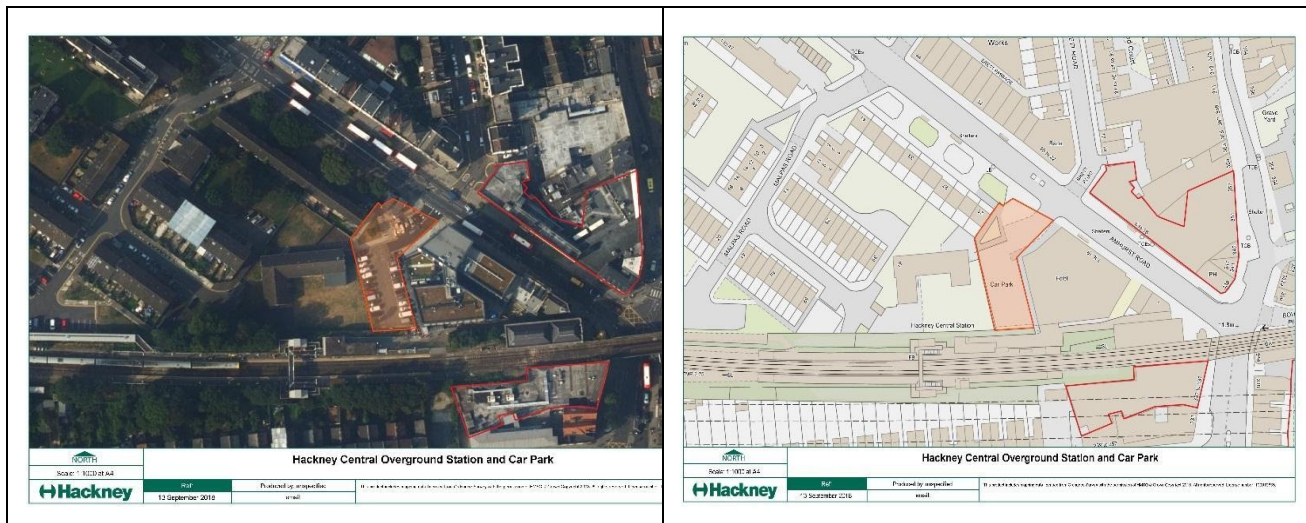
Indicative Capacity: 420 residential units and 15,550sqm of commercial floorspace

Planning Status: Pre-Application discussion for the redevelopment of the site to include the re-provision of Tesco with new retail, commercial and residential use.

¹⁵ see Glossary - Taller Building

HC3 - Hackney Central Overground Station and Car Park

Ward: Hackney Central



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Ownership: Public including London Borough of Hackney

Area: 0.13ha

Existing Use: Station and Car Park

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Hackney Central and Surrounds masterplan SPD
- Hackney Central Major Centre (Mare Street and Amhurst Road)
- Commercial Core of the City Fringe (Tech City)
- Clapton Square Conservation Area (adjacent)
- Strategic Transport Infrastructure Designation (including Crossrail 2 Safeguarding)
- PTAL 6a-b

How was the site identified? Hackney Central AAP (2012)

Timescale: Medium/Long Term

Policy HC3

Allocation: Commercial - retail and employment workspace

Development Principles:

The Council has an aspiration to reuse the former Hackney Central ticket office building (which is Locally Listed along with 1-5 Amhurst Road) as a station entrance. There is the potential for redevelopment of the car park for the provision of commercial (retail / leisure / workspace) floorspace, improved public realm facilitating connectivity and wayfinding and the retention of some car parking (for further details see Hackney Central and Surrounds Masterplan SPD). New development should deliver an improved station with mixed use, commercial development on the car park, and a new station entrance from Amhurst road, with the retention of some car parking spaces and an improved public realm.

There is an opportunity to work with TfL and Network Rail to deliver station improvements for the short, medium and long term, including consideration of optimum transport infrastructure delivery to meet long term need (including as part of the potential delivery of a Crossrail 2 station).

Development proposals should have regard to the following development principles:

- Create an active frontage at ground floor and ticket hall level, including through the introduction of commercial (retail/workspace) uses to animate the new route towards the station and increase surveillance and safety, within an indicative building height of between 2 – 3 storeys.
- Create a new access to Hackney Central Overground Station from Amhurst Road with DDA compliant lift and stairs.
- Create new public space as a forecourt to the station and bus interchange on Amhurst Road to draw people out of the station via a new route.
- Create clear sight lines to the station entrance from Amhurst Road to aid legibility and wayfinding to the station, encouraging use of the new route.
- Retain existing service access to adjoining development.
- Set back development to align with the existing building line on Amhurst road.
- Provide continuous, active frontages along Amhurst Road.

Indicative Capacity: 1,350 sqm of commercial floorspace

Planning Status: No planning activity.

HC4 - 333-337 Mare Street (Iceland Foods) & 231-237 Graham Road

Ward: Hackney Central



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Ownership: London Borough of Hackney (Iceland Site) & Private (site to the rear)

Area: 0.148ha

Existing Use: Retail, vacant on upper floors and to the rear

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Hackney Central Major Centre (Primary Shopping Frontage)
- Hackney Central and surrounds masterplan SPD (2017)
- Town Hall Square Conservation Area
- Mare Street/Westgate Triangle Archaeological Priority Area.
- Commercial Core of the City Fringe (Tech City)
- PTAL 6b

How was the site identified? Hackney Central and Surrounds Masterplan Supplementary Planning Document (2017)

Timescale: Medium Term

Policy HC4

Allocation: Commercial/residential mixed use

Development Principles:

To make more efficient use of the site for mixed use development of 333-337 Mare Street (Iceland site) and 231-237 Graham Road (site to the rear) to create active, commercial (retail) frontages on to Graham Road and Mare Street. There is also potential for residential development on the site including maximising the delivery of genuinely affordable homes.

Option 1 – Refurbishment of Iceland Site

Refurbishment of existing building with the introduction of new commercial uses (workspace) on the first floor.

Option 2 – Individual Development of Iceland Site and Site to the Rear Redevelopment of the sites providing commercial (retail/workspace) and residential uses, including genuinely affordable homes.

Option 3 - Comprehensive Development

A combination of options 1 and 2

Indicative Capacity: 30 residential units and 1,850sqm of commercial floorspace (Option 3)

Planning Status: No recent activity

HC5 - 339-357 Mare Street, 6-18 Amhurst Road (including Marks & Spencer)

Ward: Hackney Central



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Ownership: Private, Multiple Owners

Area: 0.18ha

Existing Use: 339-345 Mare St: retail, betting shop, residential, office

347-357 Mare St / 6-18 Amhurst Road: retail occupied by M&S, vacant underutilised space above

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Hackney Central and Surrounds Masterplan SPD (2017)
- Clapton Square Conservation Area
- Building of Townscape Merit
- Hackney Central Major Town Centre (Primary Shopping Frontage)
- Mare St/Westgate Triangle Archaeological Priority Area
- Commercial Core of the City Fringe (Tech City)
- PTAL 6b

How was the site identified? Hackney Central and Surrounds Masterplan Supplementary Planning Document (2017)

Timescale: Short Term

Policy HC5

Allocation: Mixed use

Development Principles:

There is potential to make more efficient use of the site. Development should result in a net gain of retail floorspace and create an active frontage on to Amhurst Road and the Narrow Way.

There is potential for the retention and refurbishment of buildings, whilst respecting existing heritage assets, with the creation of additional floorspace from a mansard roof extension and infill development.

There is also potential for the redevelopment of 339-345 Mare Street (corner site).

The deliverability of the options is subject to detailed structural surveys and heritage assessment of the existing buildings. The two options are:

Option 1

Retention with infill development which retains all existing buildings, with infill and mansard development above the existing buildings for commercial (retail/workspace) and residential uses including genuinely affordable homes.

Option 2 – Retention, Infill and Redevelopment of Corner Site

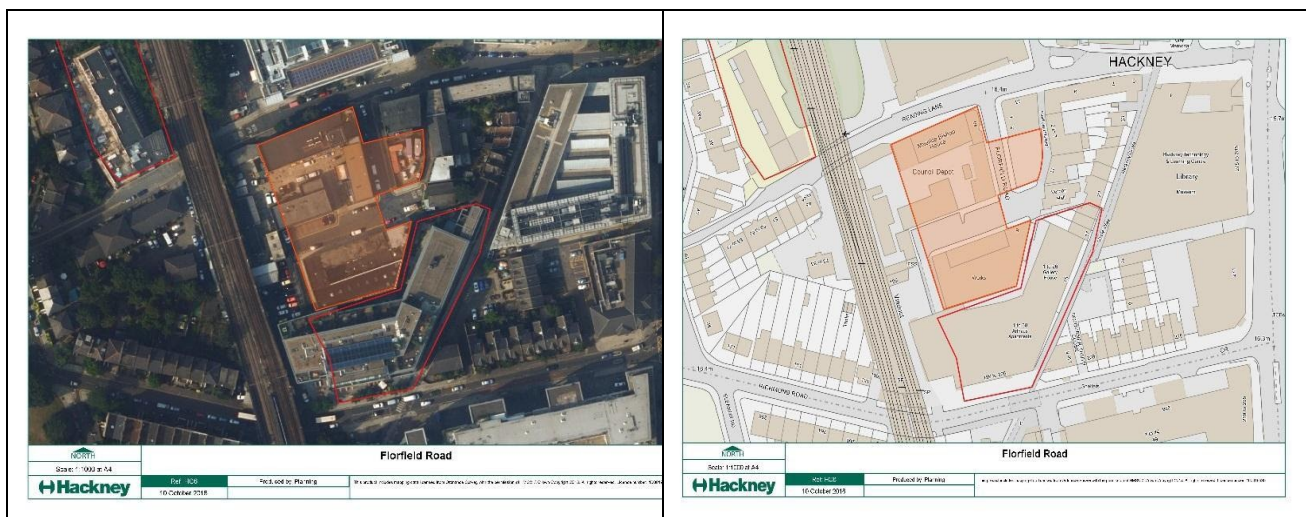
An infill and mansard development which retains 347-357 Mare Street/6-18 Amhurst Road (M&S) and redevelopment of 339-345 Mare Street (corner site), for commercial (retail / workspace) and residential uses including genuinely affordable homes.

Indicative Capacity: 20 residential units and 200 sqm of new commercial floorspace

Planning Status: Pre-app discussions ongoing for redevelopment and re-provision of retail floorspace which includes the provision of the M&S site with a new retail frontage on Amhurst Road.

HC6 - Florfield Road

Ward: Hackney Central



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Ownership: London Borough of Hackney

Area: 0.47ha

Existing Use: Office

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Hackney Central and Surrounds masterplan SPD
- Hackney Central Major Centre (Secondary Shopping Area)
- Mare Street Conservation Area
- Mare Street Priority Office Area (Robert House only)
- PTAL 5/6a

Timescale: Short to Medium Term

Policy HC6

Allocation: Commercial/residential mixed use

Development Principles:

There is potential for a comprehensive redevelopment of this site to make more efficient use of the site and provide a high quality mixed-use development including commercial (workspace) and residential use, including maximising the provision of genuinely affordable homes, and a potential taller building element. The Hackney Housing depot and Council services will be relocated elsewhere (including to 51-61 Mare Street).

Development within the Priority Office Area should be employment-led.

Development proposals should:

- Provide high quality mixed-use development providing commercial (workspace) and residential floorspace including maximising the delivery of genuinely affordable homes.
- Create a consistent building alignment and parapet height along Reading Lane. Indicative appropriate building heights are 2- 6 storeys alongside taller elements¹⁶ to act as a landmark to and from the civic and cultural hub set back from Reading Lane to minimise overshadowing of existing buildings). Taller building elements must comply with the taller buildings policies in the London Plan and Hackney's Local Plan with particular regard to be had to the impact on heritage assets.
- Create an active, commercial frontage on to Reading Lane and Florfield Road.
- Create an active frontage and pedestrian route along eastern side of the railway with new uses (workspace) in the railway arches.
- Close Florfield Road to allow comprehensive development of the site and to create a courtyard with pedestrian route. Direct vehicular access along the west side of the refurbished railway arches to maintain servicing to Arthaus development located to the south on Richmond Road (Option 2).

Option 1 – Mixed Use Development

A mixed use, commercial (workspace/retail) and residential development, including maximising the provision of genuinely affordable homes, which maintains existing vehicular access to adjacent sites, including a potential taller building element.

Option 2 – Closure of Florfield Road for Mixed Use Development

A mixed use, commercial (workspace / retail) and residential development, including maximising the provision of genuinely affordable homes, which involves the closure of Florfield Road, including a potential taller building element.

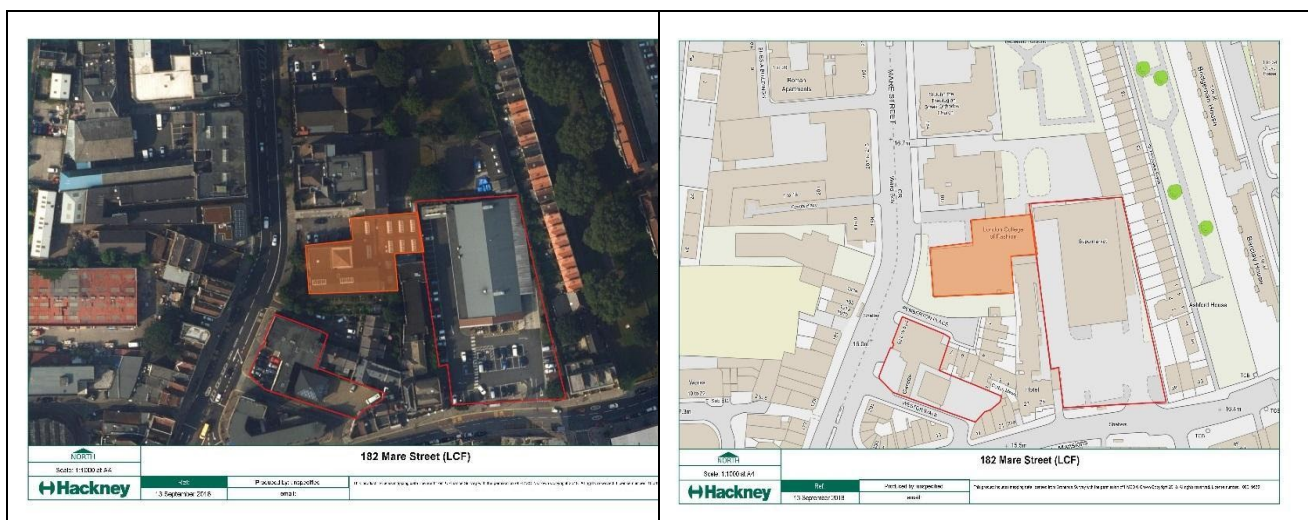
Indicative Capacity: 120 Residential Units and 6,900sqm of commercial floorspace

Planning Status: No planning activity

¹⁶ See Glossary - Taller Building

HC7 - London College of Fashion, 182 Mare Street E8 3RF

Ward: Victoria



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Ownership: Private

Area: 0.49ha

Existing Use: Education use

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Mare Street Conservation Area
- Locally listed buildings - 182 Mare Street and 184 Greek Orthodox Church of ST John the Theologian (adjacent)
- Mare Street / Westgate St Triangle Archaeological Priority Area
- Commercial Core of the City Fringe (Tech City)
- PTAL 6a

How was the site identified? Hackney Central and Surrounds Masterplan SPD (2017)

Timescale: Medium Term

Policy HC7

Allocation: Education or mixed use including education, other community, retail, leisure and residential uses

Development Principles and Issues:

Any redevelopment of this site must be in association with the College's plans for its Curtain Road site and other education sites in the London area. There is potential for development to the rear and to the south of the site. The site may be appropriate for residential accommodation associated with University Arts London, including maximising the provision of genuinely affordable homes, and education uses associated with London College of Fashion including industry focused incubator space and community uses

Option1 – Part Retention with Mixed-Use Development

Part retention and part development for mixed-use development including education, workspace, retail and residential, including genuinely affordable homes, with active frontages on Mare Street.

