

London Borough of Hackney

**Planning Service Authority Monitoring Report
FY2019**

Executive Summary

The AMR provides monitoring information on spatial planning-related activity for the financial year of 2019 (FY2019) to inform and monitor policy development and performance. It highlights the extent to which the policies set out in adopted policy documents (the Core Strategy 2010, the Development Management Local Plan 2015, the Site Allocations Local Plan 2016, and adopted area action plans) have achieved their objectives, using quantitative indicators. The findings of previous monitoring reports informed new policies in the Local Plan 2033 (LP33), which replaces the aforementioned policy documents. LP33 was adopted in July 2020.

This AMR reports on the monitoring year covering from 1st April 2019 to 31st March 2020, therefore the policies in the LP33 will be applicable. The document begins with a brief summary of topic areas before providing in-depth analysis on a range of areas, making use of both qualitative and quantitative data. It provides analysis of the effectiveness of policy and of the changing environment it is being applied to in the borough. It does this primarily by reviewing the results of developments which have completed, and planning applications permitted during this monitoring year. The AMR also reports on the collection and spend of the community infrastructure levy (CIL) and S106 obligations in accordance with government regulations.

Housing

Key Points: Housing Delivery on target.

- Housing policy has been effective at delivering 98% of the Boroughs housing target between FY2015 and FY2019, totalling 7,843 new homes and includes 1,099 units in this monitoring period. This housing supply is made up of conventional self-contained homes as well as non-conventional homes such as student halls, HMO and hotels.
- In FY2019, 969 self-contained homes were delivered, of which 139, 14%, were in affordable tenures, with a third of those being 3+ bed units. 761, 79%, were from large sites, 10+ units. £8.6 million was paid in S106 affordable housing contributions.
- New housing has been delivered across the borough, but growth is focused in Woodberry Down, Shoreditch and Hoxton. Housing delivery in Hackney Central, Stamford Hill and Clapton and its environs were also significant in FY2019. Woodberry Down estate and Dalston's shares were down last year compared to their contribution over previous years.
- Overall, the 5 year housing trajectory shows a healthy level of overall growth going forward with the long-term outlook providing a strong foundation for future housing development.

Note: Employment & Retail and Town Centres: There are limited updates to these chapters due to the unavailability of floorspace data from the GLA's London Development Database as it is under-going technical updates. The cyberattack has compromised our ability to access equivalent data on our own systems. Data provided has been sourced from officers own records and system datasets where access is still possible.

Employment

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

- Approvals on major schemes in FY2019 will add around 17,000sqm of office floorspace to the borough's supply.
- The number of enterprises has increased by 44% over the period between 2015 and 2019, compared to 17% in inner London. Average rents achieved for office space also increased between 2018 and 2019.
- Affordable workspace delivered fell in 2019 from a high in 2018, after 4 years of continued growth between 2015 and 2018.
- 10 of the PEAs will see an increase in floorspace, with Shoreditch seeing a net gain of new B1 floorspace significantly ahead of other PEAs.

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

Retail and Town Centres

Key Points: There is a strong pipeline of retail going forward.

- Previous reports indicate that there is significant retail and other commercial space in the pipeline.
- In FY2019 the only 1 major approval had a significant amount (1,520 sqm) of retail floorspace.
- Outside of town centre designations there has been an increase of new retail space between FY2015-FY19, and this is expected to increase further.
- Special Policy Areas (SPA) continue to be effective in managing licences for A3 and A4 uses within Dalston and Shoreditch. Going forward, Local Plan 2033 and Future Shoreditch both promote the diversification of the night time economy.

LP33 Response: To respond to these issues, the Local Plan 2033 sets out a strategy to protect retail in town centres. The new London Plan, has reclassified Hackney Central as a major centre, and retail growth will be focused there and in the other major centre of Dalston. Additionally, Stamford Hill became a district centre through and Green Lanes, Hackney Downs, Oldhill Street and Dunsmere Road were designated as new local centres. LP33 identifies the need for a retail designation in Shoreditch linked to its role as part of the Central Activities Zone (CAZ). The extent of the CAZ retail frontages will be determined through Future Shoreditch Area Action Plan. Article 4 directions have also been used to remove permitted development rights to protect retail.

Communities, Culture, Education & Health

Key Points: Planning continues to secure funding through the Community Infrastructure levy and s106 agreements.

- In FY2019, the Council received a total of £12.9 million in s106 payments and signed agreements worth a total of £3.0 million.
- Around £6.7 million was spent during FY2019, funding extensive improvements to libraries and schools, health community facilities, job opportunities, the public realm and open spaces.
- Hackney's CIL, adopted in April 2015, invoiced £4.1 million and received a total of £4.5 million in FY2019 in CIL contributions.
- The borough also collected £2.9 million for the Mayoral CIL to assist with the funding of the Crossrail development.
- In 2019, a new multi use education and community building at Abney Park Cemetery, and additional education space at Bsix was approved.

Transport

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

- Walking levels in Hackney have been increasing; 44.2% of people in Hackney use walking as their main mode of transport over a seven day period, compared to the Greater London average of 37.6%.
- Planning policies have facilitated the delivery of car free development throughout the Borough. There has been a steady annual increase in car-free developments completed over the last 5 years.
- The Council is progressing upgrades to Hackney Central station in partnership with Transport for London.

LP33 Response: The new Local Plan 2033 has considered transport and development as part of the growth strategy and through the Place Policies section.

Open Spaces, Environment and Climate Change

Key points: 27 parks have been awarded Green Flag status

- Hackney has green spaces totalling 396 hectares of open space, ranging from large areas of Metropolitan Open Land at the Lee Valley Regional Park, which accounts for almost 40% of the borough's open space, to pockets of grass by the side of roads.
- Out of 58 parks and open spaces, 27 have been awarded Green Flag status.
- The Hackney projects allocated or spent funds derived from PLanning Obligations in FY2019 are:
 - West Reservoir Improvement Projects (allocated)
 - Fairchild's Gardens Improvement (allocated)
 - Hackney Road Recreation Grounds Improvement (spent)
 - Shoreditch Park Improvements (Spent)
 - Stonebridge Gardens Refurbishments (spent)
 - Shepherdess Walk Play Area (spent)

Design and Heritage

Key Points: The number of buildings on the at risk register has increased to 33 sites in FY2018.

- The Heritage at Risk Register is operated by Historic England and identifies historic buildings, structures and areas at risk of neglect, decay and unlawful works. The number of listed buildings at risk in the borough has increased to 33 up from 29 previously.
- The Hackney design awards are held biannually. The 2020 Hackney Design Awards received 47 nominations, up from 42 in 2018.
- A total of 9 tall buildings have been built between 2014 and 2018. In FY2019, 2 schemes containing buildings of 10 storeys plus were completed, and a building of 10 storeys was approved.

LP33 Response: LP33 provides for a tall buildings policy which was informed by a borough-wide characterisation study. The policy sets out an approach to ensure that heritage assets can be protected whilst delivering good growth.

Planning Performance

Key Points: Key targets in planning performance were met in FY2019. There has been a large number of planning applications processed and planning performance agreements made providing adequate revenue to support continued excellent performance.

- In FY2019, 21 out of 22 Major Planning Applications were determined in accordance with agreed timescales. This is a 95% achievement rate against a target of 70%.
- 951 minor applications were received and 780 (82%) were determined within 8 weeks, beating the 75% target.
- 97 of 117 other applications (87%) were processed within their 8 week deadline, exceeding the 80% target.
- 223 appeals were submitted in FY2019.
- Percentage of planning enforcement enquiries acknowledged within 5 working days and Percentage of site visits in planning enforcement cases undertaken within 10 working days both exceeded their targets, at 99% and 94% and improved on the rates in 2018.
- IN FY 2019 67% of Planning Applications were validated within 5 days. This is an improvement on the 54% in FY2018, but was below the target of 80%.
- In FY2019, 91% of planning searches were processed in 10 working days, above the 80% target.
- Building control held a market share for certification of 32% in FY2019, 1% point down on the previous year.
- 85% of building control applications were processed within 3 days in FY2019, %% above the 80% target.
- The number of site inspections undertaken within 1 day of request was, again, over the 80% target at 91%.

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1. Introduction

- 1.1. Hackney's Planning Service seeks to deliver the Council's spatial objectives through development and implementation of planning policy via the development management process. This report evaluates and demonstrates the effectiveness of planning policy and decision-making, and identifies areas where objectives are not being met and where local plans and policies, or the internal development management process, needs to be reviewed. It also aims to set out any clear challenges and opportunities identified through the development of the new Local Plan, 'LP33'. LP33 is the new borough-wide Local Plan. It is the strategic planning document which directs and guides development in the borough up to 2033 and was adopted in July 2020.
- 1.2. This Authority Monitoring Report (AMR) is a requirement under Section 35 of the Planning and Compulsory Purchase Act 2004. Section 113 of the Localism Act 2011 amends section 35 in respect of the requirements to prepare Monitoring Reports. The AMR monitors the performance of Local Development Documents and draws conclusions about their effectiveness.
- 1.3. This AMR covers the periods from 1st April 2019 - 31st March 2020 and where appropriate 1st April 2016 - 31st March 2020 (where a 5 year trend is considered). It reports on the performance of planning policy across key topic areas, and progress of the Local Development Scheme (LDS), the Core Strategy and Area Action Plans (AAPs), as well as neighbourhood planning, the Council's 'Duty to Co-operate', the Community Infrastructure Levy and other issues pertinent to measuring the effectiveness of Hackney's Planning Service.
- 1.4. The AMR monitors Key Performance indicators (KPIs) for planning policy, performance in plan-making and compliance with the Duty to Cooperate.
- 1.5. The report also provides a report on Hackney's Community Infrastructure Levy and S106, looking at both income and expenditure.
- 1.6. Data sources for the AMR come from a range of Local and National Indicators. All data on developments in the borough is sourced from the London Development Database (LDD). The report has also been informed by information received from a range of council teams. All data in the AMR is as up-to-date as possible at the time of going to print.
- 1.7. The report is structured into the following sections:

Executive Summary

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

Planning Policy Update

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

Topic Areas

- Chapter 5: Housing
- Chapter 6: Employment
- Chapter 7: Retail and Town Centres
- Chapter 8: Communities Culture, Education and Health

- Chapter 9: Transport
- Chapter 10: Open Space
- Chapter 11: Design and Heritage
- Chapter 12: Planning Performance Report

2. Hackney in Context

- 2.1. Hackney's Corporate Policy Team annually update a profile of the London Borough of Hackney and the people living and working here. Some of the key facts and figures for Hackney from the 2020 Profile are summarised below:

Location

- 2.2. Hackney is one of 14 inner London boroughs, situated in East London.
- 2.3. London, together with its immediate hinterland of south east England, contributes over a third of UK GDP. Over the last decade, Hackney's proximity to the multinational financial institutions and their wealth has started to make a difference in the Borough.
- 2.4. Hackney occupies a pivotal location to the north east of the City of London. As shown in Map 1 below, Hackney shares boundaries with Islington, Newham, LLDC, Haringey, Waltham Forest, Tower Hamlets and the City of London.

Population

- 2.5. Hackney's population was around 281,000. Hackney is a relatively young borough with a quarter of its population under 20. The proportion of residents between 20-29 years has grown in the last ten years and now stands at just under 25%. By contrast, those aged over 55 make-up only 15% of the population, making Hackney a relatively young borough.
- 2.6. Hackney is a culturally diverse area, with significant 'Other White', Black and Turkish/Kurdish Communities, as well the largest Charedi Jewish Community in Europe focused in the North East of the Borough. 9/10 residents say groups get on well with each other.
- 2.7. Hackney has a significant immigrant population, with the most recent groups made up of Australian, US and Western European Immigrants.
- 2.8. In 2011, 14.5% of Hackney residents said they were disabled or had a long-term limiting illness.
- 2.9. According to the GLA's population projections, Hackney's population is expected to reach 321,000 by 2033, a forecast increase of over 15% in 15 years. Between 2018 and 2033, the age mix is anticipated to shift towards a slightly older community (10,568 more over-65s than in 2018) and with a notably smaller increase in the school age population (2,383 more 0-15 years olds than in 2018).

Health and Wellbeing

- 2.10. Life expectancy within Hackney is now 79.6 years for men and 83.7 years for women. However, life expectancy for men and women in Hackney remains below the London average of 80.7 and 84.5 years respectively.

Deprivation

- 2.11. Hackney was the 22nd¹ by rank of average score, most deprived local authority overall in England in the 2019 Index of Multiple Deprivation. 12% (15 out of 128 LSOA) of its Lower Super Output Areas were in the top ten percent most deprived, compared with 17% in 2015.
- 2.12. Hackney is ranked 4th most deprived in the country for Housing and Barriers to Services, 19th for Income Deprivation, 20th for Crime and 21st for Living Environment. It is far less deprived on the deprivation measure relating to Education, Skills and Training. The scores based on the average rank on the 2019 English Indices of Deprivation are exactly the same as the those in the 2018 Authority Monitoring Report.

Education

- 2.13. In 2019, at GCSE the average Attainment 8 score per pupil in Hackney was 49.2 points, approx on par with the London average of 49.7 and higher than the England average of 44.6. Hackney was the 12th best performing borough in London for Progress 8 in 2017.

Economy

- 2.14. The number of firms in Hackney increased by 66% from 2014. In 2019, Hackney hosted 22,560 businesses, a 13% increase from 19,905 businesses in 2018. The March 2020 data shows a 8.5% increase in the unemployment rates in Hackney which is slightly higher than London which saw a 7.4% increase. Some of this increase in unemployment can be attributed to the financial impact of Brexit.

Housing

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

Crime and Community Safety

- 2.16. Crime fell by over a third between 2003 and 2015 (over 13,000 fewer victims of crime), however crime levels increased since then reaching 12.3% in 2018/19. Crime in Hackney is now higher than in other inner-London boroughs with similar social and economic characteristics.

Growth and Change

¹ 317 local authorities in England. 1 is the most deprived.

- 2.17. In FY2019, the Shoreditch and Hoxton had the largest share of completions, while Lee Bridge and Stamford Hill areas increased their share. In the longer term and past experience indicated that the area along the upgraded North London Line from Dalston to Hackney Wick and along the improved East London Line from Dalston to Shoreditch. These areas are expected to experience the greatest growth in housing, commerce and infrastructure in the coming years and is provided for in LP33.

3. Planning Policy

- 3.1. Hackney continually works to keep its policy current by conducting research and developing new policy for the borough, as well as incorporating and applying changes to National and London-level planning policy.
- 3.2. In order to accurately monitor and reflect on FY2019 in this AMR, the data must be viewed through the lense of the documents that have guided development. These are:

Core Strategy

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

Hackney Development Management Local Plan (DMLP)

- 3.4. The Development Management Local Plan (DMLP) is a Borough-wide planning policy document containing a range of policies which expand on the Core Strategy, used to help determine planning applications. DMLP policies need to be considered in parallel with other Local Plan documents, the Core Strategy and detailed area-based AAP policies, and the emerging Site Allocations Local Plan. The DMLP, including an updated policies map, was adopted in July 2015.

Hackney Site Allocations Local Plan

- 3.5. The SALP identifies key strategic development sites in the Borough, and provides site specific policy as well as allocating a particular use for those sites. Allocating sites is part of a strategic approach to guiding and managing development and growth in the Borough. This provides site specific policy on a number of key strategic sites in the Borough on which change and development is expected to assist in the delivery of the priorities for the Borough (such as housing and employment uses) by safeguarding and allocating uses for these sites. The document sets out land use allocations and other policies where appropriate for key sites in the Borough that are not already covered by Area Action Plans. It also quantifies the amount of housing and other types of land use it could bring forward to help meet the Borough's needs. The SALP was adopted in July 2016.
- 3.6. The next AMR (FY2020) will be reporting on development principles found in in the Local Plan 2033 (LP33) which was adopted in July 2020. The Local Development Scheme has been updated to reflect this move to the strategic principles found in LP33.

Local Development Scheme (2018-2021)

- 3.7. The Local Development Scheme (LDS) (2020- 2024) outlines planning policy documents' content and the programme for preparing or reviewing them. It helps ensure effective spatial planning of the borough. This new LDS ensures the effective implementation of the new Local Plan 2033 and reflects the findings of the Council's monitoring work.

Local Plan 2033 (LP33)

- 3.8. Following the receipt of the Planning Inspector's final report on Hackney's Local Plan 2033 Examination in Public, LP33 was adopted by Council on 22nd July 2020.
- 3.9. Work is already well underway to ensure the successful delivery and monitoring of the Plan's Growth Strategy and policies. This includes:
- the development of area-based plans for those areas in the Borough that will see the most significant growth or sensitivity to change.
 - the production of topic-based Supplementary Planning Documents (SPDs) to provide further guidance on the new policy approach set out in LP33.
 - update of the borough-wide Infrastructure Delivery Plan to support the emerging area-based plans.
 - the effectiveness of the LP33 policies will continue to be monitored on an annual basis through the Council's Authority Monitoring Report.
- 3.10. The focus will continue to be our Housing Delivery performance, against our housing requirement. The latest Housing Delivery Test results (February 2020) suggest that our performance needs to improve. Our second Housing Delivery Action Plan (August 2020) explores possible opportunities for improving performance - although also acknowledges the future challenges that all local planning authorities will face in the aftermath of the COVID19 pandemic.
- 3.11. The Local Plan 2033 has now replaced the Core Strategy, Development Management Local Plan and Site Allocations Local Plan as well as the AAPs for Hackney Central (2012), Dalston (2013) and Manor House (2013) and has become the Council's key strategic planning document.
- 3.12. LP33 sets out a growth strategy for the borough up to 2033. It incorporates core strategic policies which set out the overall planning strategy, and detailed development management policies which guide development within the borough. The vision, delivery strategy and policies of the Local Plan provides an integrated and coordinated approach to planning within the borough.
- 3.13. The production of the new Local Plan has been informed by several rounds of consultation, together with evidence gathering and sustainability appraisal of policy options. A suite of evidence base documents have been produced and published alongside the draft submission Local Plan which have been subject to Regulation 19 consultation in November 2018, further to two earlier formal stages of consultation on the LP33, including; 'Direction of Travel' (2016), Draft LP33 (Regulation 18) (Autumn 2017).
- 3.14. LP33 was submitted to the planning inspectorate for examination in January 2019 and underwent the examination hearings in June 2019. Public

consultation on Main Modifications to LP33 was carried out between October and November 2019, and representations submitted to the Planning Inspector for consideration in the final report. On 10 June 2020 Hackney Council received the Planning Inspector's report on the examination. The report concludes that the plan was sound, subject to modifications as set out in the Inspector's schedule of modifications. On the 22 July 2020 Hackney Council adopted the LP33.

The North London Waste Plan (NLWP)

- 3.15. The North London Waste Plan is being jointly prepared by seven north London boroughs: Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest. The plan identifies a range of suitable sites for the management of all north London's waste up to 2032 and includes policies and guidelines for determining planning applications for waste developments. Sites under consideration for the expansion of waste facilities do not include any sites within Hackney. When adopted, the Plan will form part of the suite of documents that make up the Local Plan/Development Plan for each of the North London boroughs. The Examination in public took place in November 2019, and Main Modifications consultation will occur in October - December 2020, with adoption anticipated in Autumn 2021.

Area Action Plans (AAPs)

- 3.1. Hackney has previously adopted three area action plans, which set out specific strategies and policies for their areas. The AAPs cover Dalston, Hackney Central and Manor House, and allocate sites for development. With effect from July 2020 these AAPs were replaced by the adopted Local Plan (LP33).
- 3.2. From July 2020 the AAPs covering Dalston, Hackney Central and Manor House were replaced by the adopted Local Plan (LP33). The Council is currently preparing two Area Action Plans for Shoreditch and Stamford Hill that will sit alongside the LP33. Both plans will provide guidance to help shape and coordinate development proposals in these key growth areas and identify key development sites. .

Stamford Hill

- 3.3. Stamford Hill is a vibrant neighbourhood where there are evident development and growth pressures that require management through area-based planning policies. Stamford Hill has a distinctive local character with a large Orthodox Jewish Community whose population is growing and creating a demand for large family homes, schools and social infrastructure.
- 3.4. A governance structure for the area action plan has been established and includes a Cross Party Members Steering Group and a Community Panel made up of Ward Councillors and Community leaders to advise on the consultation process. The project has carried out extensive local consultation in Stamford Hill and was awarded the Royal Town Planning Institutes National award for Excellence in Plan making practice in 2017/2018.

- 3.5. In January 2017 the Council consulted on 'Towards a Stamford Hill Plan'. The Council received a huge response and has compiled more evidence which will inform the next draft of the plan which will be issued for consultation in 2021.

Future Shoreditch

- 3.16. The Area Action Plan will provide a comprehensive planning framework for Shoreditch to manage development pressures and balance objectives of maintaining the historic character and identity of the area whilst encouraging and facilitating development that contributes to the economic growth of the Borough and the role of Shoreditch in accommodating the expansion of the city in the City Fringe Area.
- 3.17. Initial consultation on Future Shoreditch was carried out in early 2017 along with further stakeholder engagement. Consultation on the Issues and Options document was undertaken from January to February 2018. The results of this consultation informed the preparation of the draft Plan, which was subject to consultation from April to June 2019. The feedback from this consultation will help shape the final draft plan (Proposed Submission Version) which will be consulted on in Spring 2021. Further studies, including the completion of an economic viability assessment are being prepared to support with the development of the AAP. The Future Shoreditch AAP is anticipated to be adopted in Winter 2021.

Implementation of Hackney's CIL

- 3.18. The Community Infrastructure Levy seeks to fund objectively-assessed strategic infrastructure needs as laid out in the Infrastructure Development Plan. The IDP supports Hackney's growth and development as envisioned in the Core Strategy. The evidence base used for the Core Strategy and DMLP and IDP is the same used to inform the development of the Levy.
- 3.19. The CIL sets out a floorspace-based charge on new floorspace in developments of over 100sqm, with charges varying for different uses in different areas (for example, £190/sqm on new residential in zone A).
- 3.20. Planning Contributions SPD (S106), Nov 2015, sets out the Council's policy for securing Planning Contributions from new developments that require planning permission. The SPD details the Council's approach in securing Planning Contributions and how it will be implemented alongside the CIL. It also provides clarity to developers, development management officers, stakeholders and local residents regarding the basis on which Planning Contributions will be sought.
- 3.21. An update to the SPD was adopted in July 2020 to reflect policy updates in LP33.

Sustainable Design and Construction SPD

- 3.22. Sustainable Design and Construction SPD will be updated following the adoption of LP33. It will provide guidance on implementing a range of sustainability measures including increased energy efficiency, reduced carbon

emissions, reduction of land, water, noise and air pollution, increased biodiversity and urban greening, increased uptake of sustainable modes of transport and to reduce resource use and waste. The Sustainable Design and Construction SPD is set for adoption in Summer 2021.

Development & Housing SPD

- 3.23. The Development & Housing SPD will provide further guidance on the prioritisation of self-contained homes and affordable housing policies set out in LP33 and in particular will provide support to small site developers in their compliance to meet the new affordable housing requirement from sites of 9 units or less. It is anticipated that the SPD will be adopted in Spring / Summer 2021.

Residential Extensions & Alternations SPD

- 3.24. The Residential Extensions SPD will examine how the borough's residential stock can be extended or altered in the most appropriate manner based on an analysis of the level of housing need in given areas, existing townscape and built character within the Borough. It is due for adoption in Summer 2021.

Historic Environment SPD

- 3.25. This SPD will provide guidance on how to enhance, protect, conserve and re-purpose Hackney's heritage assets and their settings for their contribution to the quality of life for this and future generations. It will also include guidance on shop front design. Adoption of the SPD is due in Summer 2021.

Hackney Central and Surrounds Supplementary Planning Document

- 3.26. The Hackney Central and Surrounds SPD seeks to deliver the objectives and aspirations set out in the Hackney Central Area Action Plan (AAP). The AAP, which was adopted in 2012, sets out a strategy for coordinated development and design in Hackney Central, to ensure that any changes reflect local aspirations for the future of the area.
- 3.27. The masterplan builds on this framework and sets out how these objectives and aspirations can be delivered in today's context and identifies a series of improvements including the refurbishment and/or redevelopment of key sites together with public realm enhancements. The delivery of these objectives and aspirations will help facilitate socioeconomic growth, environmental improvements and significant regeneration in and around Hackney Central and beyond.
- 3.28. Hackney Central and Surrounds Masterplan was adopted on 19 June 2017.

Neighbourhood Planning

- 3.29. Neighbourhood Plans can be produced by designated Neighbourhood Forums for designated Neighbourhood Areas. There is only one designated Neighbourhood Forum in Hackney as the Chatsworth Road Forum designation has now lapsed. There are 5 remaining designated Neighbourhood Areas in Hackney. The most recent designation was in the Autumn of 2018 when the Finsbury Park and Stroud Green Neighbourhood Area and Forum was designated by Hackney, Haringey and Islington Councils. Neighbourhood Plans need to be in conformity with the Council's Local Plan policies, and regional and national planning policies. A more detailed update on Neighbourhood Planning is provided in section 4 of this report.