Option 2 - Comprehensive Development with 27 – 37 Well Street (Lidl site)

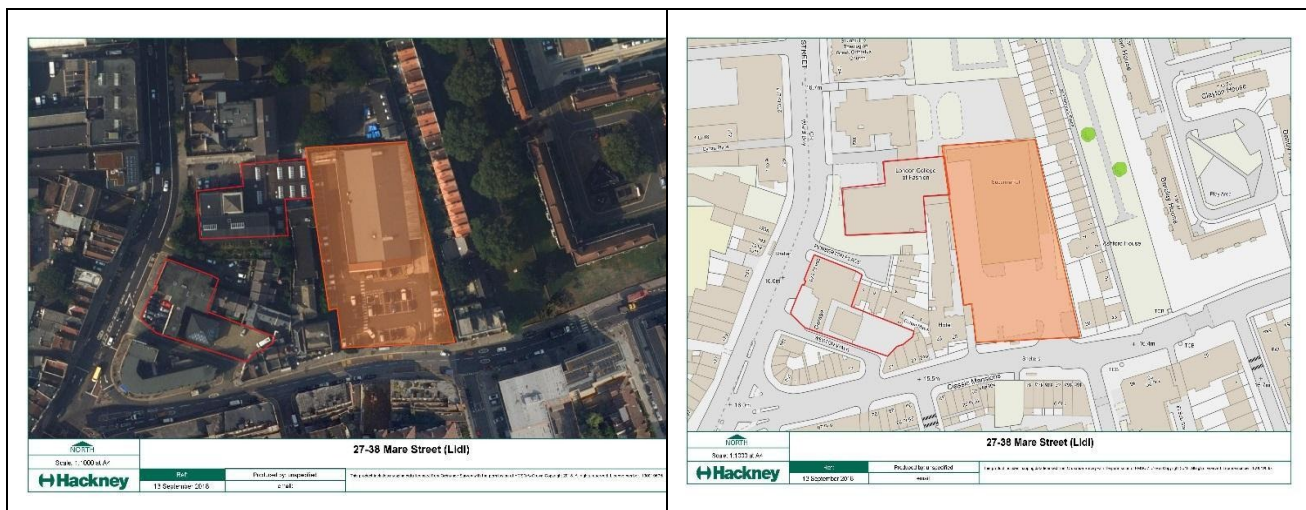
Refer to Site Allocation HC8 27-37 Well Street (Lidl) for this option.

Indicative Capacity: 45 residential units and 2,200sqm of commercial floorspace alongside retention of community (D class – educational/institutional) use.

Planning Status: Pre-application discussions between the Council and the College ongoing regarding the College's plans for its various sites in London including the Curtain Road site.

HC8 - 27-37 Well Street (Lidl), London E9 7QX

Ward: Victoria



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Ownership: Private

Area: 0.4ha

Existing Use: Single storey retail store and off street parking

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Mare Street Conservation Area
- Locally listed buildings adjoin the site; 23- 25, Well Street
- Mare Street/Westgate Street Triangle Archaeological Priority Area
- PTAL 5
- Hackney (Central) CPZ

How was the site identified? Hackney Central and Surrounds Masterplan (2017)

Timescale: Medium Term

Policy HC8

Allocation: Mixed use retail and residential

Development Principles and Issues

There is potential for intensification of the site and introduction of other uses, mainly towards the Well Street frontage, including mixed use development above the existing store incorporating commercial and residential development, including the maximising the

provision of genuinely affordable homes, with indicative appropriate building heights of 3-4 storeys. The existing quantum of retail floorspace must be retained.

Any new development must be in keeping with the scale of existing buildings to the east and west, and appropriate distances especially privacy, outlook and daylight/sunlight of existing occupiers maintained.

The rear of the site adjoins the London College of Fashion Mare Street site, (site allocation HC7).

Indicative Capacity: 140 residential units and 4,700sqm of commercial floorspace

Planning Status: Variation of condition planning application in relation to planning approval 2010/0388 was granted in 2015.

HC9 - 51-61 Mare Street, London, E8 4RG

Ward: London Fields



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Ownership: London Borough of Hackney

Area: 0.35ha

Existing Use: Light Industrial/Warehouse uses

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Mare Street Priority Office Area (POA)
- Mare Street/Westgate Street Triangle Archaeological Priority Area.
- Commercial Core of the City Fringe (Tech City)
- PTAL 6a

How was the site identified? Hackney Central and Surrounds Masterplan SPD (2017)

Timescale: Medium Term

Policy HC9

Allocation: Mixed-use employment-led scheme

Development Principles:

This site forms part of the Andrew's Road cluster which includes 40-43 Andrews Road (London Borough of Hackney Car Pound - Site Allocation HC10). The wider cluster accommodates key transport infrastructure which includes an operational bus garage at Ash Grove.

An opportunity exists to renovate this site as part of the wider cluster through the relocation of the Hackney Housing Depot to the site, creating a new active frontage along Mare Street. Should the relocation of the Hackney Housing depot to this site not be possible, there is potential for mixed use, commercial (workspace) and residential development, including maximising the provision of genuinely affordable new homes.

Option 1 – Refurbishment for Hackney Housing Depot

Refurbishment and reconfiguration of the existing building for a rationalised Hackney Housing depot.

Option 2 – Mixed-Use Development for Hackney Housing Depot

A mixed use development which provides a purpose built Hackney Housing depot, providing a material store with mezzanine level, associated office space, yard for loading of vans and workshops. Mixed use, commercial (workspace) and residential development including maximising the provision of genuinely affordable new homes on the southern part of the site.

Option 3 – Mixed-Use Development

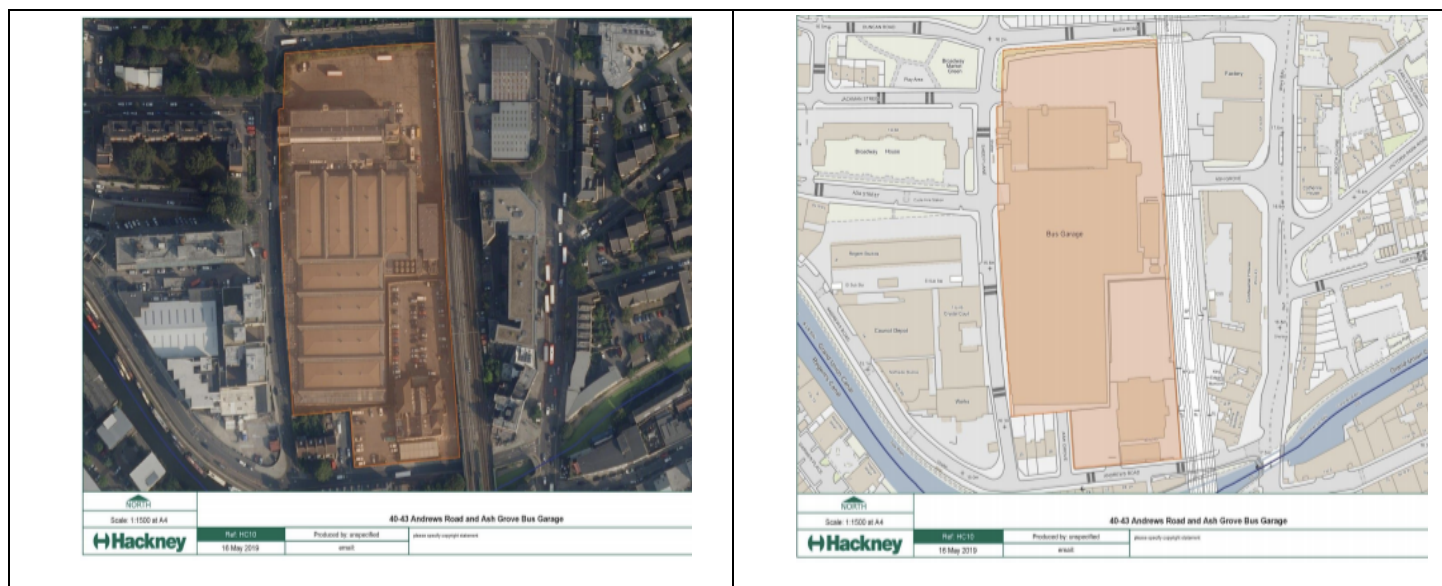
A mixed use development providing residential, including maximising the provision of genuinely affordable new homes, and commercial (workspace) floorspace, whilst utilising the adjacent railway arches for commercial use.

Indicative Capacity: 80 residential units and 7,000sqm of commercial floorspace

Planning Status: 2016/2026: 61 Mare Street London E8 4RG - Proposed change of use of part of ground floor and part of first floor from storage and distribution (Use Class B8) to office (Use Class B1). Decision: Granted

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

Ward: London Fields



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Ownership: London Borough of Hackney

Area: 0.49ha 40-43 Andrews Road (2.2ha including Ash Grove Bus Garage)

Existing Use: B8 occupied by Hackney Council Car Pound and Hackney Council's Meal on Wheels Service, and bus garage.

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Mare Street Priority Office Area
- Mare Street / Westgate Street Triangle Archaeological Priority Area
- Commercial Core of the City Fringe (Tech City)
- Regent's Canal Conservation Area (adjoins southern end of the site)
- Adjacent locally Listed buildings (35-38 Andrews Road)
- Recording condition required prior to demolition of existing building (non-designated heritage asset)
- Regents Canal Green Corridor (towards southern part of site)
- PTAL 5

How was the site identified? Hackney Central and Surrounds Masterplan SPD (2017)

Timescale: Medium Term

Policy HC10

Allocation: Mixed-use employment-led development

Development Principles:

The site at 40 - 43 Andrews Road is underused and currently temporarily used as a car pound. There is potential for joint development with the adjacent Ash Grove Bus Garage site (located to the north) to optimise the potential for development of both sites. This could include creating a larger bus garage at Ash Grove to increase capacity including potential relocation of some spaces and operations from the Clapton Bus Garage, as part of a mixed-use development alongside housing (including the provision of genuinely affordable housing in line with policy LP13) and commercial development along with improved access / egress arrangements.

Should 40-43 Andrews Road not be needed to accommodate a larger bus garage including the relocation of the Clapton Bus Garage, there is potential for mixed-use, employment-led development alongside residential, including maximising the provision of genuinely affordable homes, and conversion of the adjacent railway arches for employment (workspace) use. Any development should consider public realm improvements along Andrews Road towards Broadway Market (including along the towpath and The Regent's Canal).

Development will need to address any environmental pollution and land contamination caused by the Bethnal Green Gas Holder Station (located to the south of The Regent's Canal). Any rationalisation of the site as a depot, either individually or with the Ash Grove Garage, would require the closure of Bush Road. Underground utility apparatus have been identified on this site, and thus any development needs to take this into consideration.

Notwithstanding the Priority Office Area designation, the improvement, re-provision and intensification of transport operations on the existing bus garage site will be prioritised over office provision.

The Council is working with partners including TfL to develop a planning brief for the site to provide further guidance including indicative capacities for Options 2 and 3

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

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

Option 2 - Bus Depot Site

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

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

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

Indicative Capacities:

Option 1 - 100 residential units and 8,700sqm of commercial floorspace

Planning Status: Recent planning activity on the site relates to the temporary use of the site as the Council car pound and the Councils' Passenger Transport and Meals on Wheels services.

HC11 - Travis Perkins, 111 Dalston Lane E8 1NH

Ward: Hackney Central



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number: 100019635.

Ownership: Private

Area: 0.33ha

Existing Use: Builders Yard

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Archaeological Priority Area
- Located between two Conservation Areas (St Mark's CA and Graham Road and Mapledene)
- Site is adjacent to Grade II listed building - 113 Dalston Lane
- PTAL 6a

How was the site identified? Pre Application discussions

Timescale: Long term

Policy HC11

Allocation: Employment-led mixed-use development

Development Principles:

The site comprises a builder's merchant with ancillary retail facing Dalston Lane. Existing buildings are one and two storeys and the rest of the operation is external. The historic house surrounded by the site is prominent because of the low-rise surroundings. Adjacent to the site is a residential tower which somewhat detracts from the setting of the house.

There is opportunity for an employment-led development including retention of the storage, light industrial/commercial mix with residential, including maximising the delivery of genuinely affordable homes.

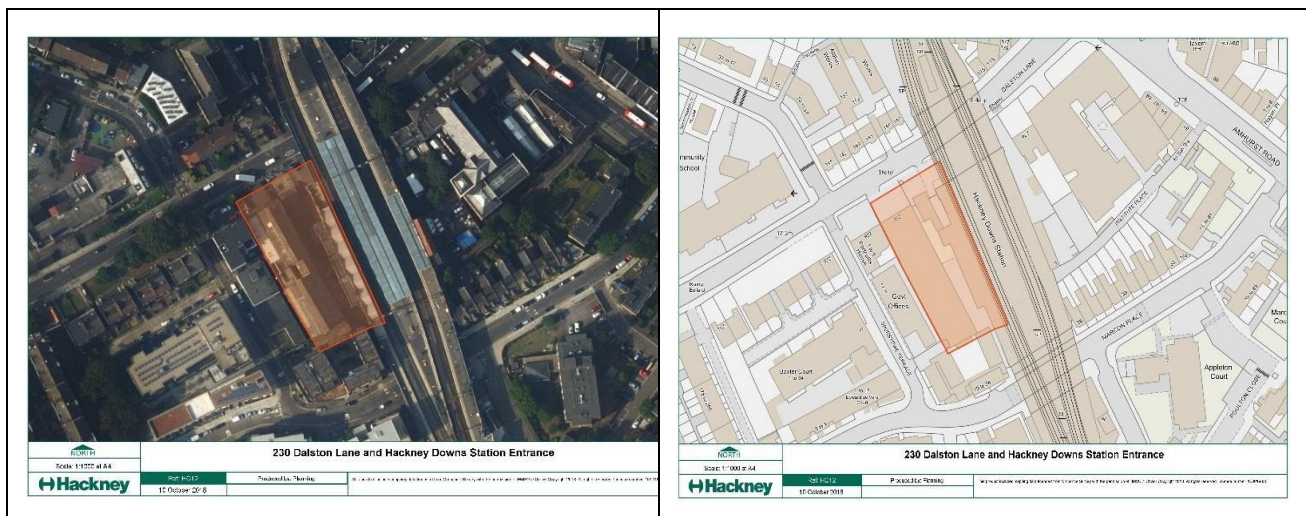
The historic house should be given ample space. The land to the east of the house and the backdrop of the house should remain unbuilt. The front garden of the house should be restored to original proportions. The site has development potential on the Dalston Lane frontage, where ancillary retail should be retained. There is also potential to the west and north-west of the site, and adjacent to the neighbouring tower where development could help mediate between scales. The historic plot grain and commercial building frontage position should be maintained on Dalston Lane.

Indicative Capacity: 40 residential units and provision of industrial/warehouse floorspace

Planning Status: Pre-application discussions June 2018

HC12 - 230 Dalston Lane and Hackney Downs Station Entrance

Ward: Hackney Central



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Ownership: Public

Area: 0.30ha

Existing Use: Overground station and retail

Planning Considerations:

- PP3 Hackney Central and surrounds
- Strategic Transport Infrastructure
- Locally Listed Building - Hackney Downs Station
- Adjacent to Grade II listed buildings at 212-226 Dalston Lane
- PTAL 6a

How was the site identified? Pre Application discussions

Timescale: Long

Policy HC12

Allocation: Mixed use

Development Principles:

There is potential for mixed-use development on this site incorporating residential, including maximising the provision of genuinely affordable homes, and commercial floorspace. Development should respond to the current scale of enclosure of Dalston Lane. The tallest element of the scheme should be set back from Dalston Lane. Indicative

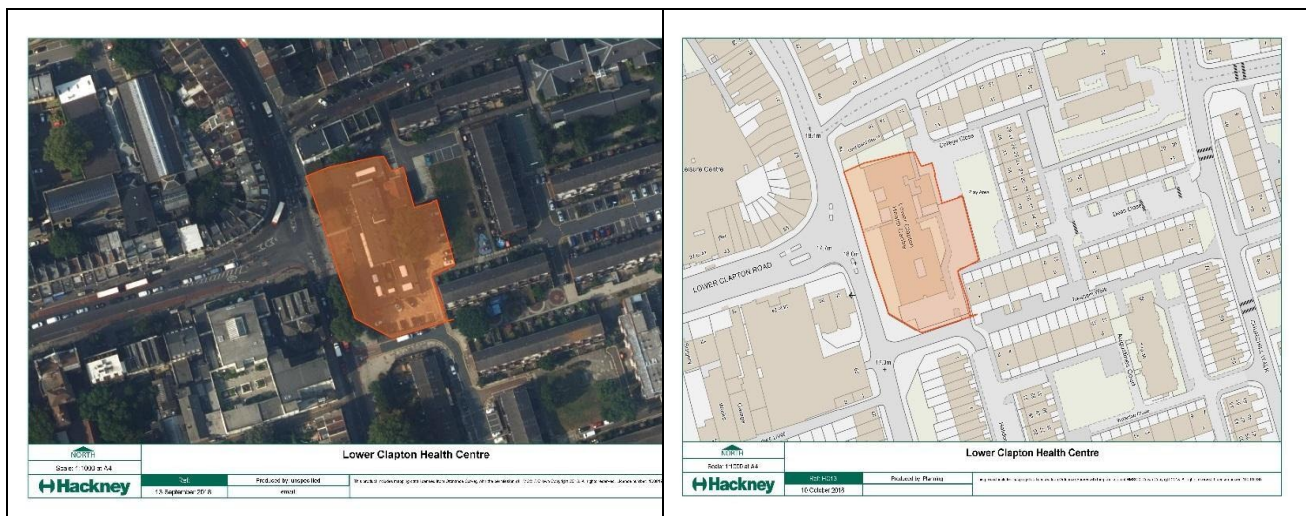
appropriate heights on this site is in the range of 4 to 6 storeys. Development should take opportunities to improve the public realm and quality of pedestrian arrival at Hackney Downs Station. Existing buildings nearby serve a role landmarking the location of the station and are of a scale commensurate to the importance of the station. As such there is no justification for an additional landmark tall building on this site.

Indicative capacity: 45 residential units and 800sqm of commercial floorspace

Planning Status: Pre-app discussions in 2017 for development of residential retail and business floorspace and improvements to the entrance to Hackney Downs rail station.

HC13 - Lower Clapton Health Centre

Ward: Homerton



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Ownership: Public

Area: 0.34 Hectares

Existing Use: Health Care facility/GP Surgery

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Hackney Central Major Centre
- Critical Drainage Area (South of site)
- Clapton Square Conservation Area (Adjacent)
- PTAL 6a

How was the site identified? Strategic Land Availability Assessment (2017)

Timescale: Medium

Policy HC13

Allocation: Mixed-use community and residential

Development Principles:

The existing building is a two storey Health Clinic incorporating a GP surgery and facilities used by Homerton Trust. There is an opportunity for intensification of uses on the site for a residential-led mixed use development, re-providing a health facility and maximising the delivery of genuinely affordable homes.

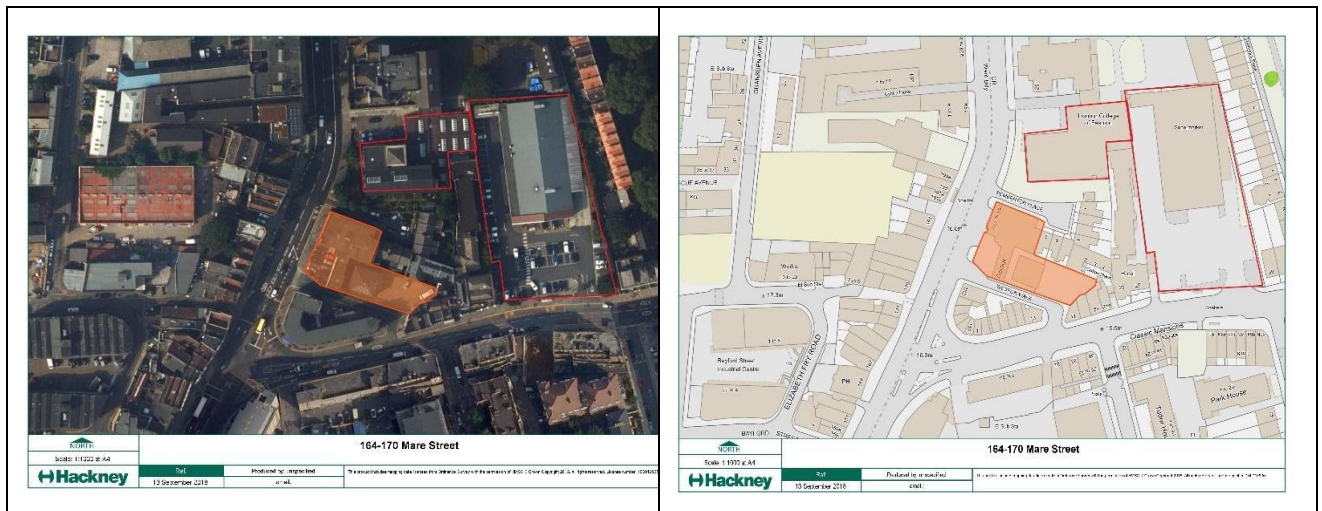
Any development on site should retain an element of community/leisure uses on the ground floor with a residential element on upper floors. Development should be responsive to the prevailing height, scale and character of the area which is within a conservation area. An indicative appropriate building height is in the region of 4 to 5 storeys. Opportunity should be taken to reinstate the street connection which historically ran through the centre of the site.

Indicative Capacity: 75 residential units and re-provided community D1 use

Planning Status: No planning activity

HC14 - 164-170 Mare Street, E8 3RH

Ward: Victoria



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Ownership: Private

Area: 0.12ha

Existing Use: Currently occupied by a number of businesses including Hackney Car Centre, a gym, and an Army Cadet building.

Planning Considerations:

- PP3 Hackney Central and Surrounds
- Mare Street Priority Office Area
- Mare Street Conservation Area
- Adjacent to Locally Listed Building (1-7 Pemberton Place, 23-25 Well Street)
- Mare Street / Westgate Street Triangle Archaeological Priority Area
- PTAL 6

How was the site identified? Site Allocation Local Plan (2016)

Timescale: Medium to Long Term

HC14

Allocation: Employment or employment-led mixed use, including re-provided community uses.

Development Principles:

There is potential to intensify the use of this site for employment or employment-led development incorporating residential, including maximising the provision of genuinely affordable new homes, and re-provision of the community use. The site lies within Mare Street Priority Office Area so any redevelopment should be for employment uses, or employment-led alongside community use. The existing buildings have limited architectural merit, however the site lies within Mare Street Conservation Area and 1-8 Pemberton Place which abuts the site are locally listed. Indicatively, heights should follow the prevailing context of 3-4 storeys.

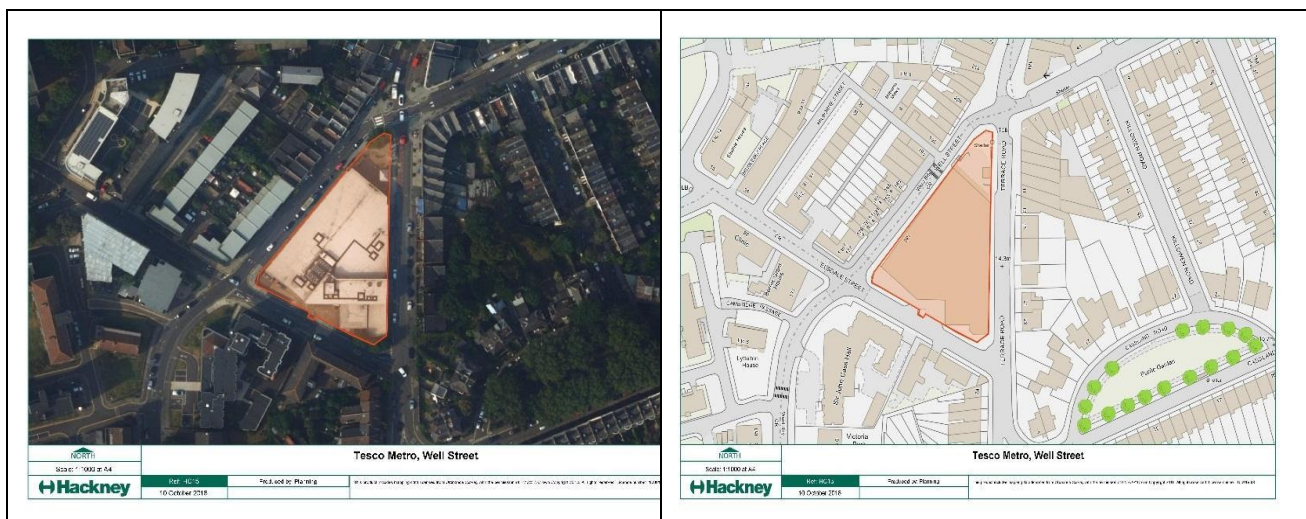
There may be an opportunity for a larger comprehensive redevelopment scheme as two other potential sites - 182 Mare Street (London College of Fashion) and 27-38 Well Street (Lidl) - are in the immediate vicinity.

Indicative Capacity: 20 residential units and a minimum of 1,400sqm employment floorspace

Planning Status: 2018/2389 - Demolition of existing building and erection of a new part 3, part 4 storey building to provide 885sqm of employment floorspace (Use Class B1) at ground and first floor level and 9 residential units (Use Class C3) at second and third floor level, together with the provision of balconies/terraces, secure cycle and refuse/recycling provision – undetermined.

HC15 - Tesco Metro, Well Street (180 Well Street, E9 6QU)

Ward: Hackney Wick



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Ownership: Private

Area: 0.258ha

Existing Use: Single storey retail unit

Planning Considerations:

- Well Street Local Shopping Centre
- Well Street Market (adjacent)
- Victoria Park Conservation Area (Adjacent)
- Critical Drainage Area
- Green Link to the south

How was the site identified? Strategic Land Availability Assessment (2017)

Timescale: Long term

Policy HC14

Allocation: Mixed-use residential with retail at ground floor level

Development Principles:

The site currently comprises a single storey retail space (Tesco) fronting onto Well Street and Terrace Road. There is potential for the intensification of the site and the introduction of other uses. The airspace above the store would be suitable for residential use, including maximising the provision of genuinely affordable new homes. The existing quantum of

retail floorspace must be retained. Any new development needs to be in keeping with the scale of existing buildings to the east and west, and appropriate distances especially privacy, outlook and daylight/sunlight of existing occupiers maintained. The civic space to the north apex should be maintained and improved.

The southern side of the site faces a designated green link and development should contribute towards the setting of the green link for example through vertical greening.

Indicative capacity: 50 residential units and retention of retail

Planning Status: No recent planning activity

D1 - 130 Kingsland High Street and site to the rear 130A Kingsland High Street

Ward: Dalston



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Ownership: Private

Area: 0.192ha

Existing Use: Retail

Planning Considerations:

- PP2 Dalston
- Dalston Major Town Centre (Primary Shopping Frontage)
- Dalston Conservation Area and St Marks Conservation Area (adjacent)
- Special Policy Area (Licensing)
- PTAL 6a

How was the site identified? Dalston Area Action Plan (2013)

Timescale: Medium Term

Policy D1

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

Development Principles:

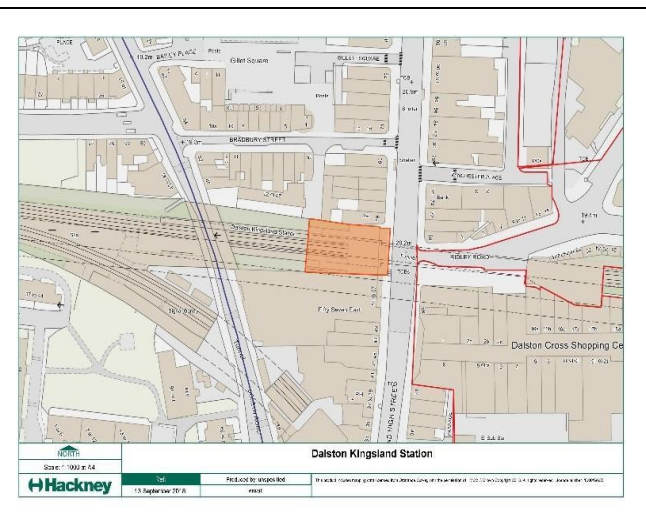
This site is suitable for retail uses at ground floor level facing onto the Kingsland Road Primary Shopping Frontage with residential, including genuinely affordable homes, or employment uses above. Development should have regard to development plans for

Birkbeck Mews Site Allocation D7. Further guidance to be set out in a Supplementary Planning Document.

Planning Status: 2017/3600 - Demolition of existing building and redevelopment to provide a ground floor retail unit (Class A1) and a Hotel (C1 use) with ancillary reception at ground floor level and co-working and cafe floorspace at lower ground floor level in a building ranging from 3 to 6 storeys. Granted.

D2 - Dalston Kingsland Station and associated works

Ward: Dalston



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Ownership: Network Rail

Area: 0.06ha

Existing Use: London Overground Station

Planning Considerations:

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

How was the site identified? Dalston Area Action Plan (2013)

Timescale: Medium/Long Term

Policy D2

Allocation: Improvements to station plus retail/employment on ground floor

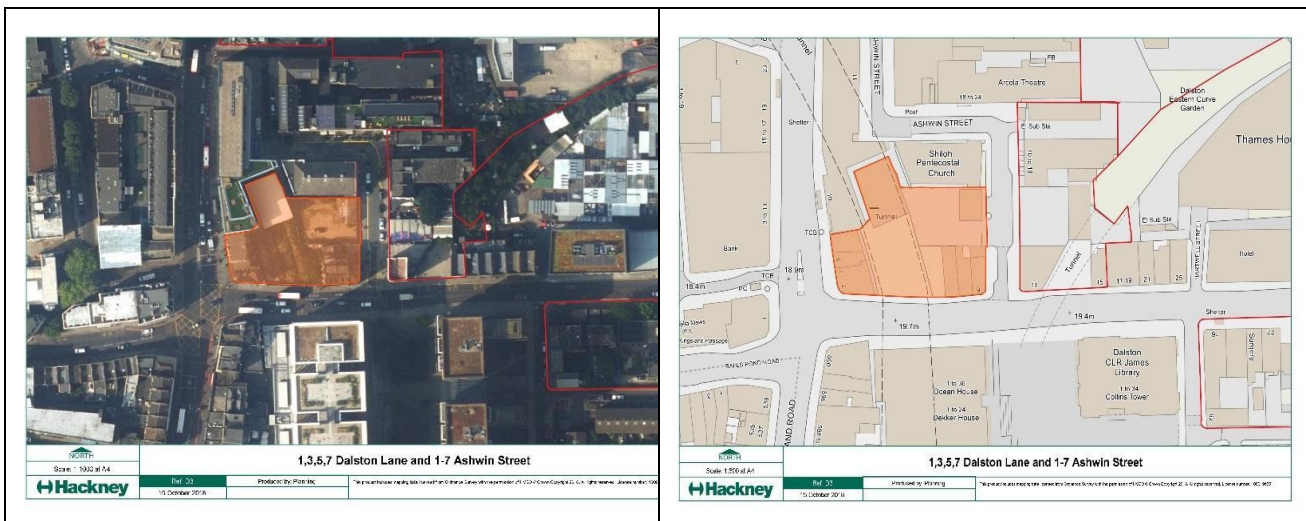
Development Principles:

Guidance to be set out in a Supplementary Planning Document

Planning Status: No recent planning activity

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

Ward: Dalston



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Ownership: Mixed - London Borough of Hackney and Private

Area: 0.22ha

Existing Use: Retail, residential and temporary uses

Planning Considerations:

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

How was the site identified? Dalston Area Action Plan (2013)

Timescale: Medium Term

Policy D3

Allocation: Mixed-use including residential

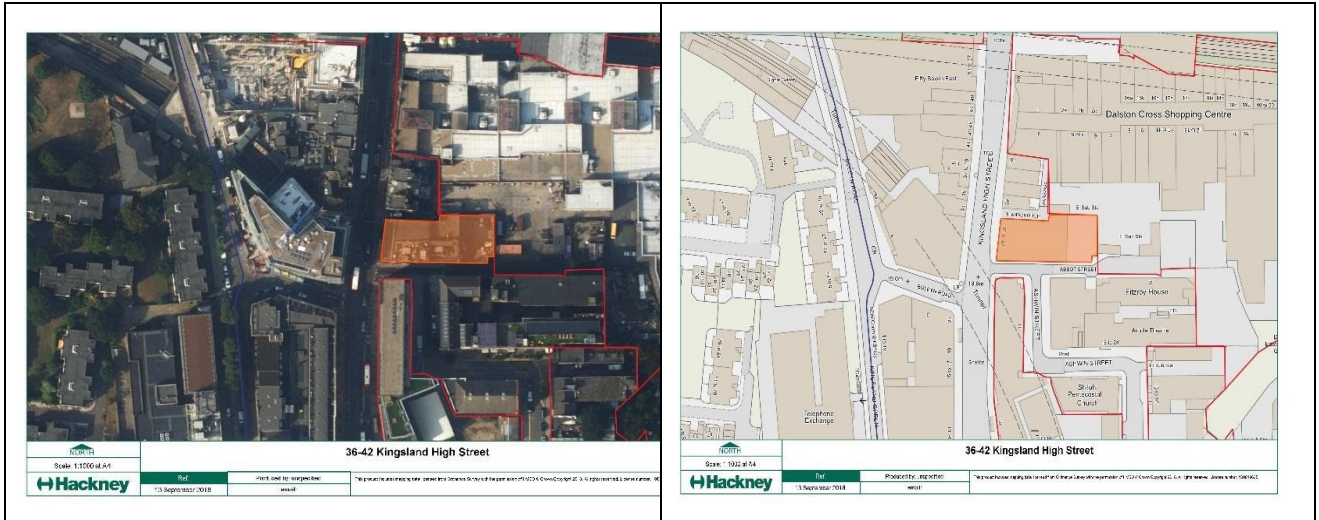
Development Principles:

This site is appropriate for retail, community, cultural and employment uses at ground floor level with residential above, including maximising the provision of genuinely affordable new homes. Further guidance to be set out in a Supplementary Planning Document.