Article 4 Directions

- 3.30. In the FY 2019, the following article 4 directions have come into effect:
- The temporary 'office to residential Exemption Area', which covered Shoreditch and much of Hoxton, Dalston and Hackney Central, was due to expire in May 2019. This permanent A4D was made to supersede it, and came in effect in **April 2019**.
 - Shacklewell Green Conservation Area - 19th April 2018. Effective from **22nd October 2019**.
- 3.31. The Council expanded two existing Article 4 Directions: to take account of the new local centres designated in LP33. Both extensions came into effect in January 2019.
- Retail to Residential Use (in all of the Borough's Major and District Town Centres and in the Local Shopping Centres).
 - Flexible Town Centre Uses (in all of the Borough's Major and District Town Centres and the Local Shopping Centres).
- 3.32. In 2020 the Government made several changes to the GPDO and the Use Classes Order, which may have a significant effect on existing Article 4 Directions. One of the most significant is the amalgamation of several different use classes into a single new 'E' use.
- 3.33. At the time of writing the only A4D directly affected is Hackney's *Flexible Town Centre* (2016). However, other A4Ds may also be impacted after the *transition period ends in July 2021*. This will be particularly relevant as there may be proposals to further amend the permitted development rights, to allow the new Class 'E' to be changed to residential, C3, without the need for planning permission. If the class E to C3 becomes a permitted development right then the following Hackney A4Ds will be affected:

<u>Office to residential</u>	Made July 2015. WEF 15.09.16
<u>Light Industrial to residential</u>	Made May 2017. WEF 14.05.18
<u>Retail to Residential</u>	Made July 2015. WEF 15.09.16

4. Neighbourhood Planning & Duty to Cooperate

Neighbourhood Planning

- 4.1. Neighbourhood planning was introduced by the Localism Act 2011. The Government also introduced guidance on submitting Neighbourhood Area and Forum applications in the Neighbourhood Planning (General) Regulations, in 2012 and 2016. Through the Localism Act, local communities have the power to influence the future of the places they live by preparing Neighbourhood Plans. Neighbourhood Plans are led and prepared by the community. The Council has a statutory role to provide advice and support to those producing a plan
- 4.2. Neighbourhood planning allows communities to influence the development and growth of their local area through the production of a Neighbourhood Development Plan, a Neighbourhood Development Order, or a Community Right to Build Order. Neighbourhood Planning is taken forward by Neighbourhood Forums that apply to the Council to designate a 'Neighbourhood Area' for which to focus their proposals.
- 4.3. As Neighbourhood Plans become formal planning documents with significant weight in decisions on planning applications, they have to be prepared following a statutory process, broadly similar to that for the Council's own plans.
- 4.4. Before a Neighbourhood Plan can be considered a Neighbourhood Forum needs to be formed and a Neighbourhood Area needs to be agreed. The Neighbourhood Forum will set the boundaries for the neighbourhood area, and this must be agreed by the Council. There can be only one Neighbourhood Forum for each area.
- 4.5. For a Neighbourhood Plan to be accepted it must comply with local and national planning policy. Neighbourhood Plans can provide detail on how the Council's borough-wide planning policies should be applied in a local area, to reflect the aspirations of the community and local circumstances. Neighbourhood Plans have to be in line with the overall strategic approach in Hackney's existing adopted plans and national policy.
- 4.6. Since 2015 Neighbourhood Planning applications are subject to strict time limits. A local planning authority must determine an application for the designation of a neighbourhood area within 13 weeks. Where an application area straddles a borough boundary and falls within the administrative area of two or more local planning authorities, the prescribed period is 20 weeks.
- 4.7. Changes were also made to the time allowed for representation and to the list of documents that a qualifying body must submit to a local planning authority with a proposal for a neighbourhood plan. The minimum period that a local planning authority must allow for representations was reduced from six weeks to four weeks.

- 4.8. Additionally, Neighbourhood Forums are now required to submit either an environmental report prepared in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004, or a statement of reasons why an environmental assessment is not required.

Hackney's designated Neighbourhood Areas and Forums

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

Chatsworth Road Forum

- 4.10. The Chatsworth Road Forum was the first group in Hackney to implement the legislation and their applications to designate a Neighbourhood Area and Neighbourhood Forum were approved by the Council in July 2013. The group has failed to deliver a Neighbourhood Plan within the 5 year window and the Neighbourhood Forum designation has now lapsed.

Central Stamford Hill Neighbourhood Area

- 4.11. The Council designated the Central Stamford Hill Neighbourhood Area in July 2013 and resolved to deliver a fully inclusive Area Action Plan for Stamford Hill, led by the Council. The Stamford Hill Neighbourhood Area designation remains in place and the area had been incorporated into the boundary of the action area.
- 4.12. Good progress is being made on the Stamford Hill Action Plan, the Council is working with members of both local forum applicants to develop a shared vision for the future in the Stamford Hill area. A Cross Party Project Steering group involving local Ward Members from all political parties has been set up to steer the AAP and is working well. The Council has also set up a Community Panel which includes community representatives and local people who live or work in Stamford Hill. The main purpose of the Community Panel is to ensure that a range of local views are taken into account in the policies developed in the AAP. The group includes representatives of both Stamford Hill Neighbourhood Forum groups, key community groups, faith groups and Ward Councillors. The work with the Community Panel won the London Planning Award for the Best Community Led Regeneration Project in 2016.
- 4.13. Consultation on 'Towards a Stamford Hill Plan' took place in early 2017 and the Council won the 2018 RTPI Award for Excellence in Plan Making Practice for the plan.



Figure 4.1: Designated Stamford Hill Neighbourhood Area

Queen Elizabeth/ Lordship Neighbourhood Area

- 4.14. In January 2015, the Council designated a Neighbourhood area in Clissold Ward. The Queen Elizabeth Lordship Neighbourhood Forum group made an application for a small Neighbourhood Area, comprising a series of residential streets in the North east corner of Clissold Park. This application was for a neighbourhood area only and covers a small area comprising about 5 streets bounded by Lordship Road and Clissold Park. Some of the area is already within a Conservation Area and the main focus of the group is on improving local design and amenity. The group has not yet submitted an application for a Neighbourhood forum.

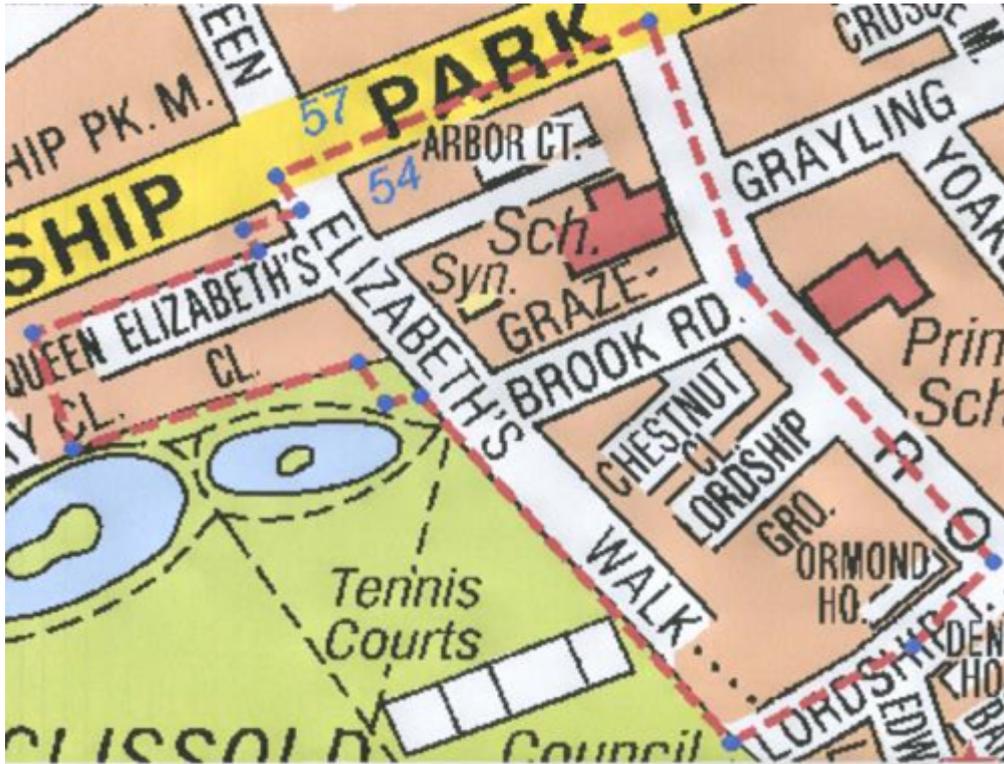


Figure 4.2: Queen Elizabeth/Lordship Park Neighbourhood Area

East Shoreditch Neighbourhood Area and Forum applications

- 4.15. The East Shoreditch Neighbourhood Forum submitted a Cross Borough Tower Hamlets /Hackney application for a neighbourhood area and forum, which was considered by the Hackney Cabinet in February 2015. The submitted area was focused on the Boundary Estate, but also included the east side of Shoreditch High Street including key business locations. Tower Hamlets Cabinet approved both the area and forum applications for their part of the proposed area.
- 4.16. Hackney Cabinet redrew the boundary and designated a smaller neighbourhood area boundary centred on the Hackney section of Calvert Avenue and St Leonards Church. The accompanying application for an East Shoreditch Neighbourhood Forum was refused. The Council was concerned regarding the makeup of the group as the proposed forum was primarily drawn from the residential areas located within the Tower Hamlets boundary, which under represented the business interests in Hackney. Hackney Cabinet resolved instead to start work on a Shoreditch Area Action Plan (see update on Future Shoreditch – Area Action Plan).
- 4.17. The Shoreditch Area Action Plan is progressing well and has completed public consultation on a draft plan during the summer of 2019. The next draft of the Plan will be out for consultation during 2021

Road and a small section of Seven Sisters Road. The area follows the Brownswood Ward boundary, but excludes the adjacent Stoke Newington Filter beds Conservation Area and Kings Crescent estate.

4.20. The area contains the following Local Plan designations:

- Finsbury Park District Centre The corner of Blackstock Road and a small section of Seven Sisters Road is designated as a District Town Centre in Hackney's adopted Local Plan LP33



Figure 4.4: Finsbury Park and Stroud Green Neighbourhood Area

4.21. The Finsbury Park Town Centre is an area in need of significant regeneration and improvement. The area has a number of strong attributes, including the nearby asset of a large open space (the Grade II listed Finsbury Park), excellent and improving transport links, a vibrant entrepreneurial local community and an attractive although degraded built heritage. However, the area faces a number of challenges. Finsbury Park is one of the most deprived areas in the country, and the layout and functioning of the area is severely constrained by transport infrastructure which creates a disjointed and unattractive area lacking a real centre or heart.

4.22. Islington, Haringey and Hackney Councils share a long standing ambition to improve the area. The three boroughs have worked closely together since 2012 when Islington, Haringey and Hackney Councils signed the Finsbury Park Accord a tri-borough agreement. The aim of the agreement was to establish the terms of cross-borough delivery of strategic policy, planning and public services in the Finsbury Park area.

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

5. Housing

- 5.1. Housing forms a central element of the Council's planning policies, with the principle aim of ensuring that the housing needs and aspirations of Hackney's current and future residents are met in a way that is sustainable.
- 5.2. The borough faces extremely high demands for housing, with the most recent Market Assessment Addendum indicating the need to build 1,758 new homes each year to meet the needs of a growing population. Planning policies aim to achieve this target, while ensuring that new homes are of the correct size, tenure and above all quality to meet the needs of residents.
- 5.3. Following adoption of LP33 in July 2020, the Council's new housing target is now 1,330 homes/annum as set out in the new London Plan which came into effect on 2nd March.

Net additional dwellings over the last 5 years (FY2015-19)

- 5.4. As a raw measure of policy effectiveness, net housing delivery over the last 5 years has totalled 7,843 units, an average of 1,569 per year. FY2015 saw the strongest delivery within the five years. FY2019 saw a lower performance than the previous financial reporting year, primarily driven but market uncertainty over Brexit..

Tenure	FY2015	FY2016	FY2017	FY2018	FY2019	Total
Affordable Rent	45	63	36	10	31	185
Social Rented	94	20	97	15	1	227
Intermediate	107	147	128	119	107	608
Market	1223	944	890	1377	830	5264
<i>Non-conventional supply</i>	<i>1029</i>	<i>-6</i>	<i>72</i>	<i>334</i>	<i>130</i>	1559
Total	2498	1168	1223	1855	1099	7843
London Plan Target	1599	1599	1599	1599	1599	7995

Table 5.1: Housing Delivery in Hackney FY2015-FY2019

- 5.5. Over the last 5 years, the borough's net delivery is 98% of the London Plan target². This is mainly due to the high housing returns in FY2015 and FY2018. The main factors affecting housing completions in FY2019 was the slow down on sites in response to market uncertainty over Brexit and the level of completions from estate regeneration. The Council's estate regeneration programme accounts for a large number of completions of the

² LBH will exceed the 5 year target if we apply 1330 from 2017, or even just 2019 which will give a return of 101% against the target.

Council's overall housing target phased over a number of years. FY2019 was a year where no stages of the large estate regeneration schemes (Woodberry Down, Colville and Kings Crescent) were scheduled to complete and therefore no housing units were forthcoming. This is unlike the FY2018-19 when 1 / 3 of completed units were delivered through estate regeneration. 2 / 3 of the total of approvals for that year were via estate regeneration and these numbers will feed into future monitoring years.

- 5.6. In line with the London Plan, Hackney seeks the maximum reasonable amount of affordable provision in developments, with policy current set at a target 50% affordable housing on conventional developments over 10 units through policy DM21 of the DMLP and 20 of the Core Strategy, and carried forward into the policy LP13 of the Hackney Local Plan 2033.

Tenure breakdown

- 5.7. As a proportion of conventional developments, 16.2% or 1020 units were affordable over the last 5 years. Of this:
- 22.2%, or 227 units were for social rented
 - 59.6 %, or 608 units were intermediate
 - 18.1%, or 185 units were Affordable Rent
- 5.8. The 16.2% affordable housing achieved for this period is slightly down on the 16.7% achieved over the last 5 year period, FY'14/'18. However, the social rented element of the total affordable housing supply has increased from 3.7% to 22.2%.

Conventional Housing Delivered between FY2015 and FY2019

Tenure	Total 2014 - 2018	%	Total 2015-2019	%
Affordable Rent	350	5.2	185	2.9
Social Rented	41	0.6	227	3.6
Intermediate	722	10.9	608	9.7
Market	5518	83.2	5264	83.8
Total	6631	100	6284	100

Table 5.2: Conventional Housing FY2015-FY2019

Conventional Supply 2015-2019 Total 6,284

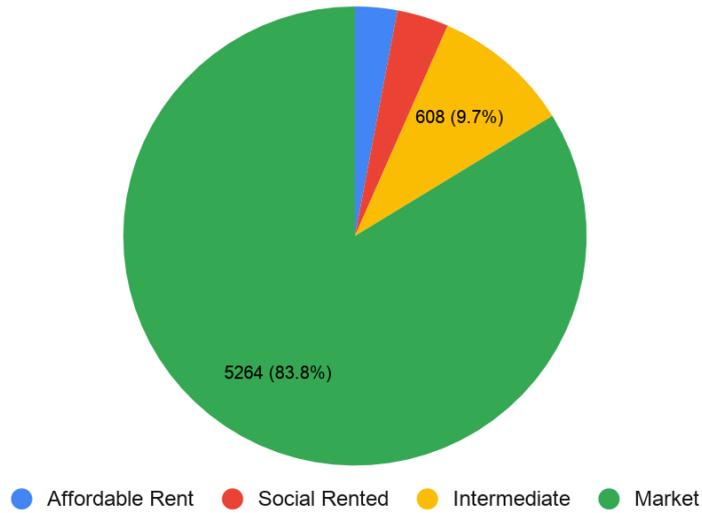


Fig 5.1: Conventional Supply by Type FY2015-FY2019

- 5.9. Looking at FY2019, the total number of conventional housing units delivered was 969 units of which 139 units, or 14%, was affordable. Of this,
- 22.3%, or 31 units, were affordable rent.
 - 76.9% or 107 units, were intermediate
 - 1% or 1 unit was social rented.

Unit size breakdown

- 5.10. A breakdown of unit sizes for affordable figures for 2019 shows 30% of 1 bed, 41% of 2 bed and 29% of 3+ bed. This is in line with the policy mix advocated in the DMLP and LP33.

Affordable Housing by Unit Size - Total

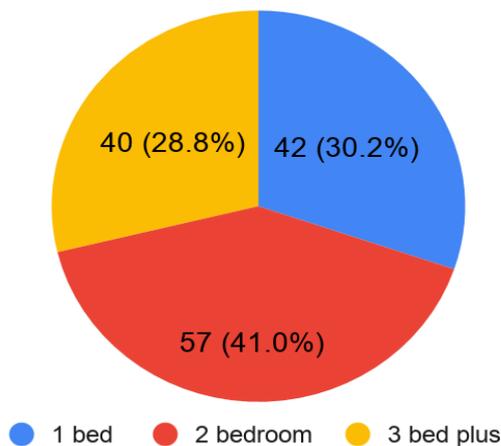


Fig 5.2: Affordable Units by size FY2019

Non-self contained accommodation

5.11. Non-self-contained housing refers to student housing, hostels, houses in multiple occupation and housing for older people and accounts for 11.8% of all housing completed in FY2019, or almost 20% over the last 5 years. LP33 has adopted a new policy approach which prioritises self-contained housing supply over other forms of accommodation.

Delivery by Ward & Place

5.12. Core Strategy Policy 1 sets out that new developments should be focused in growth areas, primarily the Town Centres, South Shoreditch and the railway corridors of the North and East London Lines.

5.13. The spatial distribution of the completions are shown below.³

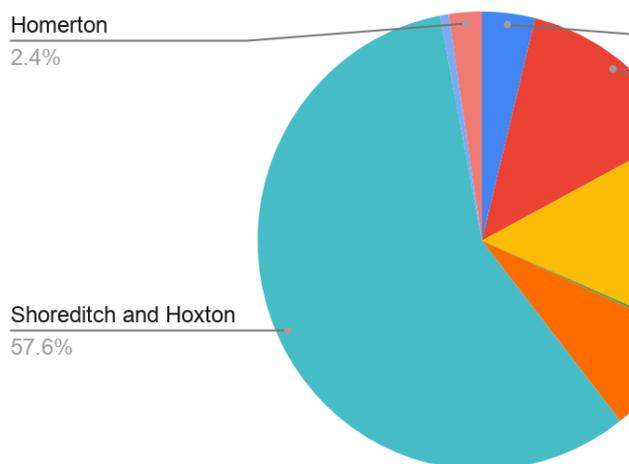
LP33 Place Policy Area	Wards	Number of schemes	Proposed	Net Gain
Dalston	Dalston	6	10	6
	Stoke Newington	15	23	10
	Clissold	9	18	10
	Shacklewell	1	12	11
	Sub total	31	63	37
Hackney Central	Hackney Central	6	12	3
	Hackney Downs	17	125	113
	London Fields	9	23	14
	Sub total	32	160	130
Stamford Hill	Stamford Hill West	9	24	13
	Cazenove	14	122	112
	Springfield	7	18	13
	Sub total	30	164	138
Hackney Wick	Hackney Wick	-	-	-
	Victoria	4	6	2
	Sub total	4	6	2
Clapton and Lea Bridge	Leabridge	14	80	70
	King's Park	5	9	5
	Sub total	19	89	75

³ Map of [Housing Completions FY2019](#)

Shoreditch and Hoxton	De Beauvoir	7	34	29
	Hoxton East & Shoreditch	19	484	456
	Hoxton West	6	33	17
	Haggerston	6	93	56
	Sub total	38	644	558
Manor House	Woodberry Down	3	8	3
	Brownswood	1	5	3
	Sub total	4	13	6
Homerton	Homerton	8	92	23
	Sub total	8	92	23
	Total	166	1231	969

Table 5.3: Housing Delivery by Ward FY2019

Housing Net Gain by Area FY2019



- 5.14. These returns indicate that new housing growth is coming forward broadly in line with the aims of the Core Strategy. Shoreditch and Hoxton represents the largest area of growth in particular the Hoxton East and Shoreditch ward, which is where Principal Place (former Norton Folgate) development is located. Shoreditch and Hoxton increased its share of the borough housing delivery from 33.9% between 2014-2018 to 57.6% in FY2019.

Small site completions

- 5.15. In FY2019, twice as much new conventional housing came from sites of 9 units or fewer than in FY2018, 21.46% versus 11.74%. This is the just below average achieved over the last 5 years.

Completed Financial Year	Total Units	Small sites <10 units	Small sites % <10 units
FY2015	1469	297	20.22%
FY2016	1174	313	26.66%
FY2017	1151	367	31.88%
FY2018	1521	174	11.74%
FY2019	969	208	21.46%
Total 2015-19	6284	1377	Average 22.39%

Table 5.4: Delivery of housing from sites under 10 units FY2015-FY2019

Approvals: Major Schemes approved in FY2019

- 5.16. The Council's Majors team approved 12 schemes in FY2019 proposing a total of 235 residential units. The biggest contribution to housing supply were the 58 units at 2-16 Warburton Road (2018/4172), and 50 units at Holborn Studio, 49-50 Eagle Wharf Road (2017/3511). The two major schemes approved with no housing proposed, were for community facilities (see para 8.22).

Small Sites approved in FY2019

- 5.17. Over the last five years, approximately 90% of all planning applications processed were for small sites, reflecting the scale of such sites within a tight and dense network of streets found over much of the borough.

	Total Number of applications in Year	Number of applications for small sites	Small sites %
FY2015	213	193	90.61%
FY2016	196	181	92.35%
FY2017	182	168	92.31%
FY2018	128	106	82.81%
FY2019	166	148	89.15%
Total 15-19	885	796	89.9%

Table 5.5: Small sites applications FY2015-FY2019

Total Number of applications in Year and Number of applications for small sites

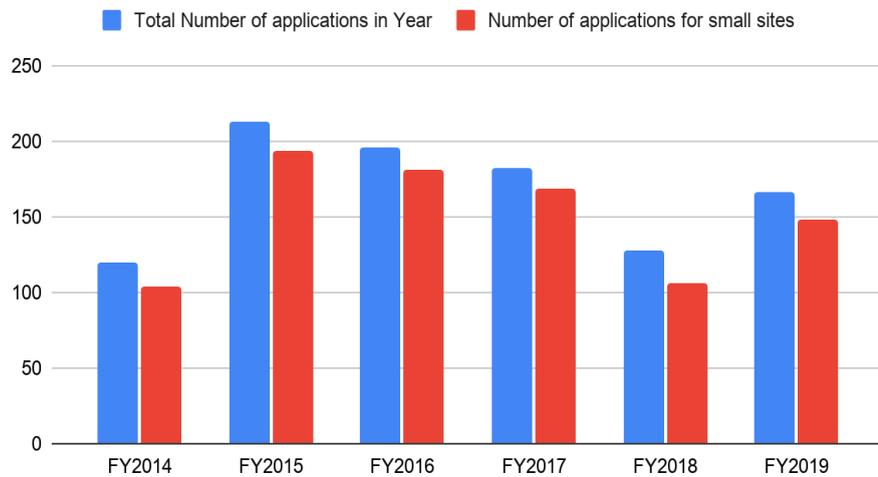


Fig 5.4: Number of Planning Approvals completed FY2014-2019

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

5.18. Figure 5.5 below sets out the updated housing trajectory for the borough. From FY20, Hackney is aiming to deliver 13,455 during the next 10 year period. This is above the 10 year London Plan target of 13,300. After that time, there is a tailing-off of delivery due to a lack of knowledge and detail of development beyond 10 years.

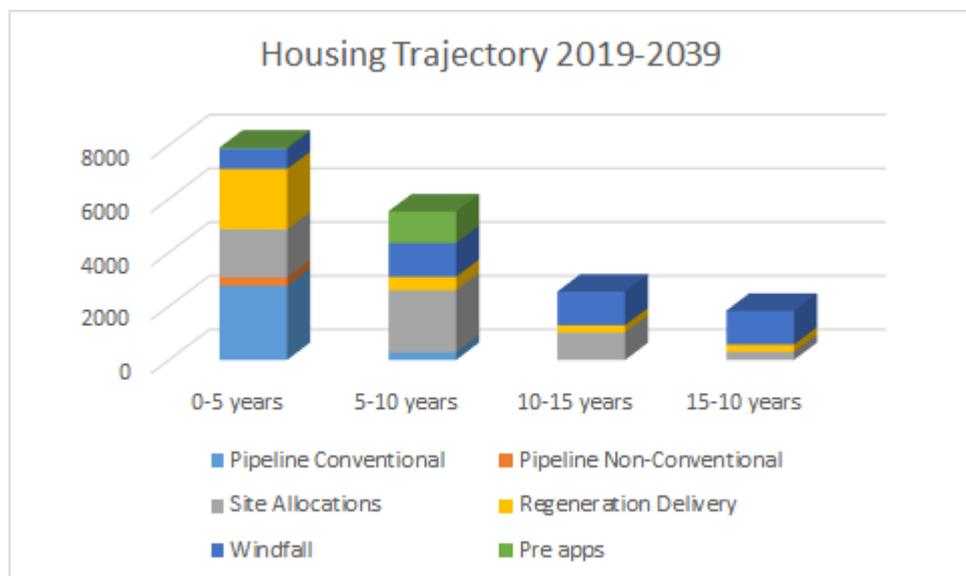


Figure 5.5: Housing Trajectory 2019-2039

5.19. The trajectory indicates that Hackney can demonstrate a 5-year land supply, as required by the NPPF. Overall, between 2019 and 2024 the borough will deliver a total of 7,917 homes. Delivery in the period is broken down in Figure 5.5:

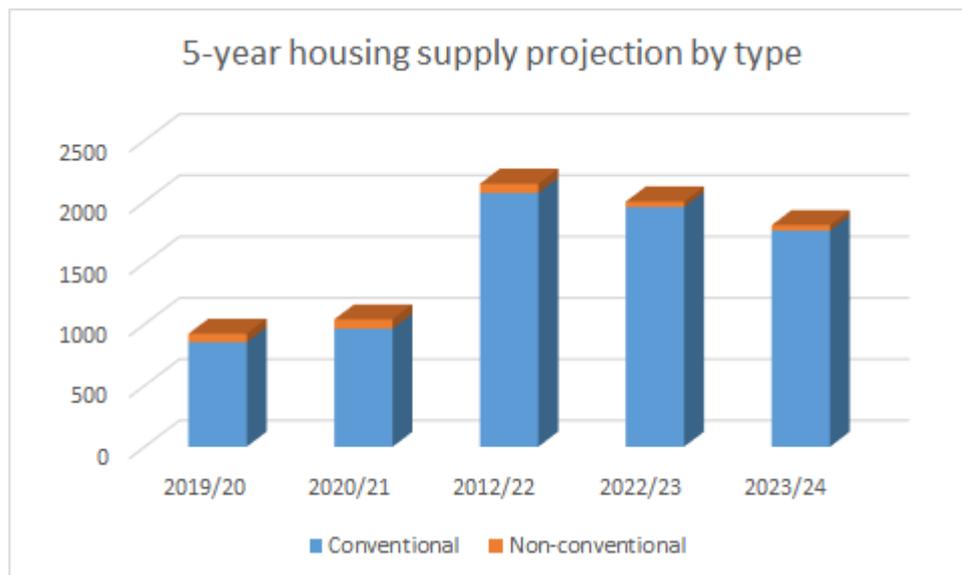


Figure 5.6: Trajectory for 2019-23 by type of housing

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

Housing Delivery Test

- 5.22. The table below shows Hackney’s performance against MHCLG’s Housing Delivery Test which monitors LPA housing delivery performance but taking the average over the last 3 years of housing completions.