Planning Status: No recent planning activity

D4 - 36-42 Kingsland High Street

Ward: Dalston



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Ownership: Private

Area: 0.078 hectares

Existing Use: Retail

Planning Considerations:

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

How was the site identified? Dalston Area Action Plan (2013)

Timescale: Medium Term

Policy D4

Allocation: Mixed-use including residential

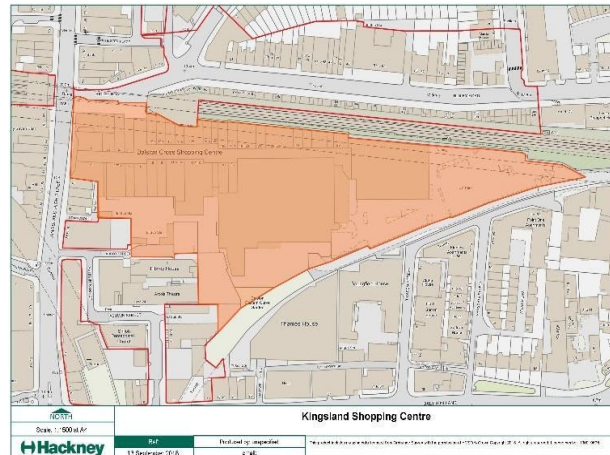
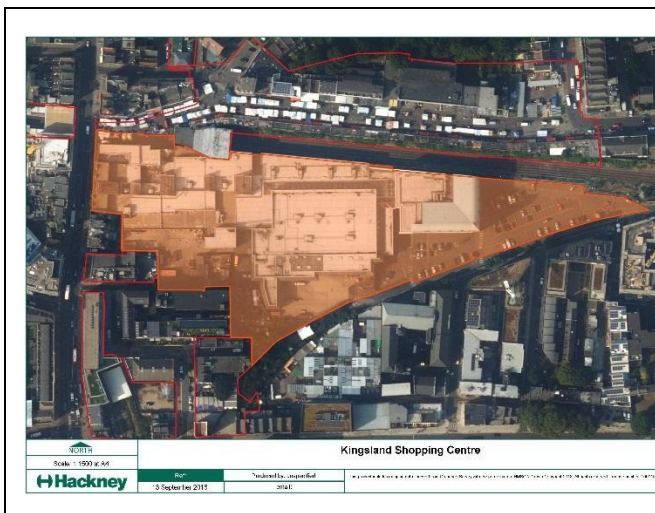
Development Principles:

This site is appropriate for residential or commercial uses on the upper floors, including maximising the provision of genuinely affordable homes, whilst retaining retail and active frontage at ground floor level. New development should respect the building line and architectural context of adjacent buildings on Kingsland High Street. Further guidance to be set out in a Supplementary Planning Document.

Planning Status: No planning activity

D5 - Kingsland Shopping Centre

Ward: Dalston



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Ownership: Private

Area: 2.6ha

Existing Use: Retail

Planning Considerations:

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

How was the site identified? Dalston Area Action Plan (2013)

Timescale: Medium Term

Policy D5

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

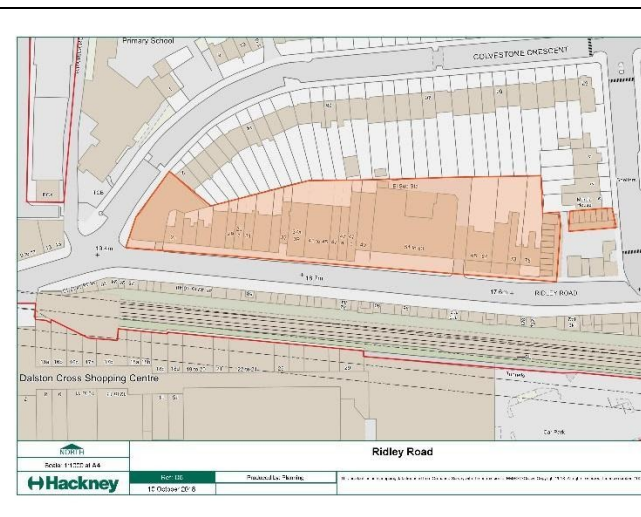
Development Principles:

Comprehensive redevelopment of the Kingsland Shopping Centre will be encouraged and must re-provide the equivalent or greater quantum of A1 retail floor space. Further guidance to be set out in a Supplementary Planning Document.

Planning Status: No recent planning activity

D6 - Ridley Road

Ward: Dalston



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Ownership: Mixed Private

Area: 0.2ha

Existing Use: Retail - predominantly A1

Planning Considerations:

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

How was the site identified? Dalston Area Action Plan (2013)

Timescale: Short Term

Policy D6

Allocation: Retail/market uses

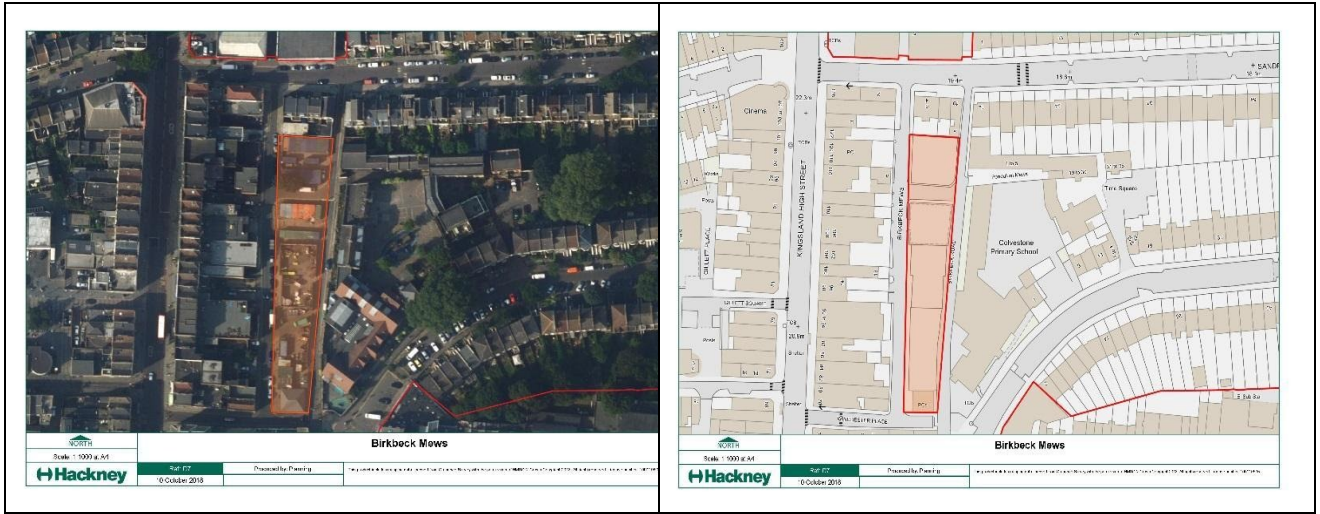
Development Principles:

The Ridley Road Market must be retained but there are infill development opportunities to further enhance the retail offer. Further guidance to be set out in a Supplementary Planning Document.

Planning Status: No planning activity

D7 - Birkbeck Mews, E8 2LE

Ward: Dalston



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Ownership: London Borough of Hackney

Area: 0.21ha

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

Planning Considerations:

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

How was the site identified? Dalston Area Action Plan (2013)

Timescale: Short Term

Policy D7

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

Development Principles:

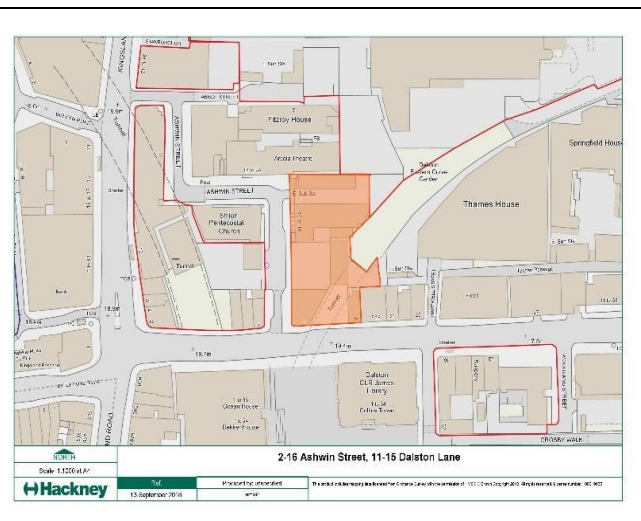
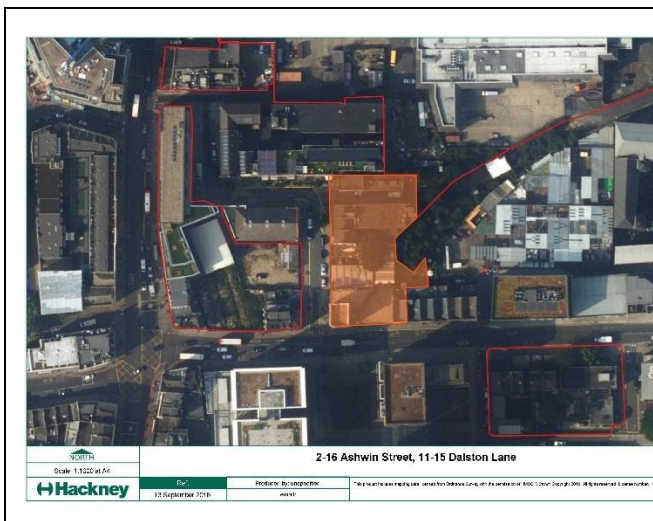
Birkbeck Mews is a council-owned site currently used to store market waste, stalls, the market manager's office and a public toilet associated with Ridley Road Market. The site is underdeveloped with the potential for intensification.

There are opportunities for new commercial or residential use, including provision of genuinely affordable new homes, with ground floor uses retained to provide public toilets and support Ridley Road market. Further guidance to be set out in a Supplementary Planning Document.

Planning Status: Jan 2018 - Pre app discussions for the demolition of existing buildings and the erection of mixed use buildings comprising B1 studio units, Retail (A1), Cafe (A3), Gym (D2) and reprovision of existing market storage and office facilities.

D8 - 2-16 Ashwin Street, 11-15 Dalston Lane

Ward: Dalston



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number. 100019635.

Ownership: London Borough of Hackney

Area: 0.18ha

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

Planning Considerations:

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

How was the site identified? Dalston Area Action Plan (2013)

Timescale: Medium Term

Policy D8

Allocation: Open space and mixed use development including residential

Development Principles:

The designated open space should be protected and retained in this area which is deficient in access to public open space. There are opportunities for mixed use development including residential, incorporating maximising the provision of genuinely

affordable new homes. Further guidance to be set out in a Supplementary Planning Document.

Planning Status: No recent planning activity.

D9 - Stamford Works

Ward: Dalston



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Ownership: Private

Area: 0.1ha

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

Planning Considerations:

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

How was the site identified? Dalston Area Action Plan (2013)

Timescale: Short Term

Policy D9

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

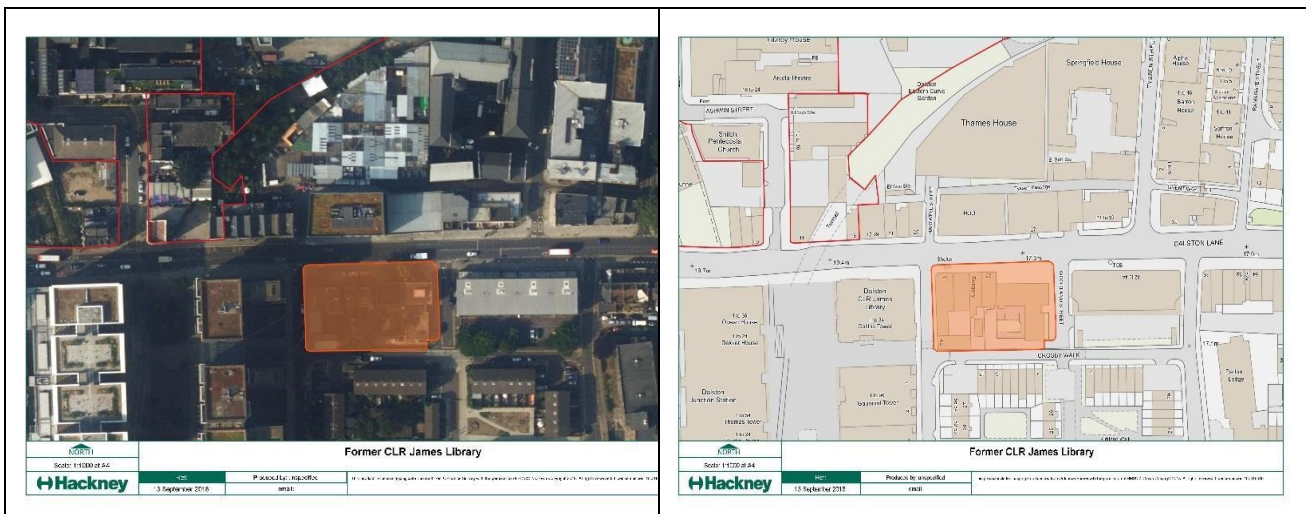
Development Principles:

There is opportunity for a mixed-use development incorporating employment, retail, cultural, creative and community uses with active frontage facing onto Gillett Square. Further guidance to be set out in a Supplementary Planning Document.

Planning Status: No recent planning activity.

D10 - Former CLR James Library, 16-22 Dalston Lane, 62 Beechwood Road

Ward: Dalston



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Ownership: London Borough of Hackney

Area: 0.19ha

Existing Use: D1 (former Library) with retail frontage

Planning Considerations:

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

How was the site identified? Dalston Area Action Plan (2013)

Timescale: Short Term

Policy D10

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

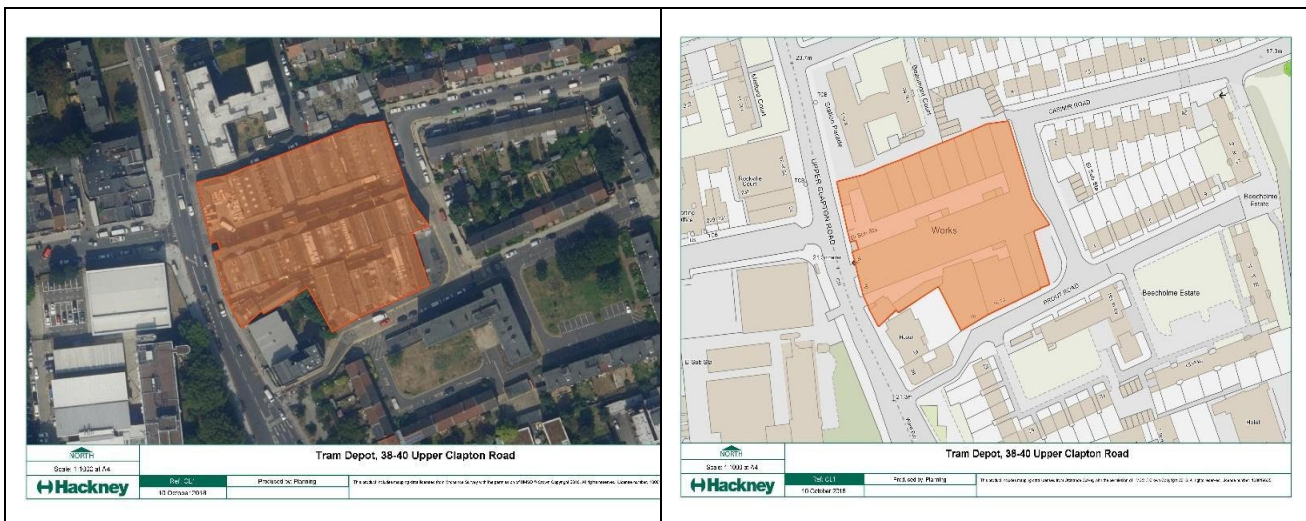
Development Principles:

A community use should be retained at ground floor level and the retail frontage should be retained along Dalston Lane. There is opportunity to incorporate cultural/creative/third sector uses on the site and potential for employment or residential above, including the maximising the provision of genuinely affordable homes. Further guidance to be set out in a Supplementary Planning Document.

Planning Status: No recent planning activity

CL1 - Tram Depot, 38-40 Upper Clapton Road E5 8BQ

Ward: Leabridge



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Ownership: Private

Area in Hectares: 2.9ha

Existing Use: Retail, workshops and storage yard

Planning Considerations:

- PP7 Clapton and Lea Bridge Roundabout
- Prout Street Priority Industrial Area
- Locally Listed buildings on the site
- Clapton and Leabridge roundabout place policy area
- PTAL 6a

How was the site identified? Site Allocation Local Plan (July 2016)

Timescale: Short to Medium Term

Policy CL1

Allocation: Employment or employment-led mixed-use including residential use.

Development Principles and Issues:

This allocation makes up the entire Prout Street Priority Industrial Area; as a result any redevelopment must re-provide the existing quantum of employment floorspace. New industrial uses are encouraged on the site.

38 - 40 Upper Clapton Road, also known as the Tram Depot, covers much of the site and is locally listed so should be retained and its setting enhanced.

The introduction of residential uses will only be acceptable if the existing industrial and employment floorspace is re-provided and the provision of genuinely affordable homes is maximised. The southern portion of the site, facing residential uses on Prout Road, may provide the best opportunity on the site for residential development.

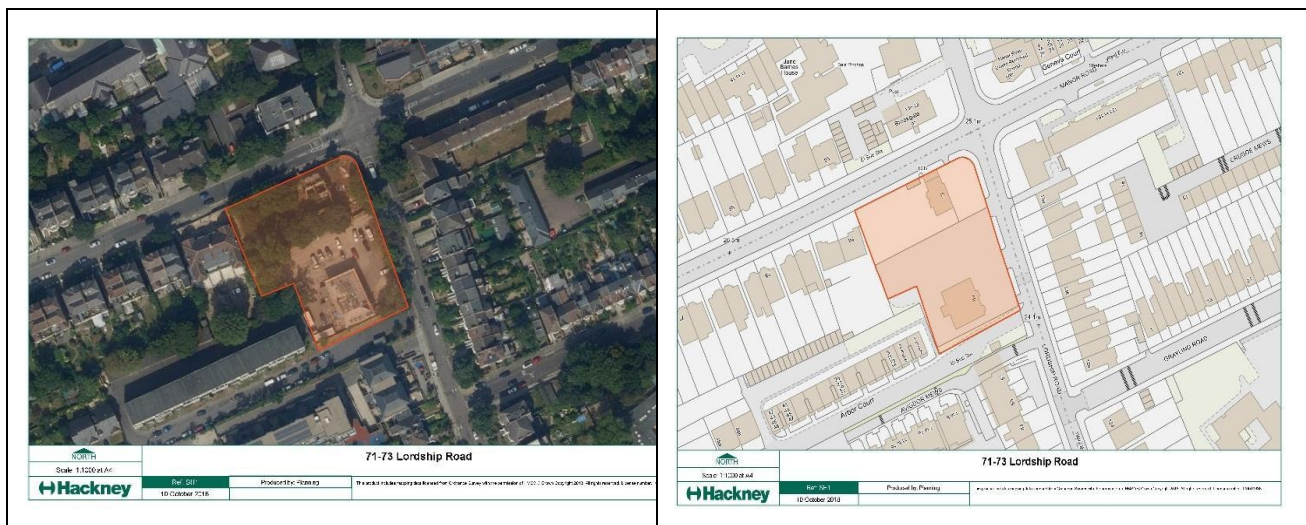
The garages to the north of the site could provide an opportunity to extend a terrace and provide a new access route between Casimir Road and Cleveleys Road.

Indicative Capacity: 50 residential units and the intensification of industrial floorspace.

Planning Status: No recent planning permission

CLD1 - 71-73 Lordship Road (St Mary's Lodge)

Ward: Clissold



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number. 100019635.

Ownership: Private

Area: 0.14ha

Existing Use: Previously a community use, currently vacant and in a state of disrepair.

Planning Considerations:

- Locally listed building
- Lordship Park Conservation Area
- PTAL 2
- Brownswood & Manor House Controlled Parking Zone (CPZ).
- Critical Drainage Area
- St Mary's Lodge Planning Brief has been adopted:
<https://www.hackney.gov.uk/spd>

How was the site identified? Site Allocation Local Plan (2016).

Timescale: Medium term

Policy CLD1

Allocation: Community/education and residential use

Development Principles:

The priority is to restore St Mary's Lodge and bring the building back into viable use. A comprehensive redevelopment scheme for a mixed use community (educational) and

residential scheme, including genuinely affordable new homes, is encouraged. Any proposal would be considered in line with the adopted St Mary's Lodge Supplementary Planning Document (SPD).

Any residential development on the site should prioritise family-sized accommodation as there is demand for large family-sized homes in this location. Any residential development should be developed concurrently with the community use.

Proposals on this site will need to adopt a conservation sensitive approach that is driven by the setting issues to St Mary's Lodge and its context in the conservation area. There are two main scenarios for development on the site:

- Scenario 1: Development of St Mary's Lodge, 73 Lordship Road (land parcel A); or
- Scenario 2: Comprehensive redevelopment of the three plots 69-73 Lordship Road (land parcels A and B).
- There is also a possible Scenario 2a for the development of the two plots of land at 71 and 73 Lordship Road, i.e. St Mary's Lodge and the adjacent car park but excluding the synagogue. This option would be very similar in building footprint and height to Scenario 2, but with different boundary conditions/treatments and access arrangements.

High level viability discussions indicate that it should be viable for a developer to include a proportion of affordable housing as part of a comprehensive mixed use redevelopment scheme in accordance with Hackney's affordable housing policy. Any departure from the uses put forward in the Site Allocations and Planning Brief or a non-compliant affordable housing offer would be subject to a full viability review.

Indicative Capacity: 10 family sized homes and 1,000sqm of community use

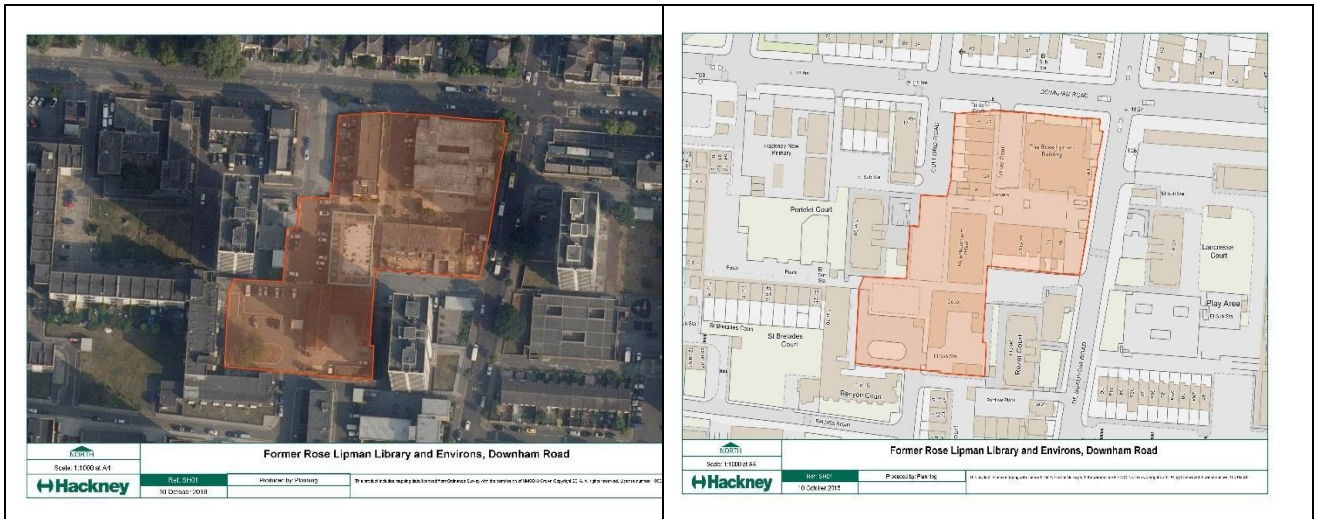
Planning Status:

Pre-app discussions ongoing.

2016/1003 - Erection of part two-storey, part three storey rear extension with hipped roof form above; including excavation to establish additional floorspace at partial basement level below (all floorspace for synagogue and ancillary purposes falling within Use Class D1); alterations to configuration of on-site car parking in front portion of site. Decision: Granted.

SHX1 - Former Rose Lipman Library, Downham Road N1 5TH

Ward: De Beauvoir



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Ownership: London Borough of Hackney

Area: 0.68ha

Existing Use: Archive Library, community, retail, residential and commercial uses.

Planning Considerations:

- PTAL 3/4
- De Beauvoir Conservation Area (Adjacent)

How was the site identified? Site Allocation Local Plan (2016)

Timescale: Short to Medium Term

Policy SHX1

Allocation: Mixed use including residential, and supporting retail, and community facilities

Development Principles:

The former Rose Lipman Library is part of a housing estate and previously housed the Archive Library before it was relocated to the new Dalston Library. The re-provision of

community facilities for the local area is required on this site, which may be achieved through the retention and refurbishment of the former Rose Lipman Library as part of a wider redevelopment scheme incorporating residential uses including the maximising the provision of genuinely affordable new homes.

Development on this site should help to re-establish a block layout with clear fronts facing the street and private courtyards / gardens for residents at the rear. Development should aim to repair and clarify the street network through the site and should re-establish a consistent scale of built frontage and enclosure to the street.

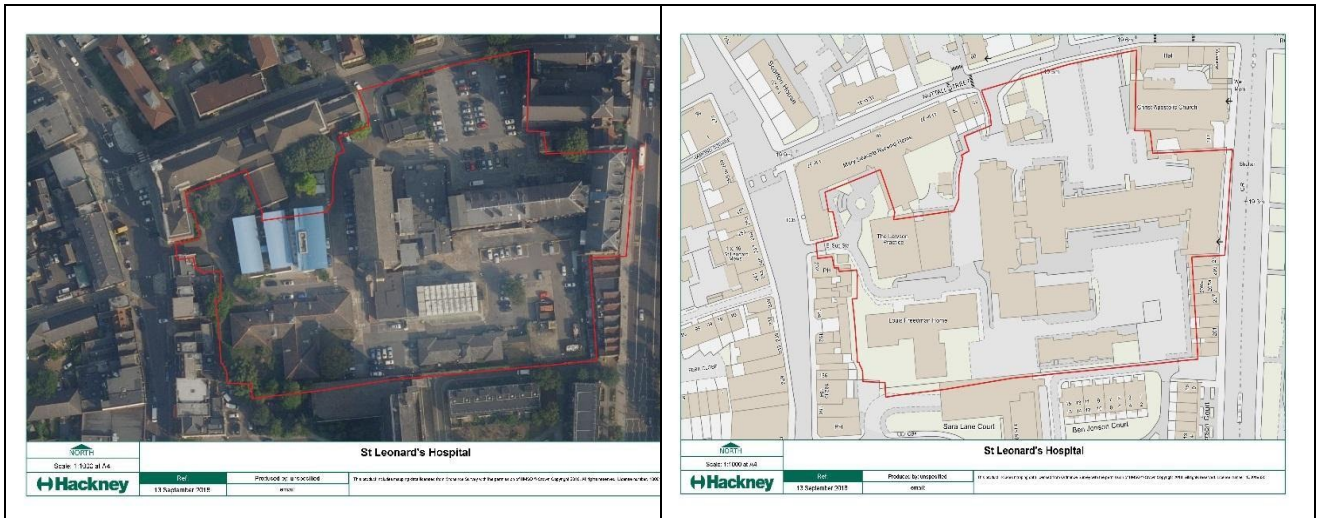
An indicative appropriate building height for the site is in the range of 4 to 6 storeys. The Downham Road frontage will need to have respect to the low scale of existing buildings opposite. The site is flanked on three sides by three 18 storey tower blocks. Additional tower developments will not be justified on the basis that there are already tall buildings nearby and there is no strategic reason to mark the site with additional tall buildings.

Indicative Capacity: 200 Residential units and 1,650sqm of community use

Planning Status: No recent planning activities

SHX2 - St Leonard's Hospital, Hoxton Street, Shoreditch, London

Ward: Hoxton East and Shoreditch



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Ownership: Public

Area: 2.03ha

Existing Use: Hospital/Health facility

Planning Considerations:

- PP8 Shoreditch and Hoxton
- Kingsland Conservation Area
- Statutory and Local Listed buildings - Adjacent Church is Grade I listed and St Leonards Hospital is Grade II listed
- PTAL 4/5

How was the site identified? Strategic Land Availability Assessment (2017)

Timescale: Long Term

Policy SHX2

Allocation: Mixed-use community and residential

Development Principles:

This site occupies a block between Hoxton High Street and Kingsland Road. It has the potential to accommodate a more intensive mixed-use development to support Hoxton High Street as a commercial and employment destination. The site potentially has the capacity to accommodate significant community infrastructure, (which could include health and education uses), space for a range of businesses and a mix of housing types and tenures, including genuinely affordable new homes.

Publicly accessible open space should be provided on the site for use by new and existing residents and to support local biodiversity. Development should have a clear and legible, street-based layout and buildings should have clear fronts and backs. Connections should be made across and through the site to improve links between Hoxton Street and Kingsland Road.

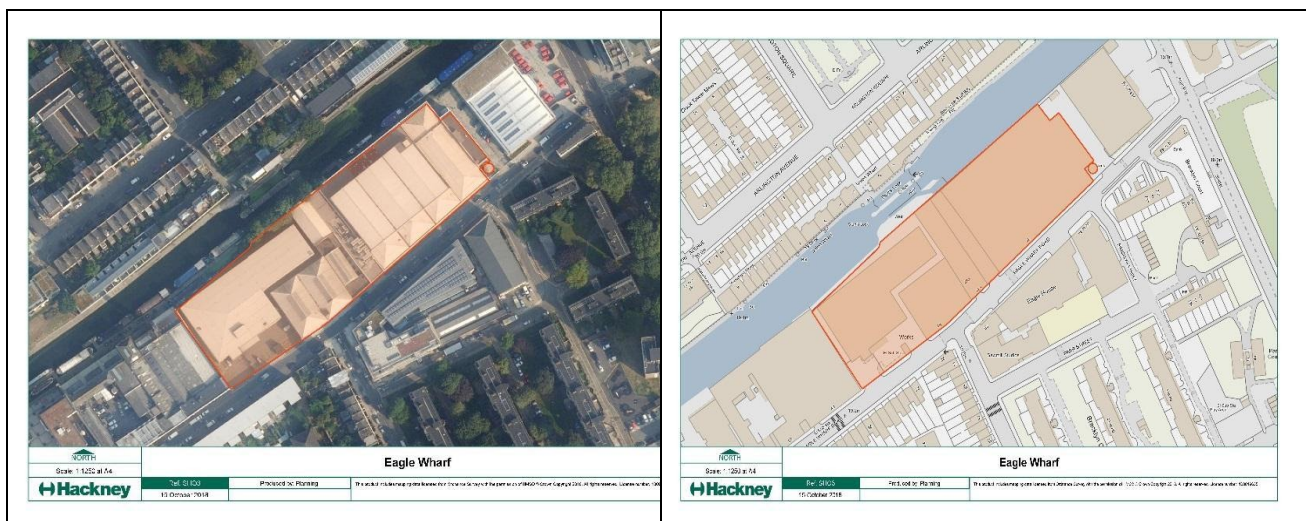
Historic hospital buildings should be re-used and reconfigured and development should enhance the setting of Christ Apostolic Church. Development should respond to the predominant scale, materiality and character of the local area.

Indicative Capacity: Site capacities will be obtained through detailed masterplanning and an associated development brief for the site

Planning Status: No recent planning applications

SHX3 - 46-48 Eagle Wharf Road, Hackney, London, N1 7ED

Ward: Hoxton West



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Ownership: Private

Area: 1.05ha

Existing Use: B8 storage

Planning Considerations:

- Priority Office Area - Wenlock
- Regents Canal Conservation Area
- City Fringe OAPF
- Crossrail 2 Safeguarding Area
- Green Links (Regents Canal)
- SINC (Regents Canal)
- PTAL 2

How was the site identified? As part of the Crossrail 2 consultation process the site has been identified as an option for a ventilation shaft

Timescale: Long term

Policy SHX3

Allocation: Commercial led development with adjoining Museum of London Archaeology (MOLA) site to accommodate Crossrail 2 ventilation shaft

Development Principles: The site currently contains a double-height single storey B8 storage warehouse. There is potential for intensification of the site, along with the

adjoining MOLA storage site, to accommodate an employment led development with replacement B8 uses, Crossrail 2 ventilation shaft and associated enabling development. A net loss of B8 floorspace may be necessary to support the delivery of the Crossrail 2 ventilation shaft and will only be acceptable in these circumstances. The site is suitable for employment development (including ventilation shaft) or employment-led mixed-use development (incorporating a ventilation shaft) with residential and maximising the delivery of genuinely affordable new homes. A public route through to (and along) Regents Canal should be provided.

Indicative Capacity:

Option 1 – Employment only scheme

20,000 sqm of Employment floorspace and ventilation shaft

Option 2 – Employment led mix use scheme

110 Residential units and 12,100sqm of commercial floorspace and ventilation shaft

Planning Status: 2018/3517 - Redevelopment of existing self-storage site (B8 use) to provide a mixed-use scheme comprising blocks of 2-9 storeys and accommodating a self-storage facility (B8 use) at lower basement, basement and ground floor level, office accommodation (B1 use) at basement, ground and first floor level, 141 residential units (C3 use) at second to eighth floor and cafe (A3 use) at ground and first floor level, along with landscaping, pedestrian link to Regents Canal and other associated works – Undetermined

14. Implementation and Monitoring

14.1 This section provides an overview of the ways the Council will deliver and monitor the delivery of the Local Plan's vision, objectives and policies. It focuses on how we will:

- Work to deliver the growth strategy and area priorities set out in the Place Policies
- Support the delivery of sites allocated in the Plan
- Make use of planning obligations and the Community Infrastructure Levy (CIL)
- Take account of issues of development viability and contingency

Delivering the Growth Strategy

14.2 The growth strategy set out by this plan has been articulated at an area based level through the Place Policies. The vision, development principles and sites identified through each Place Policy set out the high level framework for the future development of each area. More detailed guidance in the form of Area Action Plans and masterplans will be developed over the life-time of the plan to bring forward development.