Housing completions FY2017 - FY2019 including Non-conventional housing⁴

	Housing Target	Homes Delivered (Con and non -con)	Of which non -conventional	HDT
2017/18	1,599	1,287	20	
2018/19	1,599	1,707	186	
2019/20	1,599	1099	130	
Total 3 years	4,797	4,093	336	85%

Table 5.6 : Housing Targets and Completions FY2017 -2020

⁴ Non-conventional accommodation includes student accommodation and communal accommodation such as hotels and HMO. 2.5 student bedrooms are counted as the equivalent of 1 residential unit and 1.8 other communal bedrooms are counted as the equivalent of 1 residential unit.

- 5.23. For the 2019/20 HDT Test, Hackney achieved 85% of its 3 year average target, from its 2018/19 Test score of 87%.

Summary

- 5.24. Over the last 5 years, planning policy has led to the delivery of 98% of the borough's housing targets, providing a total of 7,843 units. Of this amount, approximately 1,020 affordable units have been delivered, which is 13% of all housing, or 16.2% of conventional housing only.
- 5.25. The Council's new housing target is now 1,330 homes/annum following LP33's adoption in July 2020 and as set out in the new London Plan which came into effect on 2nd March. Housing need in Hackney, at 1758 units per annum is higher than identified housing capacity in the Borough. The Local Plan 2033 sets out a growth strategy to address this gap.

6. Employment

Note: Employment & Retail and Town Centres: There are limited updates to these chapters due to the unavailability of floorspace data from the GLA's London Development Database as it is under-going technical updates. The cyberattack has compromised our ability to access equivalent data on our own systems. Data provided has been sourced from officers own records and system datasets where access is still possible.

- 6.1. The London Development Database (LDD) is the citywide mechanism that monitors planning permissions, starts and completions for the London boroughs. The LDD is being incorporated into a new **Planning London Datahub**. Hackney has input its returns for FY2019, but at the time of writing, its final non-residential floorspace figures are not yet available to the boroughs.
- 6.2. The sections most affected by this delay are:
 - Employment
 - Town Centre and Retail
- 6.3. In the absence of finalised returns, the GLA/ LDD did provide some provisional very broad non-residential floorspace returns to Hackney for the period FY2015-2019.
- 6.4. For the FY2015-19, 21,128 sqm of non residential floorspace has been delivered in the borough, and an additional 144,531sqm has commenced.

Non-Residential Delivered in Hackney FY2015-19

Year	Delivered SQM
2015	528
2016	1539
2017	11518
2018	6088
2019	1455
Total	21,128sqm

Table 6.1 Non residential floorspace delivered in Hackney FY2015-19

- 6.5. **Until, a breakdown of figures is received by the GLA upon completion of the LDD technical cut-over project, the following is surmised based on case officer feedback.**
- 6.6. Increasing employment is a key objective of the borough aimed at reducing poverty and increasing life chances. In addition, changes to employment floorspace can have significant impacts for business rates and spending in Hackney, contributing to economic prosperity. Planning policy aims for

Hackney to be one of London's most competitive and affordable business destinations, with policy supporting the main growth areas to attract a distinctive mix of enterprises through providing a high quality environment around industrial locations and ensuring all employment areas offer high quality affordable units.

- 6.7. Core Strategy Policy 17 and DM14 seek to protect areas of high levels of business floorspace, known as Priority Employment Areas, and seek to encourage increased provision of employment floorspace within these areas. The principle aim is to ensure these areas retain the benefits of agglomeration, such as supply chains/networks, collaboration and operation, without damaging residential amenity.
- 6.8. Core Strategy policies 16, 17 and 18 look to increase levels of employment across the borough. The trend over the last three years is that within certain PEAs the move is towards B1a floorspace, over other employment floorspace. In light of this, the PEA designation has been further refined to Priority Office Areas, Priority Industrial Areas and Locally Significant Industrial Areas in the Local Plan 2033. This offers an opportunity to encourage the right kind of development based on the characteristics and nature of the defined employment area. Within POAs, employment led development is required (with an emphasis on office delivery). Within PIAs, support mixed use development which safeguards industrial land/ floorspace but enables other uses to be introduced through redevelopment/ intensification.
- 6.9. These refined designations have been embedded in the new Local Plan, LP33, adopted in July 2020.
- 6.10. In FY2019, data from major schemes shows that the Council approved approximately 17,400sqm (gross) of B1 space. Just under 13,000 sqm of which is from two schemes 49-50 Eagle Wharf Road (2017/3511) and 101-103 Great Eastern Street (2017/4800). With regards to the latter, in addition to around 7,200 sqm of office space, it will also provide 1,500 sqm of uses within the A use class.

Hackney's Locally Significant Industrial Sites and Strategic Industrial Locations

- 6.11. Hackney has a very small amount of land in protected industrial designations, known as LSIS. Between FY2015-FY2019, there was no change to these areas. There are no applications in the pipeline for the LSIS areas. This demonstrates that the policies within the Local Plan have been effective in protecting industrial land within LSIS designated land.

Business in the Borough

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

AREA	2015	2016	2017	2018	2019
Camden	25,625	27,370	29,440	30,960	32,255
Hackney	14,725	16,885	18,995	19,905	21,300
Islington	16,665	17,760	18,485	18,780	20,130
Tower Hamlets	14,445	15,765	16, 835	16,925	17,355
Inner London	233,955	250,165	264,905	209,220	275,530
Outer London	210,925	226,725	240,750	240,050	246,710

Table 6.2: ONS, Enterprises by Employment Size, FY2015-19

- 6.13. Table 6.2 shows that Hackney has been highly successful in growing the number of new businesses in the borough, with growth in the number, and importantly the rate of new enterprises – between 2015-19 Hackney gained an additional 6,575 enterprises, or a growth of 44% over the period, while the Inner London average was 17% over the same period.

Affordable Workspace Provision

- 6.14. DMLP policy 16 builds on the Core Strategy's objective of making Hackney one of London's most competitive and affordable business destinations by seeking that new developments in major commercial and mixed use development schemes provide 10% affordable workspace.
- 6.15. In Hackney, using Co-Star data, the average rent for office space per square foot in FY2019 was £48.86 (including reduction for concessions), an increase from £40.80, in FY2018. In certain areas, the rent is much higher than the average particularly in Shoreditch and the south of the borough, with office rents getting as high as £80.00 psf.
- 6.16. In order to ensure that work space is affordable for the larger community, LP33 policy has determined that affordable workspace will be set at 40% of the market rate in the Shoreditch POA. in the remaining POAs, CAZ and town centres, the affordable rate will be at 60% of the market rent.
- 6.17. There is already a pipeline of schemes which are tied, via s106, into providing the workspace.

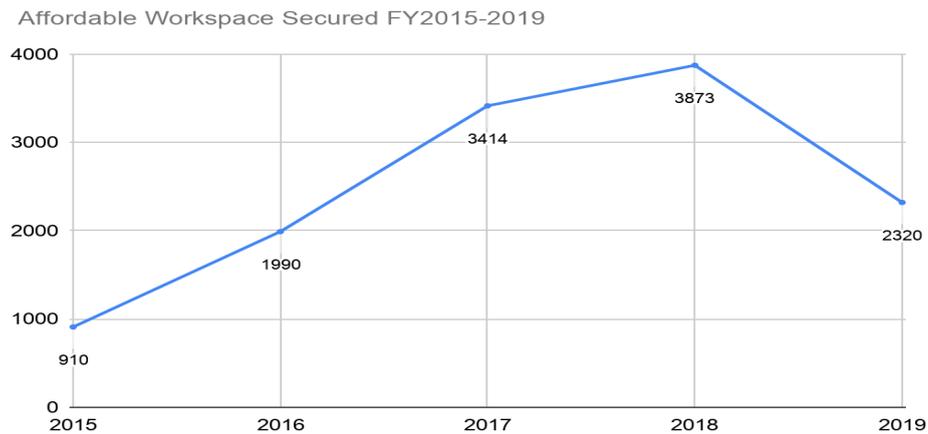


Figure 6.1: Affordable Workspace, FY2015-19 Hackney

- 6.18. For FY2019, 2,320sqm of affordable workspace was secured through planning obligations on 6 schemes. Overall, 12,507sqm of affordable workspace has been secured between 2015 and 2019. The yearly total has grown strongly between 2015 and 2018, although there was a drop last year. This shows the policy to be working effectively to deliver new affordable workspace. The significant amount of new employment floorspace in the pipeline is likely to increase the amount of affordable floorspace provision in the borough going forward.

New Hotel and Hostel Rooms

- 6.19. Core strategy policy 17 acknowledges that Hotels (Class C1) form an important part of the supply of employment developments in the borough, both contributing to the economy but also more recently facilitating the tourism and entertainment industry in Hackney as well as short-stay for business clients and collaborators.
- 6.20. In December 2017, the GLA revised their supply and demand figures for visitor accommodation. The need figure, for Hackney, between 2015 and 2041 is 3,382 more units (hotels, hostels, etc.). Since December 2015, 794 hotel rooms have been completed. There was no completed gain or loss of hotel space in FY2019.
- 6.21. The pipeline for hotel and hostel developments sees 1120 hotel and hostel units coming forward. Haggerston gains 969, Dalston 122 and Hoxton West 87. Over 82% of the new hotel space is within Haggerston Ward, and is symptomatic of the 'city fringe's growth over time and the popularity of Shoreditch as a tourist and business destination.
- 6.22. Including completed units, those under construction and those in the pipeline, there is a further need for 1,242 additional units up to 2041.

Summary

- 6.23. When looking at pipeline developments which indicates future delivery around 224,048 of new employment space, mainly in the B1a class, and mainly within the PEAs. Ten of the PEAs will see an increase in floorspace, with Shoreditch seeing a net gain of new B1 floorspace significantly ahead of other PEAs. Only Dalston sees a loss of B1a. Overall employment space outside of PEAs and LSIS is likely to shrink. The overall indication is that instead of losing employment floorspace to other uses, and therefore businesses, developers within Hackney appear to be renewing employment space, with policy helping to refocus new floorspace into employment areas. The Core strategy and DMLP seek to promote and focus employment floorspace into employment designations in the borough, PEAs and LSIS.
- 6.24. Despite these strong policy protections, industrial floorspace in Hackney's PEAs has experienced significant losses in the last 5 years. There has, by contrast, been an increase in B1a (office) floorspace and a small increase in B1b. In the PEAs of Wenlock, Shoreditch, Mare street and Kingsland, where B1c losses were larger, B1a gains were greater. .
- 6.25. Hackney's Employment Land Study suggests a strong need for B1a office space (a minimum of 117,000sqm). The findings of this study also stress the need to ensure the retention of an adequate stock of industrial capacity to support a diverse, adaptable and more sustainable economy. In response to this evidence on employment needs, a more refined approach to the Council's employment policy has been taken in LP33. The borough's designations have been redefined to comprise of Priority Office Areas (POAs), Priority Industrial Areas (PIAs) and Locally Significant Industrial Sites (LSIS). Within POAs, employment led development is required (with an emphasis on office delivery). Within PIAs, support mixed use development which safeguards industrial land/ floorspace but enables other uses to be introduced through redevelopment/ intensification.