14.3 The areas of most significant growth or sensitivity to change are already being progressed alongside the development of the Local Plan through the preparation of the Shoreditch and Stamford Hill Area Action Plans. Hackney's Planning Service is structured to include a Delivery Team which focuses on area based planning documents intended to promote the delivery of development. This includes the preparation of area based supplementary planning documents (SPDs), masterplans or planning briefs which set out more detailed proposals with support from the community, landowners and developers. There is an existing masterplan SPD in place for Hackney Central and Surrounds which includes detailed proposals for all of the key town centre sites as well as guidance on improvements to transport links and the wider public realm. The next areas prioritised for further planning guidance include Dalston town centre, Clapton/Leabridge Roundabout and Homerton.

14.4 In addition to the planning framework, the Council will progress the delivery and implementation of the place policies by preparing regeneration delivery plans for different growth areas and town centres. The preparation of these plans will be

informed by community and stakeholder engagement in different places alongside an up to date evidence base for each area. The delivery plans will encompass a broad range of area interventions including development sites, transport and public improvements and economic interventions to deliver holistic improvements on an area basis. Once the delivery plans are in place the Regeneration Team will work strategically across different services areas in the Council and with external partners and stakeholders to deliver the identified projects and initiatives.

- 14.5 Hackney is taking a lead role in delivering new homes in the borough. Our cross-subsidy approach will directly deliver nearly 2,000 new homes in 4 years between 2018 and 2022. These are built, owned and managed by the Council, with any homes that we need to sell to pay for these done in-house through our sales and marketing team, Hackney Sales.
- 14.6 More than half of these will be genuinely affordable Council homes for social rent and shared ownership, partly paid for by building and selling some homes for outright sale. Whether social rent homes for those who need them most, or low cost home ownership options for those struggling to get on the housing ladder, these homes put Hackney residents first.
- 14.7 As well as building homes directly, we also help housing associations and other providers to build new homes - through the 5,500-home regeneration of the Woodberry Down Estate, or through grants made up of money from homes sold under Right to Buy to help make smaller schemes more affordable.
- 14.8 Since 2011, more than 1,500 homes have been completed at Woodberry Down - with more than half for social rent and shared ownership. We predict another 900 homes will be built there, or by providing grants for schemes elsewhere, between 2018 and 2022.
- 14.9 The need for new workspace is also identified in the Local Plan and the delivery of affordable workspace is a key priority. The Regeneration team are working on a number of projects and initiatives in different areas to maximise the delivery of new affordable workspace. These include re-purposing Council buildings and sites for affordable workspace, working with strategic partners in areas such as Hackney Wick to deliver new commercial space, and working with other stakeholders to identify opportunities for the delivery of additional affordable workspace across the borough.

- 14.10 The Council also provides business advice and engagement to both existing businesses and those considering locating in the borough to ensure businesses are supported to develop, grow and thrive.

Site Delivery

- 14.11 The site allocations in the Local Plan are the key delivery mechanism for achieving the identified housing, employment, retail and infrastructure needs set out in the Local Plan. It is therefore crucial to the delivery of the growth strategy that development sites deliver the allocated uses. It is therefore vital that the council, landowners and developers engage as soon as possible in the development process.
- 14.12 Work on site based planning documents focuses on early engagement with landowners and developers as key stakeholders to take into account any issues that may impact on the deliverability of development. The Council will also seek to work cooperatively with communities in the preparation of area-based plans and proposals. The benefits of this approach has already been demonstrated through the successful adoption of the Hackney Central and Surrounds Masterplan SPD, where there has been progress on key sites and proposals such as the Tesco site, the completion of the pedestrianisation of the Narrow Way and the proposed Liveable Neighbourhoods scheme along Amhurst Road.

Implementation of Policy

- 14.13 The development management process is a key mechanism for achieving many of the objectives of the Local Plan. Most development requires planning permission (other than that allowed under 'permitted development rights') and Hackney Council is the statutory local planning authority for the majority of the borough, with the power to determine planning applications and enforce the implementation of policies and decisions. However, part of the borough primarily including the area of Hackney Wick adjacent to the Queen Elizabeth Olympic Park has a separate local planning authority known as the London Legacy Development Corporation (LLDC). The extent of the LLDC's area within the borough can be viewed on the Policies Map. Major applications in both areas are also subject to the Mayor's powers of refusal or determination.
- 14.14 The development management process provides an opportunity to manage the form that development takes in the borough, in relation to its location, scale, design and appearance, and the use of land. In particular pre-application discussions are an important tool.

- 14.15 New development within the borough will also add incrementally to the need for new infrastructure and the overall picture of infrastructure need throughout the plan period is set out in the Infrastructure Delivery Plan. To support this growth, the borough will need to provide new infrastructure and in some cases maintain and upgrade elements of the existing infrastructure. The way in which development contributes towards community infrastructure will be guided by the Planning Contributions SPD and the Hackney CIL Charging Schedule.
- 14.16 The Council's Infrastructure Delivery Plan, supplemented by regeneration delivery plans, will progress the delivery of identified infrastructure needs for different parts of the borough.
- 14.17 The CIL Regulation 123 list sets out those items that Council intends will be wholly or partially funded through the Hackney Community Infrastructure Levy. The list does not prioritise infrastructure funding and does not limit the Council to spending CIL on these pieces of infrastructure. However in setting the list, the Council is stating that it will not be seeking S106 planning obligations for any infrastructure or types of infrastructure included on the list.
- 14.18 It will also be vital to ensure that development proposals continue to provide or fund local improvements and non-infrastructure items required to mitigate the impact of development and/or facilities, and requirements made necessary by the development. The provision of affordable housing, local open space improvements and/or additional facilities and requirements (including employment and skills initiatives, affordable workspace, green links and on-site provision of specific infrastructure) and securing appropriate scheme implementation and control of phasing where necessary will be delivered through Section 106 planning obligations as set out in the Planning Contributions SPD.

Viability and Contingency

- 14.19 Hackney's Economic Viability Study (2018) assesses the cumulative impact of the Council's planning requirements, in line with the requirements of the National Planning Policy Framework ('NPPF') and the Local Housing Delivery Group guidance 'Viability Testing Local Plans': It demonstrates that policies do not undermine the deliverability of the Plan.
- 14.20 It is recognised that the housing and commercial property markets are inherently cyclical and that the plan has been prepared when the market has experienced a

period of sustained growth. Forecasts for future house price growth point to continuing growth in mainstream London housing markets, although there is a degree of uncertainty following the referendum on the UK's membership of the European Union. This is reflected in both the sensitivity testing in the Economic Viability Study and the flexibility of policies.

Monitoring

- 14.21 The Local Plan will be monitored to enable an understanding of the extent to which the Local Plan policies deliver the Council's vision and objectives for Hackney.
- 14.22 Changing circumstances means that the monitoring of policies is required to deliver, manage, and if necessary adapt or bring forward an alternative planning approach to Hackney's growth and meeting the borough's needs for homes, jobs, services and infrastructure.
- 14.23 The Council will monitor the effectiveness of the Local Plan by regularly assessing its performance against a series of quantitative indicators. The Council's performance will be reported in the annual authority monitoring report (AMR), which will:
- assess the performance of the Local Plan policies;
 - set out the Council's updated housing trajectory;
 - identify the need to reassess or review any policies or approaches;
 - identify trends in the wider social, economic and environmental issues facing Hackney.
- 14.24 The AMR also reports on the collection and spend of the community infrastructure levy (CIL) and S106 obligations in accordance with government regulations.

Appendix 1: Marketing Evidence and Marketing Strategy

Introduction

- 1.1 This appendix links to policies LP8 Social and Community Infrastructure, LP26 New Employment Floorspace, LP27 Protecting and Promoting Office Floorspace in the Borough, LP28 Protecting and Promoting Industrial Land and Floorspace in the Borough, LP33 Hackney Central and Dalston, LP34 Stoke Newington, Stamford Hill and Finsbury Park, LP35 Local Shopping Centres and LP36 Shops Outside of Designated Centres.
- 1.2 Marketing evidence is required at submission of a planning application for two main purposes.
 - Firstly to justify the quantum of employment land provided within a scheme, particularly where mixed use, is the maximum amount possible for a site as part of any redevelopment.
 - Secondly, where a loss of either employment, retail or community land/floorspace is proposed as part of a development proposal marketing evidence is required to demonstrate there is no realistic prospect of the land/floorspace being used/ re-used for its existing purposes, or for continued operation in its current lawful use.

Employment Land and Floorspace

- 1.3 For employment land and floorspace located within POAs, and where a scheme is not proposed as being employment led in accordance with relevant policies, applicants will need to provide marketing evidence demonstrating that an employment led scheme is not viable for the subject site and that what is proposed is the maximum quantum the site can accommodate. For other employment sites outside of POAs marketing evidence should again demonstrate that the quantum of employment floorspace proposed is the maximum amount the site can viably deliver.
- 1.4 For all schemes affecting employment land and floorspace it will be expected, in addition to the marketing evidence specified under paragraphs 1.8 to 1.10 below, that evidence is provided which demonstrates that the site has been marketed for policy compliant uses in the first instance and if found not to be possible, then for alternative generating employment uses (refer to policies LP26, LP27 and LP28). A site's 'existing use value' should accurately reflect the site's existing use so as to assist the Council in the robust assessment of financial viability information

submitted (as required by policies LP26, LP27 and LP28). For instance the purchase of an employment site based on generally higher non-employment values will not be considered adequate justification to reduce employment land and floorspace within any proposed development. Furthermore, applicants are required to demonstrate market testing of a number of policy compliant land use scenarios (i.e. looking at a range of commercial uses) as part of clearly demonstrating that the proposed land use mix incorporates the maximum amount of employment floorspace possible on a site. Where the above cannot be demonstrated, proposed schemes will not be considered to have met policies LP27 and LP28.

- 1.5 For all employment floorspace, it must also be shown that the site/land has been both adequately marketed through a commercial agent at a price that reflects market value for employment use for a minimum of two years, with no realistic prospect of employment generating use/re-use, including provision for smaller flexible units.

Retail, Social and Community Land and Floorspace

- 1.6 For all retail, social and community land and floorspace, it must also be shown that the site/land has been both adequately marketed through a commercial agent at a price that reflects market value for either the retail, social and/or community use. In these instances, there is a reduced marketing period of one year. Marketing evidence is to be in accordance with paragraphs 1.8 to 1.10.

Components of Active Marketing

- 1.7 The following requirements for marketing evidence are applicable to all employment land, retail, social and community land and floorspace as well as designated heritage assets as described above. It must be shown to the Council's satisfaction that marketing has been unsuccessful for all relevant floorspace proposed to be lost through redevelopment or change of use.
- 1.8 Where marketing information is required, the following details will be used to assess the acceptability, or otherwise, of the information submitted and marketing undertaken.
- 1.9 Active marketing should include evidence of all of the following, subject to specific circumstances:
 1. Registration of the property with at least two reputable commercial property agents.
 2. Contact information posted in a prominent location on site in the form of an advertising board for the duration of the marketing period.
 3. The property and marketing information was posted on the internet in popular areas such as commercial property selling/letting websites (including dates and duration of posting).

4. The property and marketing details were posted in local newspapers (not an obligatory requirement if evidence of marketing on wide audience property websites has been demonstrated, but obligatory if not the case).
5. The property details/particulars were available to inquirers on request.
6. The property was registered with the Council's Economic Regeneration Team.
7. The property was marketed in terms of redevelopment opportunities for a range of policy compliant uses as well as the proposed use.
8. The property was marketed at a reasonable price based on the agents professional advice (details to be supplied), including in relation to use, condition, quality and location of floorspace (see bullet 10). For heritage assets, particularly those in need of remedial work, the market price may need to be low or even zero.
9. Where appropriate, action was taken to refurbish or reconfigure the existing vacant stock in order to meet the identified needs of local businesses or community groups (where relating to social and community facilities) subject to financial viability.
10. A professional valuation from at least three agents to confirm the value of the site and / or existing rental levels, rental levels of the last four years, and future rental levels sought, if appropriate (including dates of valuation).
11. Advertisements should include basic information such as site location, size in sq.ft or sq.m, site description, property type, specifications and costs (including rent per sq ft., service charge per sq ft., and any other charges).
12. The property details / particulars available to inquirers on request and details of any offers received, reasons for refusal and/or reasons why offers fell through.
13. If it is the case that the existing tenant of the site intended to move out, evidence that efforts were made to retain tenants/occupiers within the scheme, as well as reasons why the existing tenant moved out.
14. Marketing must be for all relevant floorspace intended to be redeveloped or subject to a change of use.
15. Existing rental levels, rental levels of the last four years, and future rental levels sought, if appropriate.

Marketing Strategy

- 1.10 A marketing strategy is required in support of policies LP26 New Employment Floorspace, LP27 Protecting and Promoting Office Floorspace in the Borough, LP28 Protecting and Promoting Industrial Land and Floorspace in the Borough, LP33 Hackney Central and Dalston, and LP34 Stoke Newington, Stamford Hill and Finsbury Park.
- 1.11 The marketing strategy must demonstrate to the Council that the applicant has potential occupiers for the proposed floorspace, and provide details of occupiers and letters of agreement.

- 1.12 If occupiers are not lined up, a marketing strategy is required and should include details of all of the following subject to specific circumstances:
1. Demonstrate how the new space has been or will be advertised and given full exposure to the general market, and in particular to the types of operator that would be interested in the type of space, style and location of the building.
 2. State whether the floor/s has been or would be marketed individually and as a whole and the flexibility to be given to the marketing (e.g. ability to offer individual space sizes from the smaller to the largest space size to accommodate different unit size requirements).
 3. State when and for how long marketing has/will commence and end.
 4. State the channels of marketing used.
 5. State the commercial agents used.
 6. State whether the current tenant/occupiers have been considered for re-occupation of the floorspace in the development.

Appendix 2: Cycle parking standards

2.1 The current cycle parking standards for new developments are shown below. All standards are minimum standards. A minimum of 2 spaces are required for all developments.

Note: These standards will be periodically reviewed.

Land Use Category	Land Use	Cycle Parking Standard
A1	Food Retail	First 1,000 sqm - 1 space per 75 sqm for staff with minimum 2 spaces, 1 space per 100 sqm for visitors with minimum 2 spaces. Thereafter - 1 space per 300 sqm for staff and 1 space per 300 sqm for visitors.
A1	Non-food retail	
A2	Financial/ professional services	
A3	Cafes and restaurants	
A4	Drinking establishments	
A5	Takeaways	
B1	Employment	1 space per 50 sqm for staff with minimum 2 spaces plus 1 space per 500 sqm for visitors with minimum 2 spaces
B2/B8	Storage or distribution	1 space per 300 sqm for staff and visitors
C1	Hotels	1 space per 8 bedrooms for staff plus 1 space per 20 bedrooms for visitors
C2	Hospitals	1 space per 3 staff (for staff and visitors)
C2	Care homes/secure accommodation	1 space per 3 staff with minimum 2 spaces for visitors
C2	Student accommodation	2 spaces per 3 bed spaces for residents plus 1 space per 10 bed spaces for visitors
C3/C4	All dwellings	1 space per dwelling up to 45 sqm
		2 spaces per dwelling above 45 sqm plus 1 space per 10 bed spaces for visitors with 1 space per 25 units for visitors (minimum 2

		spaces)
D1	Nurseries/schools (primary and secondary)	1 space per 4 staff plus 1 space per 7 students
D1	Universities and colleges	1 space per 4 staff plus 1 space per 3 peak time students
D1	Health centre/ dentist	1 space per 3 staff (for staff and visitors)
D1	Other (e.g. Library, church, etc.)	1 space per 4 staff plus 1 space per 10 staff for visitors
D2	Other (e.g. Cinema, bingo, etc.)	1 space per 5 staff plus 1 space per 50 seats for visitors
D2	Sports (e.g. Sports hall, swimming, gymnasium, etc.)	1 space per 3 staff plus 1 space per 3 peak time visitors
Sui generis		As per most relevant other standard

Appendix 3 Replacement Policies and Site Allocations

The following planning policies and site allocations from Hackney's Core Strategy (2010), Development Management Local Plan (2015), Site Allocations Local Plan (2016), and the Manor House, Dalston and Hackney Central Area Action Plans are replaced by the policies and site allocations in this Hackney Local Plan LP33.

Core Strategy (2010): Policies 1-33.

Development Management Local Plan (2015): Policies DM1 - DM47

Site Allocations Local Plan (2016): Site Allocations 133, 143, 223, 225, 256, 270, 271, 279 and 286.

Dalston Area Action Plan: Policies DTC 01 to DTC 29 and DTC-CA 01 to DTC-CA 08.

Hackney Central Area Action Plan: Policies HTC1 to HTC27.

Manor House Area Action Plan: Policies MH01 to MH08.

Glossary

Accessibility - the ability of people to move around an area and to reach places and facilities, including pensioners and disabled people, those with young children and those encumbered with luggage or shopping.

Active design - involves urban planners, architects, transportation engineers, public health professionals, community leaders and other professionals in building places that encourage physical activity as an integral part of life.

Adoption - the formal decision by the Council to approve the final version of a document, at the end of all the preparation stages, bringing it into effect.

Affordable Homes Programme - The Mayor of London's way of funding housing providers to build new affordable homes until 2021.

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

Affordable Workspace - New-build employment floorspace, providing affordable space for small businesses, predominantly within the B1 use class, to occupy, often operated and managed by a workspace provider.

Air Quality Management Area (AQMA) - an area declared by a local authority where it has predicted that national air quality objectives will not be met. Most of Inner London has AQMA status, designated by the various authorities.

Amenity - a general term used to describe the tangible and intangible benefits or features associated with a property or location that contributes to its character, comfort, convenience or attractiveness.

Area Action Plan (AAP) - a particular type of Development Plan Document/Local Plan which provides a planning framework for any area where significant change and/or conservation is needed.

Areas for Regeneration - identified in the London Plan and are located in the wards in greatest socioeconomic need, defined on the basis of the 20 per cent most deprived wards in the London Index.

Article 4 Directions - Article 4 directions remove some or all permitted development rights, for example within a conservation area or curtilage of a listed building. Article 4 directions are issued by the local planning authority.

Authority Monitoring Report (AMR) - a document produced by the Local Planning Authority to report on the progress of producing development plan documents (DPDs) and the implementation of policies. Formerly known as the Annual Monitoring Report.

Biodiversity - all species of life on earth including plants and animals and the ecosystem of which we are all part.

Blue Ribbon Network - A spatial policy covering London's waterways and water spaces and the land alongside them.

Brownfield Land - Brownfield land or previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed-surface infrastructure and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated. This excludes open spaces and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use and cannot be regarded as requiring development. The definition covers the curtilage of the development.

Business Improvement Districts (BIDs) - Partnership between a local authority and the local business community within a designated town centre or other defined geographical areas where businesses agree to pay additional business rates to fund improvements to the general environment. The Local Government Act 2003 provides framing legislation for the formation of BIDs.

Car Clubs - Clubs where a number of people share a pool car(s) for rent or otherwise for personal use.

Car-capped developments - limited amount of on-site car parking, but no access to on-street parking permits in order to avoid any impact on on-street parking.

Car-free development - no parking provision will be allowed on-site and the occupiers will have no ability to obtain car parking permits, except for parking needed to meet the needs of disabled people.

Central Activities Zone (CAZ) - An area in central and east London where planning policy promotes finance, specialist retail, tourist and cultural uses and activities.

Channel Tunnel Rail Link - The Channel Tunnel Rail Link is a high speed rail link for international and domestic trains, from the second international passenger terminal at St Pancras, through twin tunnels beneath Hackney, along the North London Line corridor.

City Fringe (OAPF) - The City Fringe is the area to the north and east of the City of London located on the boundary between the Central and Eastern London Sub Region. Four local authorities straddle the eastern City Fringe Area: The Corporation of London, and the London Boroughs of Islington, Hackney and Tower Hamlets. This area includes two London Plan Opportunity Areas: Bishopsgate/Shoreditch and Whitechapel/Aldgate.

Communal Open Space - Open space that is for shared use by the occupants of a number of dwellings and/or business. The term is used to distinguish such space from private open space i.e. gardens or balconies attached to an individual dwelling or business premises, and 'public' open space i.e. parks, public squares where there is a degree of freedom about who can use the space and for what purposes.

Community Facilities (also see social infrastructure) - Community facilities can be broadly defined as including children's play and recreation facilities, services for young people, older people and disabled people, as well as health facilities, education facilities, libraries, community halls, meeting rooms, places of worship and public toilets. Adequate provision for these facilities is particularly important in major areas of new development and regeneration. The definition also includes statutory undertakers, emergency services, indoor recreation serving local catchments (especially dual use) and welfare or meeting halls.

Community Strategy - Under the Local Government Act 2000 all local authorities are required to prepare a Community Strategy. These are practical tools for promoting or improving the economic, social and environmental wellbeing of the area of jurisdiction of a local authority. Through the Community Strategy, authorities are expected to

co-ordinate the actions of local public, private, voluntary and community sectors. Responsibility for producing Community Strategies may be passed to Local Strategic Partnerships, which include local authority representatives.

Commuted Sums - For all housing developments of more than 10 homes, a legal agreement is normally placed on a developer to provide an affordable housing contribution in return for the Council granting planning consent. These contributions must normally be in the form of funding towards the construction of new affordable housing on-site. In exceptional circumstances, the contributions can be in the form of money – commuted sums – to contribute towards building new affordable homes on another site within the borough.

Conservation Area - A formally designated area of special historic or architectural interest whose character must be preserved or enhanced.

Core Strategy - The Core strategy is a Development Plan Document setting out the long-term spatial vision for the local planning authority area and the spatial objectives and strategic policies to deliver that vision.

Crossrail 2 - Crossrail 2 is a proposed new railway that links National Rail networks in Surrey and Hertfordshire via an underground railway tunnel through London including a new station at Dalston. A detailed business case has been submitted to the Secretary of State for Transport and the project is awaiting Government approval

Design out Crime Principles - The planning and design of street layouts, open space, and buildings so as to reduce the actual likelihood or fear of crime, for example by creating natural surveillance.

Designated centre - Applies to major centres, district centres and local centres

Designated open space - Applies to all open space shown on the Policies map. It includes areas defined as Metropolitan Open Land and Local Open Space.

Development - This refers to development in its widest sense, including buildings, and in streets, spaces and places. It also refers to both redevelopment, including refurbishment, as well as new development.

Development Plan - this includes adopted Local Plans, Neighbourhood Plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Development Plan Documents - Spatial planning documents that are subject to independent examination, and together with the relevant Regional Spatial Strategy, form the development plan for a local authority. Development Plan Documents include the Core Strategy (and the associated proposals map), Site Allocations of Land and Area Action Plans.

Disabled people - A disabled person is someone who has an impairment, experiences externally imposed barriers and self-identifies as a disabled person.

District Centre - District centres are smaller than Major centres and generally comprise groups of shops and services for local communities including at least one supermarket or superstore, fewer clothes shops compared to Major centres, as well as a range of non-retail services, such as banks, building societies and restaurants, as well as community facilities such as libraries.

Emergency Services - the land holding emergency services in Hackney including the Mayor's Office for Police and Crime (MOPAC), the City and Hackney CCG and London Fire Brigade.

Employment generating use/floor space - Employment generating floor space is defined as development for business (Class B1), industrial (Class B2), storage/distribution (Class B8) purposes and Sui Generis uses of an industrial in nature.

Environmental Impact Assessment (EIA) - In these assessments, information about the environmental effects of a project is collected, assessed and taken into account in reaching a decision on whether the project should go ahead or not. Applicants for certain types of development, usually more significant schemes, are required to submit an "environmental statement" accompanying a planning application. This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.

Estate Regeneration Programme - This Council programme is replacing existing, poor-quality homes across the Borough that are uneconomical to repair, one in five of which are bedsits, with new homes for social renting, shared ownership and private sale.

Examination - a form of independent public inquiry into the soundness of a submitted LP, which is chaired by an Inspector appointed by the Secretary of State. After the

examination has ended the Inspector produces a report with recommendations which are binding on the Council.

Family housing - Generally defined as having three or more bedrooms.

Family Units - Family Units consist of accommodation suitable for households including children, consisting of three or more bedrooms and normally including private garden space.

Floorspace - For all developments, the site area is that directly involved in some aspect of the development. Floor space is defined as the sum of the floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc. should be included in the floor space figure.

Greater London Authority (GLA) - The GLA is made up of a directly elected Mayor and a separately elected London Assembly. The organisation assists the Mayor of London fulfil his statutory responsibilities which includes strategic planning in London. In this regard, the main responsibilities of the Mayor are to: produce a spatial development strategy – the London Plan - which covers the type of development and land use that the Mayor wants to see in London; ensure that, as they are revised, London boroughs' UDPs conform generally with The London Plan; be consulted on planning applications of strategic importance, with the power to refuse planning permission on strategic grounds; and monitor and collect information on the implementation of The London Plan.

Green/brown roofs - Intensive ornamental roof gardens and extensive roofs with more naturalistic plantings or self-established vegetation, climbing plants and other natural features of greening on, or adjacent to buildings. On brown roofs the intention is to allow ruderal vegetation (vegetation associated with disturbed sites) to colonise low fertility substrates like those found in the rubble of demolished buildings. Can create or improve biodiversity, contribute minimising flood risk, improve thermal efficiency and improve the microclimate. Examples are reducing air conditioning costs by providing summer shade, reducing wind-chill, and incorporating insulating layers to improve insulation.

Gypsy and Travellers' sites - These are sites either for settled occupation, temporary stopping places, or transit sites for people of nomadic habit of life, such as travellers and gypsies.

Habitable Room - A Habitable Room is a room within a residential dwelling considered appropriate for occupation. Habitable rooms exclude bathrooms, and kitchens under 13 sqm. (140 sq. ft).

Hackney Living Rent - A housing product with rent levels set at one third of average local household earnings. This differs to London Living Rent as the homes should remain at the specified rent levels in perpetuity, i.e. tenants are not expected to purchase their homes on shared ownership terms within 10 years. Further detail will be provided in the Housing SPD.

Hackney Strategic Housing Market Assessment - An assessment of housing need and demand in Hackney's housing market area which informs the local plan.

Heritage Assets - a building, monument, site or landscape of historic, archaeological, architectural or artistic interest whether designated or not designated. Heritage assets in Hackney include statutorily listed Buildings, Conservation Areas, London Squares, Historic Parks and Gardens, Scheduled Ancient Monuments, Archaeological Remains, Archaeological Priority Areas, Locally Listed Buildings, Local Landmarks, Buildings of Townscape Merit and Area of Townscape Interest.

Historic Significance - the value of a heritage asset, because of its heritage interest which may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Houses in Multiple Occupation (C4 Use Class) - Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

Houses in Multiple Occupation (SG Use Class) - Shared houses occupied by more than six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

Implementation Policy - Necessary actions by the Council, its partners and key stakeholders required to promote and enable the achievement of the Spatial and Development Control Policies of the Core Strategy and the objectives of The Council.

Intermediate Housing - Housing that is affordable to households on middle incomes, which includes a wide range of housing for rent, ownership, or part-buy, part-rent. It may include shared ownership, London Living Rent and other sub-market housing for rent or

purchase. The household income thresholds for intermediate housing are set by the GLA and are £90k per annum for shared ownership and £60k per annum for London Living Rent.

Key Diagram - Diagram that illustrates broad locations of future development in the borough.

Key worker - The Government's definition of key workers only includes those groups eligible for the Housing Corporation funded Key Worker Living programme and others employed within the public sector (i.e. outside of this programme) identified by the Regional Housing Board for assistance.

Lee Valley Regional Park Authority - The Park Authority and boundary of the regional park were established under the Lee Valley Regional Park Act 1966. The broad remit of the Authority is to manage, innovate, lead and enable the Park to be a place for leisure, recreation and nature conservation. Hackney's section of the Park includes Hackney Marshes, the River Lea and Lee Navigation. The Park Authority has a statutory duty to produce a plan(s) of proposals for the future and development of the Park. Its adopted Park Development Framework sets out the vision, aims, objectives and six thematic proposals. It also has a series of Area Proposals including Area 2 which covers The Three Marshes: Walthamstow, Leyton and Hackney. The plans and proposals can be viewed at: <http://www.leevalleypark.org.uk> .

Listed Building - a building or structure designated by the Secretary of State under the Planning (Listed Buildings and Conservation Areas) Act 1990 for its special architectural or historic interest, and therefore included in a 'list' of such buildings and structures. Statutory listed buildings are buildings of special architectural or historic interest, they are graded as I, II* or II with grade I being the highest. Statutory listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. walls within its curtilage). English Heritage is responsible for designating buildings for the statutory listing in England.

Living roofs (also known as green/brown roofs) - living roofs can create or improve biodiversity, contribute to minimising flood risk, improve flood risks, improve thermal efficiency and improve microclimate. The substrate depth of living roofs should vary between 80mm and 150mm with peaks and trough, but should average at least 130mm

unless it can be demonstrated that this is not reasonably possible. Extensive living roofs should be planted with 16 plugs per m².

Local Centre - Local centres include a range of small shops of a local nature, providing services for local communities (a small catchment) and are of cumulative strategic significance. Typically, local centres include a small supermarket, a newsagent, a sub-post office and a pharmacy.

Local Development Document (LDD) - a set of documents specified in United Kingdom planning law which a Local Planning Authority creates to describe their strategy for development and use of land in their area of authority.

Local Development Scheme (LDS) - a document which sets out the Local Planning Authority's intentions and timetable for the preparation of new LDDs (including LPs, SPDs and the SCI).

Local Green Space - The National Planning Policy Framework (NPPF) introduced a new concept of a Local Green Space designation. This is a discretionary designation to be made by inclusion within a local development plan or neighbourhood development plan. The designation should only be used where the land is not extensive, is local in character and reasonably close to the community; and, where it is demonstrably special, for example, because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife. Policies within the local development plan or neighbourhood development plan for managing development within a Local Green Space should be consistent with the policies protecting green belts within the NPPF.

Local Open Space - This includes the parks and gardens, natural and semi-natural urban green spaces, linear open space/green corridors, water spaces, allotments and community gardens, cemeteries and churchyards, playing fields and the civic spaces/pedestrianised areas of Hackney as shown on the Policies Map.

Local Plan (LP) - the plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations

would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

Local Planning Authority (LPA) - the local authority which has duties and powers under the Planning and Compulsory Purchase Act.

Locally Listed Buildings - Locally listed buildings are those that satisfy one or more of the following local criteria: historic interest, architectural interest or environmental significance.

Locally Significant Industrial Sites - Locally Significant Industrial Sites are particularly important for industrial uses. They are the preferred locations for B1c, B2 and B8 uses.

London Affordable Rent - A new housing tenure introduced by the Mayor of London as an alternative London specific tenure to Affordable Rent, with rent levels set by the GLA and to be substantially less than 80% below market rent.

London Living Rent - A new housing product introduced by the Mayor of London, with rent levels set at one third of average local household earnings. Existing private or social renters with incomes of up to £60,000 will be able to apply. For homes that are built using funding from the Mayor of London, tenants will be expected to purchase their homes on shared ownership terms with 10 years.

London Plan (Regional Spatial Strategy) - The London Plan is the name given to the Mayor's spatial development strategy for London. Together with Development Plan Documents it forms the Development Plan for the borough.

London Strategic Housing Market Assessment - An assessment of housing need and demand which informs the London Plan and borough local development documents.

Low cost employment floorspace - Existing employment floorspace which may be secondary or tertiary in nature, of a lower quality or specification, with cheaper rents or leases, often providing space for general and light industrial uses, and start-ups, creative occupiers such as artists or makers spaces. It is found throughout the borough, often in railway arches, designated employment areas (Priority Office Areas, Priority Industrial Areas, and Locally Significant Industrial Sites) and also in town centres including back-of town centre and high street locations.

Main Town Centre Uses - retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation

uses (including cinemas, restaurant, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major Centre - As categorised by the London Plan, Major Centres normally serve the whole of the borough and beyond. They generally contain over 50,000sqm of retail, leisure and service floor space with a high amount of shops for items such as clothes compared to food shopping. They may also have significant employment, leisure, service and civic functions.

Major Development - Major development is development which does not fall under Paragraph (2) applications of the General Permitted Development Order (1995) and which involves the following:

- (a) The winning and working of minerals or the uses of the land for mineral working deposits;
- (b) Waste development, i.e. development involving the treating, storing, processing or disposing of refuse or waste materials;
- (c) The provision of dwelling houses where the number of houses is ten or more, or where the site has an area of 0.5 hectares or more and the number of houses is not known;
- (d) The provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or
- (e) Development carried out on a site having an area of one hectare or more.

[para 2, art 8, GDPO, 1995]

Mayor of London's Housing Strategy - The Mayor's statutory strategy, which sets out the Mayor's objectives and policies for housing in London.

Metropolitan Open Land - Metropolitan Open Land is strategic open land within the urban area that contributes to the structure of London.

Mitigation measures - actions necessary to restrict or remedy the negative impacts of a particular development.

Movement Hierarchy - A hierarchy of roads, streets and other routes including pedestrian, cycleway, and bus corridors.

National Planning Policy Framework (NPPF) - a national planning policy document which sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Natura 2000 Site - a site of international importance for nature conservation established under the EC Birds and Habitats Directives, comprising (in the UK) designated Special Protection Areas and Special Areas of Conservation.

Neighbourhoods and Communities - Sustainable communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

Night time economy uses (also see Visitor economy) - Alcohol and non-alcohol related evening and late night economy entertainment activities. Such activities can be broadly defined to include cultural facilities such as galleries, cafés, restaurants, pubs and bars. The night time economy can form a key component of the visitor economy.

North London Waste Authority (NLWA) - NLWA, established in 1986, is a statutory waste disposal authority with the prime function for arranging the disposal of waste collected by its seven constituent boroughs: the London Boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington, and Waltham Forest.