7. Retail and Town Centres

- 7.1. Protecting Hackney's Town Centres is key to the continued growth and prosperity of the borough, especially in terms of supporting local amenities. The core objectives aim to make Hackney's town centre hierarchy one of the most inclusive and vibrant places in London by supporting the further development as civic and cultural hubs which are well connected centre and have strong commercial retail and cultural industries. Core Strategy policy 13 sets out the overarching strategy, which focuses on developing Dalston and Hackney Town centres, while the Development Management Local Plan (DMLP) policy 7 directs all new A1 floorspace to town centres, supported by DM9 which prevents changes of use to A1 frontages in Town Centres that would result in the proportion of units falling below 60%. While retail is at the heart of town centre uses, other services, such as banks, employment agencies and law firms, as well as restaurants and cafes are also important.
- 7.2. In addition to these daily uses, there is also a need to plan for the night-time economy, with DMLP Policy 11 directing A3, A4 and A5 uses to town centres to support this.
- 7.3. Hackney has a hierarchy of town centres, defined by the London Plan. These currently run from a London level major centre (Dalston) to smaller district centres (Hackney Central and Stoke Newington High Street) and finally some 14 local centres (for example, Broadway Market and Wick Road). The centres designation reflects their usage, i.e. Dalston supports significant big-brand retailers, while Upper Clapton road has some business use but is largely groceries and day-to-day amenities. The Core Strategy and DMLP support A1 as the predominant land use at ground floor level in town centres, defining a primary and secondary frontage in which proportions of A1 must remain over 60%, and defining the area of town centres through the town centre boundary.
- 7.4. In addition to the impact of employment policies, DM11, covering the night-time economy directs increases in A3 uses, as well as A4 and A5 uses to Town Centres. The biggest growth in leisure and experience retailing will be outside the designated town centres in particular in Shoreditch. Shoreditch is part of the Capital's Central Activity Zone, thus retail and commercial uses form an important component of the character and economy of the area.
- 7.5. The only major scheme approved in FY2019 with a significant proportion of retail floorspace was Shoreditch Island, 101-103 Great Eastern Street, which included 1,546sqm of retail (use classes A1, A3 and A5).

Town Centre Pipeline

- 7.6. The pipeline suggests that the majority of growth A1/A2 and A3 activities will continue to be focused outside town centres, particularly in Shoreditch, with an overall growth in all use classes. As previously noted, this indicates a need to consider the relationship between employment and town centre policies to ensure the objectives set out in core strategy of focusing these uses in town centres are attained.
- 7.7. The issue of town centres has been considered in the new Local Plan 2033 and new London Plan - Hackney Central is to be upgraded to a Major centre and Stamford Hill will become a district centre. This will strengthen the offering that these centres can provide to the community.

Proportion and Vacancy Rates in Town Centres

- 7.8. Hackney's designated town centres are performing well in terms of vibrancy and interest, with a broad range of shops. The latest evidence on the health of the town centres can be found in the Hackney Retail Study (2017).
- 7.9. The Council in 2016 made two Article 4 Directions to remove PD rights restricting change of use in the designated town centres. In line with the policies in LP33, these seek to manage balance between retail, and leisure / experience activities that are beneficial for the vitality and viability of the town centres.

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

- 7.10. Core strategy policy 11 recognises the contribution of the Night-Time economy to the borough and aims for a managed expansion of uses, specifically in Hackney Central, Stoke Newington, Dalston, South Shoreditch and Broadway Market. DMLP policy 11 sets out these uses as restaurants and cafés (A3), drinking establishments (A4) takeaways (A5) and assembly and leisure (D2).
- 7.11. A4 uses form part of the night time economy alongside nightclubs (classed at Sui-generis). Traditionally, A4 use classes were independent bars and pubs, but increasingly they form part of mixed use schemes or flexible uses. This makes their monitoring challenging.
- 7.12. An important external factor affecting the night time economy are the Special Policy Areas (SPAs) for licensing. These areas, in Shoreditch and Dalston, limit the grant of licences for late night opening of bars and restaurants.
- 7.13. They have a double impact of both reducing the provision of these uses within Dalston Town Centre and Shoreditch (which is not designated as a town centre) and overall provision in the borough. While SPAs are compatible with planning policy which, by conditions on an application can limit opening hours to maintain neighbour's amenity and impact on town centres, greater consideration may need to be given to the future strategy of directing these uses into town centres or areas covered by SPAs.
- 7.14. Overall, all new A4 floorspace has been permitted outside of existing town centres, much of which is in Shoreditch and the Central Activities Zone, and largely based around flexible consents and therefore its usage uncertain. The

new Local Plan 2033 and Shoreditch Area Action Plan will seek to manage this growth effectively and diversify the night time economy.

- 7.15. A5 uses are at a similarly low level, with a limited set of completions and low numbers in the pipeline, which are outlined below. Policy DM11 of the DMLP requires that A5 use is primarily situated in major, district and local shopping centres.

Summary

- 7.16. Going forward, LP33 policy will strengthen the requirements around A1 units within the major and district centres. Through LP33, Hackney Central has become a major town centre, Stamford Hill a District Centre and four new local shopping centres have been designated in the borough.
- 7.17. It is important to note that outside of town centre designations there has been an increase of new retail space between FY2015-FY19, and this is expected to increase further.
- 7.18. Planning policies for the night time economy have had mixed results over the last five years. Dalston and Hackney Central have seen an increase in A3, as have some of the local centres including Kingsland Road, Lauriston Road and Stoke Newington Church Street.
- 7.19. A4 and A5 uses share a low level of activity and are reported on over the last 5 years. Within A4, there has been a mixed picture across the town centres, although most of the designated centres saw no change at all. The greatest loss has been outside town centres. This could be due to the adoption of Special Policy Area (SPA) in 2015 which limits licences for these uses within Dalston and Shoreditch, and is likely to have prevented developments coming forward in these places. Local Plan 2033 and Future Shoreditch both promote the diversification of the night time economy.

8. Communities, Culture, Education & Health

- 8.1. The first objective of the Core Strategy is to tackle inequality and contribute to enhancing community cohesion by improving the quality of the borough. One of the most important functions of planning policy is at the strategic level, supporting both the funding and development of new social, educational and health facilities to benefit the community.
- 8.2. Planning Obligations, or s106, and the Community Infrastructure Levy are mechanisms for deriving planning gain from developments which are used to mitigate the impact of development and support growth. Each type of planning gain is subject to restrictions stipulated in legislation.
- 8.3. S106 contributions apply to infrastructure which mitigates impacts *specific* to an *individual* development infrastructure needs arising from it and includes that development's contribution to affordable housing, affordable workspace, employment and skills, carbon offset and public realm/ transport improvements specific to an individual site.
- 8.4. It is used alongside the Community Infrastructure Levy (CIL) - a land charge applied to new development to pay for strategic infrastructure to mitigate the *cumulative* impacts of *all new* development across the borough and support borough-wide growth at the strategic level.
- 8.5. In accordance with Government regulations in December 2020 Hackney Council published its first Annual Infrastructure Funding Statement 2020 Community Infrastructure Levy and Section 106 ([Hackney IFS 2020](#)). The report covers the financial year 1st April 2019 - 31st March 2020 and provides information on the financial and non-financial contributions sought and received from developers for the provision of infrastructure to support development in Hackney, and the subsequent use of those contributions by London Borough of Hackney.
- 8.6. This chapter is a summary of the IFS, and highlights the amounts of s106 contributions received and agreed during the financial year of 2018 and also reports on the collection and spend of the Community Infrastructure Levy.

Planning Obligations

- 8.7. Planning obligations are set out in legal agreements signed between the developer and the Council under a number Acts including Section 106 of Town and Country Planning Act 1990. The planning obligations can be both financial and non financial but typically require a developer to fulfill a number of requirements to mitigate the impact of their development during construction and on completion.
- 8.8. The total of financial obligations agreed and received in 2019/20 (excluding Crossrail) are set out in the table below:

2019/20 Agreed	2019/20 Received	2019/20 Spent	Total money retained at the end of 2019/20 (excluding "commuted sums" for longer term maintenance but including £26.4M already committed to fund ongoing Section 106 projects)
£3,078,323.19	£12,923,461.96	£6,721,615.79	£49,985,982.88

Table 8.1: Financial obligations agreed and received in FY2019

The Breakdown of S106 spend by project category:

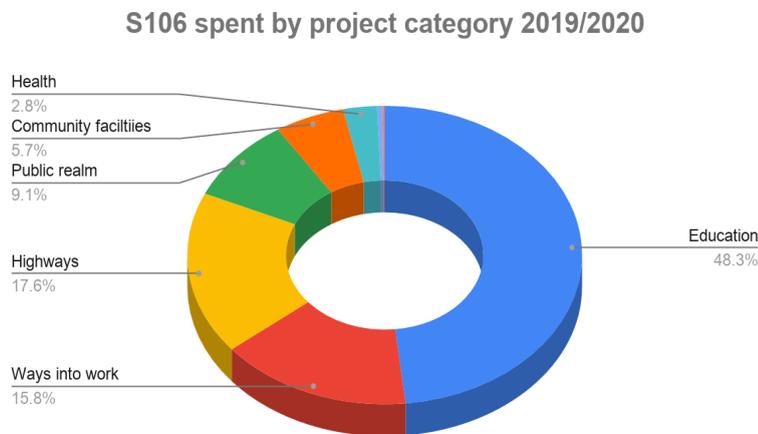


Figure 8.1: Breakdown of S106 spend by category

- 8.9. The total amount of money retained at the end of the reported year is £49,985,982.88. No money has been retained for long term maintenance.
- 8.10. Of the above sum, approximately £26.4M (53%) has already been committed to fund ongoing Section 106 projects. Of the remaining, £11.75M is ring fenced for future delivery of affordable housing in the borough and £3.5M will fund the necessary highways improvement works necessitated by developments following their completion.
- 8.11. Appendix 1. of the IFS provides a list of projects that have had funding allocated towards them in 2019/20 with unspent allocations.

Allocation of the S106 in 2019

Project	Allocation date	Sum allocated	Sum remaining (at the end of FY 19/20)
28 projects including Crossrail	FY2019	£12,131,534.25	£10,006,069.11

Head of Terms	No of projects	Sum allocated £	Projects and initiatives
Community / Health	1	1,270,688.00	WoodberryDown Children's centre
Crossrail	1	878,454.03	Crossrail
Education and Training (Libraries and Education)	2	5,378,574.93	School Facade Repair Programme
Employment and Job Creation	1	82,932.01	Employment Engagement Officer
Environmental Improvements (Public realm contribution, Environmental Improvements)	6	3,249,925.17	West Reservoir, The Stage public realm, Green Homes Fund, Ridley Road and Solar Panel Pilot Project
Highways	16	1,184,151.97	various
Open Space	1	186,808.14	Fairchilds Garden
Grand Total	28	£12,131,534.25	

Table 8.2: Allocation of S106 in FY2019

8.12. The sum allocated to community and education was £6,649,262.93 on three initiatives.

S106 allocated for Community and Education projects

Project	Allocation date	Sum allocated	Sum remaining (at the end of FY 19/20)
Woodberry Down Children's Centre	17/06/2019	1,270,688.00	1,094,282.16
School Facade Repair Programme Phase 2	23/05/2019	5,324,761.76	3,591,266.09

Phase 1 Schools Facade Repair Programme	11/09/2019	53,813.17	53,813.17
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Table 8.3: Allocation of the S106 on Community and Education initiatives

8.13. In FY2019, £6,721,615 obtained through s106 was spent on 55 items of infrastructure. Details about individual items is available in Appendix 2 of Hackney's IFS 2020.

S106 Spent on Infrastructure Projects 2019

Infrastructure projects	Amount spent	Date(s) Spent
55	£6,721,615.78	01 March 2019 to 01 March 2020

Project Type	No of projects	Amount Spent £	Project and Initiatives
Community / Health	2	363,027.21	Woodberry Down Centre Centre, and health improvements for residents.
Education and Training (Libraries and Education)	5	3,225,959.50	School Facade Repair, Berger School and Shacklewell Primary Schools works. Libraries refurbishments
Employment and Job Creation	2	1,062,115.76	Hackney 100 Project Phase2, and supporting residents in employment
Environmental Improvements (Public realm contribution, Environmental Improvements)	5	592,141.70	Shoreditch Public Realm, Pembury Circus improvement, Car Club, and Solar Panel pilot project
Highways	34	1,187,268.95	Various
Open Space	4	29,979.05	Hackney Road Rec, Stonebridge Gardens, Shepherdess Walk and Shoreditch Park
Others	2	170,203.61	Annual Maintenance Programme, and Shoreditch and Hoxton Regeneration Officer
Public Art	1	90,920.00	Shoreditch Art Fund
Grand Total	55	£6,721,615.78	

Table 8.4: S106 spent on Infrastructure Projects FY2019

Breakdown of Community and Education Projects

Community / Health	Healthcare Improvements for local residents	186,621.37	01 March 2020
Community / Health	Woodberry Down Children's Centre	176,405.84	01 March 2020
Education and Training (Libraries and Education)	Phase 2 School Facade Repair Programme	2,697,298.91	01 March 2019 to 01 March 2020
Education and Training (Libraries and Education)	Libraries Refurbishment Programme	292,919.60	01 March 2020 to 31 March 2020
Education and Training (Libraries and Education)	Phase 1 Schools Facade Repair Programme	187,980.69	01 March 2019 to 01 March 2020
Education and Training (Libraries and Education)	Berger School Works	47,633.48	31 March 2017 to 01 March 2020
Education and Training (Libraries and Education)	Shacklewell Primary School	126.82	31 March 2018 to 01 March 2020

Table 8.5: S106 spent on education and community infrastructure projects FY2019

- 8.14. The S106 spend on community and education projects as identified above in FY2019 was £3,588,986.71.
- 8.15. The Council agreed 121 non-monetary obligations from 27 schemes in FY2019, the details of individual applications are in Appendix 3 of the IFS 2020. The contributions cover a range of matters, across different services. These included but not limited to employment skills and local labour schemes, affordable housing.