Olympic Legacy - The 2012 Olympic and Paralympic Games Legacy comprises a raft of benefits such as the regeneration of east London, cross-city transport improvements in London, more training and job opportunities for the UK and, opportunities for a vast array of businesses, which are expected to be achieved following the Games.

Opportunity Area Planning Framework (OAPF) - Opportunity Area Planning Frameworks provides strategic planning guidance for development within Opportunity Areas. OAPF's are non-statutory documents which are intended to assist boroughs

implement the London Plan policies. It is up to boroughs to decide how to reflect OAPF guidance within local development plans.

Opportunity Areas - Opportunity Areas, identified in the London Plan, are the areas containing London's few opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.

Other Open Space - This includes all other open space not designated on the Policies Map. It is made up of incidental open spaces providing opportunities for informal activities close to home or work. They provide a less formal green space experience than parks and gardens, and generally provide fewer habitats.

Other Shared Accommodation - Other forms of purpose-built long-term accommodation with shared facilities occupied by a large number of unrelated individuals, usually modelled in student accommodation. This type of accommodation would not be built for any particular group, as student or specialist housing is. "Co-living" developments are an example of shared accommodation that would fall under this category. "Co-living" rooms are more self-contained in nature, offering a kitchenette and bathroom for each occupant with more emphasis on sharing of living spaces.

Permeability - The ability to move freely through a site, area or region via a choice of routes.

Planning and Compulsory Purchase Act 2004 - This Act updates elements of the 1990 Town & Country Planning Act and introduces: a statutory system for regional planning; a new system for local planning; reforms to the development control and compulsory purchase and compensation systems; and removal of crown immunity from planning controls.

Planning Contributions (s.106) - Planning contributions, also known as section 106 agreements, are legally binding agreements typically negotiated between local authorities and developers in the context of planning applications. They are a mechanism by which measures are secured to make acceptable development which would otherwise be unacceptable in planning terms.

Planning Inspectorate (PINS)- The Planning Inspectorate is an executive agency of the Department for Communities and Local Government (DCLG). It is the government body responsible for: the processing of planning and enforcement appeals; holding inquiries into local development plans; listed building consent appeals; advertisement appeals; reporting on planning applications called in for decision by DCLG; examinations of development plan documents and statements of community involvement; various compulsory purchase orders, rights of way cases; and cases arising from the Environmental Protection and Water Acts and the Transport and Works Act and other highways legislation are also dealt with.

Planning Policy Guidance Note - Issued by Central government setting out its national land use policies for England on different areas of planning. These are gradually being replaced by Planning Policy Statements.

Policies Map - An Ordinance Survey based map illustrating all the policies contained Local Plan together with any saved policies. It must be revised as each new Local Plan is adopted, and it should always reflect the up-to-date planning strategy for the area.

Pollution - The main types of pollution include -

- Air Pollution (Indoor air quality and Ambient air quality) - Noxious gases in the air causing any harmful effects to human health or to buildings or to the environment known as air pollution.
- Land pollution - Contamination of land usually occurs from harmful industrial or development activities that penetrate into soil and further cause damage to human health or ecosystem or water sources.
- Noise pollution - Any unwanted sound coming from different kind of sources such as transportation, any industrial activity, construction work, neighbourhood activities that irritates one's ear refers to noise pollution.
- Water pollution (including river water quality and ground water quality) - Any intrusion of unwanted substance that changes the chemical, physical or biological characteristics of water to such extent which leads to a failure of meeting any good standards of water quality and therefore reducing the usefulness of it for any human or other natural activity.

Priority Growth Areas - In developing the Framework for Regional Employment and Skills Action (FRESA), a number of priority sectors are highlighted as being critical to improving and maintaining the capital's competitive position within the UK, EU and global economy. The priority sectors are Biotechnology and Life Sciences; Construction, Cultural and Creative Industries; Finance and Business Services; Green Economy; Information Communications Technology; Manufacturing; Public Services, including Government, Education, Health and Social Care; Retail; Tourism and Allied Industries; Transport and Logistics; and Voluntary and Community.

Priority Industrial Areas - Priority Industrial Areas are suitable for industrial mixed-used development. These areas are important for the retention and intensification of industrial land/floorspace (B1c B2 B8 and sui generis of an industrial nature).

Priority Office Areas - Areas designated because of their particular importance for office employment floorspace. They are areas of high accessibility that can provide significant capacity for employment floorspace, particularly office.

Private rented sector - All non-owner occupied self-contained dwellings that are being rented out as housing (not including forms of affordable housing).

Public Realm - This is the space between and within buildings that are publicly accessible, including streets, squares, forecourts, parks and open spaces.

Public Transport Accessibility Level (PTAL) - Public Transport Accessibility Levels are a measure of the extent and ease of access to the public transport network. They range from 6 (excellent) through to 1 (very poor).

Ramsar Site - a wetland site of international importance especially as waterfowl habitat, listed under the provisions of the Ramsar Convention on Wetlands of International Importance (Ramsar Convention, 1971).

Reasoned Justification - The supporting text in a Development Plan or Local Development Document explaining and justifying the approach set out in the policies contained in the document.

Regeneration - The economic, social and environmental renewal and improvement of rural and urban areas.

Regionally Important Geological/Geomorphological Sites (RIGS) - RIGs are important designated places for geology and geomorphology outside statutorily protected

land such as SSSIs. In London RIGs are considered to be worthy for protection for their geodiversity importance at the London-wide level. They are important as an educational, historical and recreational resource. In Hackney the GLA's Green Infrastructure and Open Environment: London's Foundries: Protecting the Geodiversity of the Capital London Foundation SPG (March 2012) identifies Springfield Park (ref GLA 43) as a site Recommended or Potential Regionally Important Geological/Geomorphological Sites. It is described as "only London Geological Nature Reserve, designated for spring lines associated with junctions of Pleistocene Langley Silt (brickearth) on top of Hackney Gravel overlaying Eocene London Clay Formation. Villas on site built from the brickearth.

Registered Social Landlords (RSLs) - Not-for-profit housing providers approved and regulated by Government through the Housing Corporation.

Retail - Includes both comparison goods (or consumer durables), which are retail goods such as clothes, shoes, homeware, jewellery, sportswear, games/toys, books, music, electricals and furniture, and convenience goods such as food, drink, tobacco and non-durable household goods commonly used to clean and maintain the home.

Scheduled Monument - a nationally important archaeological site that has been designated by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979, and therefore included in a 'schedule' of such monuments.

Shared Ownership - Intermediate housing available from the Council or housing associations for part-buy, part-rent. Applicants must normally purchase between 25-75% of the value of the homes, and pay rent on the remainder.

Sites of Nature Conservation - Locally important sites of nature conservation adopted by the Council authorities that include Metropolitan; Borough Grade I; Borough Grade II; and Local.

Small and Medium Enterprise - An independent business managed by its owner or part owners and having a small market share either by number of employees or turnover. Special Planning Area (outlined on the proposals map).

Social Infrastructure (also see Community Facilities) - Social infrastructure can be broadly defined as comprising: the voluntary organisations and community groups that operate in communities; the communities of interest, place and culture that exist in and

across localities; networks of people and organisations that provide contacts, links and association with one another; social interaction between people, neighbours and communities; the recruitment, development and support of community leaders; opportunities for social inclusion, lifelong learning and community development.

Social infrastructure - Covers facilities such as health provision, early years provision, schools, colleges and universities, adult education facilities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.

Spatial Policy - Spatial representations of Hackney's Community Strategy and the strategic policies for delivering the spatial vision and objectives of The Council and its partners. These guide the broad patterns of development within Hackney and reflect the Regional Spatial Strategy (the London Plan).

Special Policy Area - where a high concentration of licensed premises has been identified as causing a negative impact on the licensing objectives in an area. The Council may consider the refusal of any application and/or additional measures to address any such concerns. There are two Special Policy Areas in Hackney: Shoreditch and Dalston. See Hackney's Statement of Licensing Policy for further information.

Starter Homes - A Government-sponsored housing product, where homes are offered for sale at 80% of local market values, up to a maximum value of £450,000 in London.

Statement of Community Involvement (SCI) - one of the types of LDD; it sets out the council's approach to how and when it will consult with the community in the preparation of planning documents, and making decisions on planning applications.

Statement of Community Involvement (SCI) - The Statement of Community Involvement sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions. The statement of community involvement is not a development plan document but is subject to independent examination.

Statutory Development Plan - the overall term for a number of documents which, together, have a particular status under the planning legislation in decision-making. The Development Plan includes all adopted LPs for the area. For an interim period it may include all or part of certain structure plans and Local Plans.

Strategic Cultural Areas - These are areas within internationally important cultural institutions, which are also major tourist attractions, and include West End, South Bank/Bankside/London Bridge, Barbican, Wembley, the South Kensington museum complex/Royal Albert Hall, London's Arcadia, Olympic Park and Lee Valley Regional Park.

Strategic Housing Land Availability Assessment - An assessment of land availability for housing which informs the London Plan and borough housing targets.

Submission Stage - the stage at which a LP or SCI is sent to the Secretary of State as a prelude to its examination, having previously been published for public inspection and formal representations.

Sub-Regional Development Framework - Sub-Regional Development Frameworks, produced by the Mayor of London and currently in draft form will provide guidance on Opportunity, Intensification and Regeneration Areas, town centres, suburbs and Strategic Employment Locations. The frameworks will be consistent with, and provide further guidance on, the policies in this plan. Sub-Regional Development Frameworks will be non-statutory documents.

Supplementary Planning Document (SPD) - Supplementary Planning Documents provide supplementary information to support the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.

Supplementary Planning Guidance (SPG) - Supplementary Planning Guidance may cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan.

Support for events and community use of the open parkland.

Sustainability Appraisal (SA) - a formal, systematic process to assess the environmental, economic and social effects of strategies and policies from the start of

preparation onwards. The process includes the production of reports to explain the outcomes of the appraisal.

Sustainable Community Strategy - a document which plans for the future of Hackney across a wide range of topics, and sets out a vision and a series of aspirations. The local strategic partnership (Team Hackney) has responsibility for producing the document which sets out four main priorities that all partners work towards. It is part of the evidence base for the Local Plan, but not part of the Local Plan itself.

Sustainable Construction Techniques - Key themes for action to achieve sustainable construction include: design for minimum waste; lean construction & minimise waste; minimise energy in construction and use; do not pollute; preserve & enhance biodiversity; conserve water resources; respect people & local environment; monitor & report, (i.e. use benchmarks).

Sustainable Development - usually referred to as “development which meets the needs of the present without compromising the ability of future generations to meet their own needs” (Brundtland, 1987).

Sustainable Drainage Systems (SuDS) - an overall term for systems of surface water drainage management that take into account the quantity and quality of runoff, and the amenity value of surface water in the urban environment. The main focus is on source control and the mimicking of natural processes to enable infiltration and gradual discharge into watercourses.

Taller Building - Buildings or structures that are 50% taller than the prevailing building height or which significantly change the skyline or are 30 metres or more in height.

Temporary Accommodation - A place where homeless people are placed while waiting to be allocated permanent housing. Council can provide temporary accommodation in a range of different types of housing, such as a bedsit, a flat, a house, a place in a hostel or in a bed and breakfast.

Tenure - The conditions under which land or buildings are held or occupied. In terms of housing, for example, homes may be social, private-rented or owner-occupied.

The Act - the Planning and Compulsory Purchase Act 2004, which put in place the statutory framework for preparing the LDF (now the Local Plan).

The Regulations - the Town and Country Planning (Local Development) (England) Regulations 2004, as amended by the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 and the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2009; and the Town and Country Planning (Transitional Arrangements) Regulations 2004.

Town Centre - Town centres will usually be the second level of centres after city centres and, in many cases, they will be the principal centre or centres in a local authority's area. In London the 'major' and many of the 'district' centres identified in the Mayor's Spatial Development Strategy typically perform the role of town centres.

Town Centre Management - Activities associated with town centre management are generally operational and result in improvements to the appearance of town centres. In some instances such activities include works such as installation of lighting, CCTV, minimising fly tipping, enforcement activities and public realm/highways improvements.

Transport Assessment - A process that sets out transport issues relating to development proposals.

Transport Statement/Local Level Transport Threshold - A transport statement for a smaller development, Threshold details are contained in the Hackney Transport Strategy.

Travel Plan - A long-term management strategy that encourages active, efficient and sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies the package of measures needed for improvement.

Tree Preservation Order - A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

Unitary Development Plan - An old-style statutory development plan prepared by a metropolitan district and some unitary local authorities, which contains policies equivalent to those in both a structure plan and local plan. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.

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

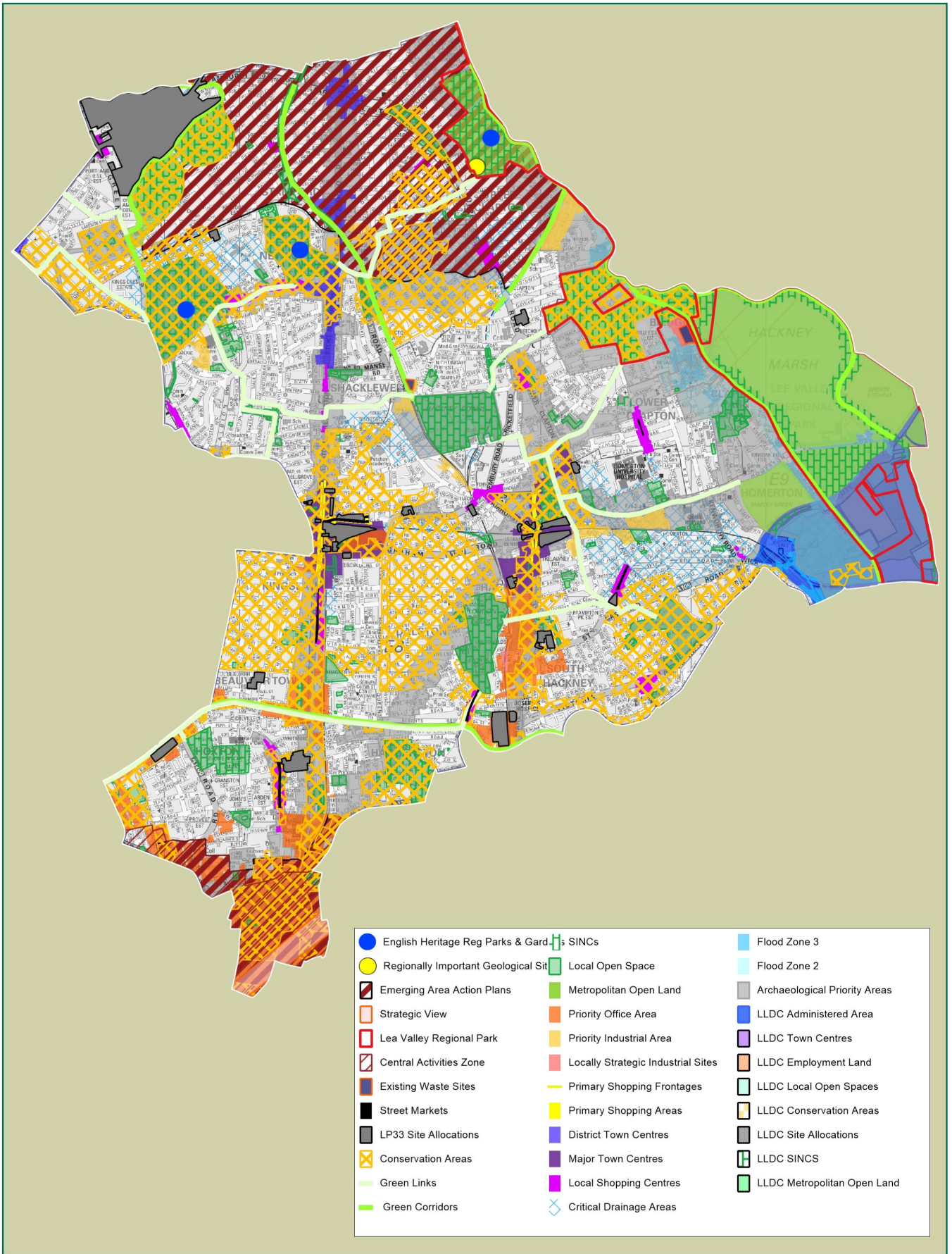
Use Classes - The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

Use Classes Order - a piece of national secondary legislation which groups types of use of premises into classes, so that no development is involved if a building is changed from one use to another within the same class. The Use Classes Order can be viewed at the Planning Portal website:

Vertical gardens - Vertical gardens encompass balconies, roofs and walls planted with greenery, which mitigate against climate change by reducing air pollution and soaking up excess rain water. They improve energy efficiency within buildings by limiting wind impact and heat loss, while providing green biodiversity links across the urban space.

Vision Zero - The Mayor of London has published a Vision Zero Action Plan for London. The actions in the plan will reduce road danger for everyone and create streets safe for walking and cycling. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

Visitor Economy (also see Night Time Economy) - The visitor economy involves those activities of persons travelling to and staying in places outside their usual environment over the short term for leisure, business or other purposes.



 NORTH	<h2>Policies Map</h2>		
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