Hackney's Community Infrastructure Levy

- 8.16. The Community Infrastructure Levy (CIL) is a mechanism to allow local planning authorities to seek to raise funds from new development, in order to contribute to the cost of strategic infrastructure necessary to mitigate the cumulative impacts of all new development and support growth. Hackney adopted its CIL in April 2015. The CIL will directly contribute to the provision of new infrastructure to support growth and development across the borough. Hackney CIL income and expenditure in FY2019 is detailed in the tables below.

CIL FY2019

CIL invoiced in 2019/20	CIL receipts received in 2019/20	CIL expenditure in 2019/20	CIL retained at end of 2019/20 (excluding administration and NCIL)
£4,111,350.67	£4,533,114.61	£2,909,508.06	£3,759,516.61

Table 8.6: Receipt and Expenditure FY2019

8.17. Of total value the amount from Liability Notices (liable floorspace after any relief that has been granted) is £4,038,017.43. The total value of surcharges imposed due to breaches of the Community Infrastructure Levy Regulations is £68,775.32 and the total value of the late payment interest accrued is £4,557.92.

8.18. The amount of CIL collected prior to 1st April 2019 is £24,058,491.76 and was all collected in cash. No land payments have been received. The total amount of CIL collected and allocated prior to 1st April 2019 was £17,612,587.00.

CIL Expenditure.

8.19. The total CIL expenditure recorded for the financial year 2019/20 is as follows:

Type	Allocated	Spent	Remaining
Admin CIL	£227,631.06	£227,631.06	£0.00
Neighbourhood CIL	£681,877.00	£681,877.00	£0.00
CIL Land Payments	£0.00	£0.00	£0.00
Hackney CIL	£2,426,186.61	£2,000,000.00	£426,186.61
Total	£3,335,694.67	£2,909,508.06	£426,186.61

Table 8.7: CIL Expenditure FY2019

Infrastructure	Amount Allocated	Amount Unspent	Allocation Dated
Green Space	£300,000.00	£234,432.21	01 April 2019
Health	£200,000.00	£191,754.40	01 April 2019

Table 8.8: CIL Allocation on Health and Green Space Infrastructure FY2019

Mayoral CIL Receipts in FY2019

- 8.20. In addition to Hackney CIL, Hackney Council collects Mayoral CIL (MCIL) on behalf of the Mayor of London to assist with the funding of the Crossrail development. During the reported year (FY2019) £2,996,533.87 was collected.

D1 – Community Uses - Non- residential institutions

- 8.21. The D1 Use Class refers to non-residential institutions which encompasses a range of uses including schools, nurseries, education and training centres and health centres among others.
- 8.22. In FY2019 three approved major schemes provided community facilities. The first was at Abney Park Cemetery (ref 2019/2966) for the restoration of the chapel, and the construction of a new building accommodating a multi-use community and education space, and interpretation cafe. The provision of an adult study centre was part of the approval at 54A Clapton Common (ref 2018/0494), and the refurbishment of an existing building, and erection of a temporary modular block for educational purposes at Bsix Brooke House College, Kenninghall Road (ref 2019/0273) was the third scheme.

Education Floorspace

- 8.23. In FY2019, a temporary accommodation for education was approved, while two other schemes included education teaching as a proposed activity. Over the last five years an additional 30,515sqm of D1 floorspace for education use was delivered in the Borough.
- 8.24. The April 2018 Childcare Sufficiency Audit found that overall the picture for childcare in Hackney is healthy. There are sufficient places to meet demand and the quality is good. This was still the overall conclusion for children requiring funded childcare places in a review of the local childcare market completed in March 2020, just before implications of the Covid-19 came into effect.
- 8.25. Hackney has met the supply need up to the end of the plan period. The Hackney Infrastructure Delivery Plan provides further information on educational floorspace planning.

9. Transport

- 9.1. Core Strategy Policy 6 and emerging policies in the new Local Plan LP33 aim to reduce car travel and promote healthier alternatives such as cycling, walking and the use of public transport. Planning works closely with transport planning to achieve these outcomes.
- 9.2. Hackney's Transport Strategy 2015-2025 encourages more walking, cycling and use of public transport for those who live, work and visit the borough and to continue to reduce the need for private car use. The Strategy supports the objectives set out in the Mayor of London's Transport Strategy 2018. The Hackney Local Implementation Plan (LIP) identifies how the Mayor of London's Transport Strategy will be implemented in the borough. The Third LIP (2019-22) was adopted by the Council on 25 March 2019. Both the Hackney's Transport Strategy and LIP are available at [Transport in Hackney](#)
- 9.3. The LIP sets out the borough's transport objectives, and targets around the themes of walking, cycling, public transport, road safety and livable neighbourhoods. It details how schemes and initiatives will be taken forward including source of funding. The monitoring section of the LIP will measure progress of projects, and other relevant TfL and local performance indicators and targets.
- 9.4. Residents in Hackney made an average of 435,300 trips each day between 2016 and 2019 by:
- Car and motorcycle⁵: 51.3%
 - Tube/DLR: 6.8%
 - National Rail and London Overground: 5.4%
 - Bus/Tram: 23.2%
 - Taxi/Other: 0.5%
 - Cycle: 8.5%
 - Walking: 42.7%
- 9.5. The Council is committed to upgrading its local transport network in order to facilitate higher levels of walking and cycling, promote better access to public transport, and make our streets and public spaces more attractive to live, work, visit and invest in.
- 9.6. The latest returns for the period 2016-19 shows that public transport's share has increased compared to the period 2015-2018, whilst the share of trips by cars and motorcycle has declined from 53% to 51.7%. Hackney is London's leading active travel borough with 50% of all trips beginning or ending there being either walking or cycling. It has the highest walking levels in London (44.2%) and also the highest cycle to work mode share (15.4%).
- 9.7. Hackney has one of the highest active, efficient and sustainable mode share, approximately 88% of Hackney's commuters travel to work by means other than the private car.
- 9.8. Hackney's 19.2% bus modal share is the third largest bus mode share in the capital behind Lambeth (20.5%) and Haringey (19.7%), but the bus modal

⁵ 51% includes being a car passenger (4.6%) and vans / lorries (0.5%)

share in the borough has declined by 1.4 percentage points since the 2016 LTDS and 3.4 percentage points since 2015 survey. Hackney's underground/ DLR mode use share declined slightly from 7.2% to 7.0%, while the rail mode share increased 0.7% from 5.6% to 6.3%. Hackney residents' use of these two rail modes of 13.3% is well below the Inner London average of 21.5%. Overall Hackney residents' use of public transport modes declined slightly from 33.4% to 32.5%.

- 9.9. A general trend in London has been for falling car ownership levels per household with an overall 5.1% drop (from 63.5 to 58.4%) across the capital from the 2001 census. The fall across the Inner London boroughs has been even more pronounced with a 6.6% drop in car ownership levels to just over 43%. The trend is particularly acute in Hackney with the proportion of households without a car rising from 56% in 2001 to 65% by 2011, and up to 70% according to the latest information. This is one of the highest in London, and is comparable with Islington, Camden, Westminster and Tower Hamlets.
- 9.10. The council's approach is to reduce the need to travel through the judicious use of land use planning and co-locating residential development, employment and essential services with public transport and high quality walking and cycling networks. This approach is summarised in the Hackney's Transport Strategy's Sustainable Transport SPD and Local Plan 33.
- 9.11. The Hackney Transport Strategy sets out to create an environment whereby people actively choose to walk and cycle as part of everyday life, which can have a significant impact on public health and may also reduce inequalities in health. Increasing physical activity through active travel (walking and cycling) is also a key strand of the Mayor's Transport Strategy, with a long-term target for 2041 of 70% of people reporting two periods of ten minutes spent walking or cycling on the previous day. Some 37% of Hackney residents are currently meeting this level of active travel exercise.

Walking and Cycling

- 9.9. Walking levels in Hackney have been increasing over the years. According to the 2017 London Travel Demand Survey (LTDS) with all trips, seven-day walking mode share, Hackney had a higher percentage of walking trips than anywhere else in London, overtaking Camden, Islington and Hammersmith & Fulham to reach a figure of 44.2%, well above the Inner London average of 37.6%. This puts Hackney in a strong position to meet its local 40% walking share target by 2025.
- 9.10. Transport policy and investment in Hackney is geared towards prioritising walking and cycling. Walking and cycling trips form a critical part of resident's journeys to work, school and shopping, but are key in their own right as a dominant mode of transport for our residents.
- 9.11. A particular focus of the borough is to encourage children to walk to school and the borough has set a 70% walking to school target (both primary and secondary) for 2025. While walking to school mode shares are now consistently above 60%, the mode share has fallen off slightly since the early part of the decade and is now in the low 60s. To further encourage this Hackney has pioneered the introduction of 'School Streets' where streets around a school temporarily become pedestrians and cycles only at set times in the morning and afternoon. Between 2017 and 2019, the Council piloted 5

School Streets all of which have been made permanent. A further 4 School Streets were implemented between spring 2019 and spring 2020.

- 9.12. Hackney has by far the highest levels of residents cycling to work in London, at 15.4%⁶ of all commuter journeys (based on the 2011 Census and taking into account those who do not work or work from home), the second highest borough is Islington at 10.1%, and is almost four times greater than the London average of 4.3%. Nationally, only Cambridge (31.9%), Oxford (18.7%), and the Isles of Scilly (18.4%) have higher rates of cycling to work.
- 9.13. The LIP sets out the programme of schemes and [LIP3 Appendix D](#) lists the delivery including sources of funding for the period between 2019 - 2022. The commitment for 2019/20 include :
- **Healthy streets** creating liveable and healthy street environments, pocket parks and parklets and on street parking hangers. It is linked to other initiatives such as tree planting and the expansion of suitable drainage systems.
 - **Cycle scheme** ongoing promotion and education of cycling matters. Support for initiatives such as Smarter Travel Estates and Community Cycle Hubs
 - **Road Traffic Reduction**, the Council's walking and cycling schemes are influenced by work on movements on the borough's roads. Road safety work is guided by the Vision Zero targets looking at safe streets, vehicles, speed and behaviours. Measures include electronic speed signage, use of mobile units, relocating road spaces away. There is an on going programme of traffic management schemes aimed at reducing through traffic and increasing road safety streets around the borough.
 - **Working with schools** including the Schools Streets, commitment , reducing emissions and working through car club firms operating in the borough, improving the reliability of buses.

Net Car and Cycling Spaces

- 9.14. Car parking standards are established by the London Plan, which aims to reduce their provision. Car and Cycle spaces in developments are a key indicator of the effectiveness of policy by directly reducing the supply of space in which new residents can place vehicles – though some spaces, for example those for disabled users, are exempt.
- 9.15. Core Strategy Policy 6, DMLP policy DM47 and emerging policies in the new Local Plan 2033 aim to reduce car usage in the borough, by encouraging car free developments. LP33 car parking policies ensure that Hackney becomes a greener borough by significantly reducing and in most cases, disallowing parking on new development.
- 9.16. Hackney Council will continue to seek to re-prioritise 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

⁶ Increased to 20% between 2016-2019

parking zones, removing gyratories and one way streets, and introducing traffic calming measures.

10. Open Spaces

- 10.1. One of the objectives of the Core Strategy is to ensure that Hackney's natural environment, including wildlife habitats and landscape character is protected and conserved and that new development identifies, protects and enhances important assets. Core Strategy policy 26 requires that there be no loss of open space within the network of designated open spaces, and Development Management Local Plan (DMLP). DM32 requires new developments to provide new open space in developments. Hackney has green space totalling almost 396 acres, almost all of which is protected by planning designations.

Green Flag Awards for parks

- 10.2. Green Flag awards are given for a high level of environmental quality, and are awarded based upon 5 year plans for the improvement of parks. In 2019, 27 parks in Hackney achieved green flag status. In addition within Hackney, three areas maintained by other organisations were also awarded Green Flag Awards: St Leonards Churchyard, St Mary's Secret Garden and Woodberry Wetlands. All of Hackney's District and Regional Parks are designated open spaces through the new Local Plan (LP33), along with many local spaces.

Planning Obligations

- 10.3. Planning obligations are a direct result of planning for new development and are tailored to the needs of the area on an agreement basis, contributing to the improvement of open spaces. The Hackney projects allocated or spent funds from S106 in FY2019 were:

- West Reservoir Improvement Projects (allocated)⁷
- Fairchilds Gardens Improvement (allocated)
- Hackney Road Recreation Grounds Improvement (spent)
- Shoreditch Park Improvements (spent)
- Stonebridge Gardens Refurbishments (spent)
- Shepherdess Walk Play Area (spent)

- 10.4. In FY2019, £300,000 of CIL was allocated to green spaces. Of that around £65,000 was spent on improvements project to Shoreditch Park including play area improvements, new MUGA, beach volleyball court, biodiversity improvements, new pathways and entrance enhancements and boundary treatments

Summary

- 10.5. As the inner London Borough with a large amount of green space, Hackney has been historically successful at protecting green spaces for its citizens. Core Strategy policy 26 looks to protect and improve the existing open space network, and is covered by DMLP policies 31 and 34 which protect open space as well as biodiversity. Overall, the policy has been effective in

⁷ In table 8.1 West Reservoir was allocated as environmental improvements.

protecting open space given the generally positive trend in open space delivery for the last 5 years.

- 10.6. The new Local Plan seeks to secure additional open space through development alongside increased urban greening recognising projected population increases. A Green Infrastructure Strategy is being prepared by LBH which will provide a strategic approach across Council functions for increasing and enhancing open space in the borough, working to make Hackney greener, with a more sustainable public realm.

11. Design and Heritage

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

Heritage at Risk

- 11.2. The Heritage at Risk Register is operated by Historic England and, as the name suggests, identifies historic buildings, structures and areas at risk of neglect, decay and unlawful works.
- 11.3. Comparison of the 2020 Heritage at Risk Register with the 2019 Register for Hackney shows that the number of listed buildings, conservation areas and Registered Parks and Gardens risk in the borough has increased from 29 to 33 sites.
- 11.4. There have been 4 new additions to this year's Heritage at Risk Register. Although the Newington Green Unitarian Church has been removed. Some buildings will be taken off the register in coming years, since the Council has worked with owners to bring forward repairs, restorations and reuse schemes for these sites.
- 11.5. Of buildings on the October 2020 register, 8 are subject to consented schemes, 3 are currently in planning and 1 is in pre-application discussion and 2 are subject to ongoing enforcement action. Of the buildings on the October 2018 register, 7 are subject to consented schemes, 3 are currently in planning, 3 are in pre-application discussions and 4 are subject to enforcement. At least one building currently in the 2020 register will be removed from the October 2021 register. 7 are owned by the Local Authority.

Listed Buildings and Schedule of Ancient Monuments

- 11.6. There were no additions to the Statutory List, or the Schedule for Ancient Monuments in FY2019.

Local List

- 11.7. Local listing is a way for the Council to identify local heritage assets and set out what about them is important. The list contains buildings and structures which are of heritage significance and contribute to the local character and distinctiveness of Hackney.
- 11.8. These buildings are not listed by the Secretary of State, and do not have the

same statutory protections as listed buildings. However, inclusion on the local list designates a building or structure as a heritage asset, and as such its conservation is an objective of the national planning policy framework.

- 11.9. Following consultation 15 buildings have been added to the Local List, with the intention to consult on 10 further additions imminently.

Conservation Areas

- 11.10. Hackney contains a large number of conservation areas that protect the character and appearance of a diverse range of historic environments. The total number of conservation areas in the borough currently stands at 32, covering almost a third of the borough. Conservation Areas provide extra controls for demolition, tree works and advertising and limit permitted development rights, meaning that applications must be made for certain external alterations and extensions to ensure they are in keeping with the character of the area.
- 11.11. The 2017 Conservation Areas Review Study (CARS) identified a programme for the review of the borough's existing conservation areas along with the designation of a number of new conservation areas.
- 11.12. Since publication of the CARS, the Council has designated the Shacklewell Green Conservation Area in February 2018 and adopted a small extension to the existing South Shoreditch Conservation Area in September 2019. The Council also designated Brownswood Conservation Area in February 2020 along with a review of Lea Bridge Conservation Area.
- 11.13. In 2020/21, the Council is proposing to designate three new conservation areas at Pitfield Street, Beck Road and Well Street. All of these workstreams are high priority following work carried out for the CARS. Work on all these conservation areas is expected to be completed in early 2021.

Tall Buildings

- 11.14. Tall buildings are of particular interest primarily as they represent some of the largest and most complex planning applications the borough deals with and they significantly test the strength of planning policy. Hackney takes a case-by-case approach to Tall Buildings in the borough, in line with Hackney's 2017 borough wide Characterisation Study which replaces the 2005 Hackney Tall Buildings Strategy.
- 11.15. The Characterisation study defines a tall building as 50% above the prevailing building height and encourages a context led approach and full site analysis in order to identify suitable sites for tall buildings. Policy LP1 within the adopted LP33 set out a rigorous set of requirements to ensure the highest quality of design and work on the Future Shoreditch AAP goes further by identifying specific sites and areas, which may be more appropriate for tall buildings.
- 11.16. The tallest building completed in Hackney in FY2019 was the 50 storey Principal Tower, which is part of the Principal Place development. The next

tallest building completed was the New Regents College, Tiger Way which was 14 storeys. The tallest building approved in FY2019 was on the Shoreditch Island site where part of the site will go up to 10 storey plus basement.

Hackney Design Awards

- 11.17. The Council first ran the Hackney Design Awards (HDA) programme in 2004 and it has been run successfully every two years since then. It is widely acknowledged that the HDAs are an established part of the Council's programme of events that enhances its reputation and promotes good architectural and urban design in Hackney. The Hackney Design Awards are one way to ensure development in Hackney is delivered to the highest possible standard and to enable high quality development through a range of initiatives and partnerships, including Hackney's Design Review Panel (DRP).
- 11.18. Hackney Design Awards celebrate the rich and diverse new high-quality architecture and open spaces that contribute to the borough's reputation as a hub of some of the best buildings and places in London.
- 11.19. The 2020 Hackney Design Awards is being run as a virtual programme and received 47 nominations, up from 42 nominations in 2018. This year there are a number of special categories alongside the regular programme, with specific awards for Heritage and Restoration, Inclusivity in Design and Sustainability and Climate Change.
- 11.20. To complement the work being undertaken for the forthcoming Child Friendly SPD, this year's awards will also be premiering the Young People's Choice Award alongside the long running People's Choice Award.
- 11.21. A process of shortlisting and judging is currently underway with an expert panel and the winners will be announced online at a virtual ceremony in late 2020.

Summary

- 11.22. Overall the situation has been positive for heritage and design in Hackney. Although the number of buildings on the Heritage at Risk register has increased this will allow targeted support with the Local Planning Authority and Historic England to work with the owners to regenerate these buildings and areas to ensure their special interest is conserved. The increased levels of Local Listing and review of Conservation areas will provide greater policy protection for Hackney's heritage through LP33.

12. Planning Performance

- 12.1. The performance of Development Management is important to both the Council and Central Government, who measure performance. In some cases, Hackney sets a higher target than the Central Government. It should be noted that these statistics reflect the most recent dataset. Performance is measured by speed of decision making and quality:
- Speed: 70% of Major applications must be determined within 13 weeks of validation (Government targets are 60%); 75% of minor applications must be determined within 8 weeks of validation (Government target is 70%). 80% of all other applications completed within 8 weeks,
 - Quality: 70% of appeals to planning applications must be dismissed.
- 12.2. Hackney also has its own performance targets which cover a broader range of subjects:
- 80% of planning applications vetted within 5 working days; 80% of planning searches carried out within 10 working days;
- 12.3. As shown in table 12.1, below, the speed at which applications were processed through FY2019 exceeded targets, particularly for major planning applications improving to 95% from 90% in 2018, albeit on fewer absolute numbers. The processing of minor applications and other applications was consistently above target, averaging 82% and 87%.
- 12.4. The key indicator for quality - that is, planning appeals dismissed - improved from 58% in 2018 to 68% (151 out of 223) 2019, just below the 70% target, with a greater number of appeals heard.
- 12.5. Result in absolute terms is slightly down on 2018, however the percentages are improving in particular the number of appeals dismissed has increased from 58% to 68% in 2019, just below the internal target of 70%. The appeals dismissed was the only indicator not to exceed the internal targets.

GENERAL PLANNING PERFORMANCE 2019/20

Indicator	Target	Q1	Q2	Q3	Q4	Total
		2019/20				
Percentage of major planning applications determined within 13 weeks or agreed timescales (ex NI 157a)	70%	75% (3 of 4)	100% (6 of 6)	100% (8 of 8)	100% (4 of 4)	95% (21 of 22)
Percentage of minor applications determined within 8 weeks (ex NI 157b)	75%	85% (182 of 215)	81% (201 of 248)	81% (217 of 268)	82% (180 of 220)	82% (780 of 951)
Percentage of other applications determined within 8 weeks (NI 157c)	80%	91% (301 of 332)	86% (273 of 318)	86% (198 of 231)	85% (200 of 236)	87% (972 of 1117)

Percentage of planning appeals dismissed	70%	50%(23 of 46)	61%(32.5 of 53)	70% (38.5 of 55)	83% (57 of 69)	of 68% (151 of 223)
Percentage of customer satisfaction levels with the Planning Service	60%	New survey being issued in 2020/21 as part of ICT Strategy.				

Table 12.1 General planning performance 2019/20

*Most lost appeals related to telephone kiosk applications from advertisers.

12.6. Internal targets are more varied in areas covered but are largely focused on speed of decision making. Validation services did not meet its 80% target in FY2019. Data for planning searches processed in 10 days shows an increase from 73% to 91% against a target of 80%. Both Percentage of planning enforcement enquiries acknowledged within 5 working days and Percentage of site visits in planning enforcement cases undertaken within 10 working days continued to inrose on return in 2018 and exceeded their targets, at 99% and 94% respectively.

12.7. There has been improved performance in all the indicators⁸ compared to FY2018.

Indicator 2019	Target	Q1	Q2	Q3	Q4	2019/20
Validation of planning applications within 5 days	80%	71%	66%	68%	60%	67%
Percentage of planning searches carried out in 10 working days (service standards)	80%	90%	92%	92%	92%	91%
Percentage of planning enforcement enquiries acknowledged within 5 working days	80%	100%	98%	99%	100%	99%

⁸ Percentage of open planning enforcement cases less than 4 years old, was not an indicator in 2018/19.

Percentage of site visits in planning enforcement cases undertaken within 10 working days.	75%	94%	91%	94%	88%	94%
Percentage of open planning enforcement cases less than 4 years old.	80%	59%	65%	61%	64%	62%

Table 12.2: Planning Performance, Local Indicators, 2019/20, Hackney

- 12.8. Building control also accords to targets. The Building control team work is to inspect new properties and assess their compliance with building regulations. Their performance targets are based around speed as well as aiming to build their market share versus private companies which provide the same service.
- 12.9. Over FY2019, the building control team achieved a market share of 32%, below the target of 50%. The percentage of chargeable applications processed within 3 working days was down on the 92% achieved in 2018 to 85% in 2019, but still above the target. 87% of full plan pre-decisions were given within 15 days, which was an improvement over the last reporting period. The number of site investigations undertaken within one day of request exceeded the target by 11%. Finally, of the data available for the number of completions certificates issued within 5 days of an inspection, the result was over the target, at 90%.
- 12.10. Overall there was a decline across the Building Control indicators compared to FY2018, although there was slight increase in the percentage of inspections undertaken within a day.

Indicator 2019	Target	Q1	Q2	Q3	Q4	Total 19/20
Percentage market share of building regulations working applications	50%	32%	33%	36%	26%	32%
Percentage of Building Regulations chargeable applications acknowledged within 3 working days (Full Plans, Building Notices, Regularisation & Demolition Notice applications).	80%	94%	89%	80%	79%	85%
% of Building Control Full Plans Pre decisions given within 15 days	90%	100%	92%	69%	89%	87%
% site inspections undertaken within 1 working day from request (service standard)	80%	94%	86%	90%	92%	91%

% of completion certificates issued within 5 days of an approved inspection subject to receipt of appropriate documentation (service standards)	90%	87%	92%	89%	93%	90%
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Table 12.3: Building Control Performance 2019/20

Summary

- 12.11. Overall, the performance of planning has been positive in FY2019, with targets across development management exceeded in many cases; 95% of 22 Major Planning Applications were determined in accordance with agreed timescales, beating the target of 70%. 82% of minor applications were determined within 8 weeks, also beating the target of 75% and 87% of other applications were processed within their 8 week deadline, beating a target of 80%.
- 12.12. Validation was below target, although better than FY2018, in 2019 67% of applications processed in 5 days against an 80% target. Planning searches increased from 73% to 91% thus exceeding the target.
- 12.13. Building control performance shows that the team has come in below target for market share in FY2019. Full Plans Pre decisions given within 15 days were also below the 90% target at 87%. However, in three other areas, Building Control exceeded the targets. 90% of completion certificates were issued within 5 days. Both Building Regulations chargeable applications acknowledged within 3 working days and site investigations undertaken within one day of request were above target.
- 12.14. Overall, improvements across certain areas of the service have been maintained and additional improvements to some processes will be made going forward.