

Appendix 1

London Borough of Hackney

Planning Service Authority Monitoring Report FY2020/21

Executive Summary

The AMR provides monitoring information on spatial planning-related activity for the financial year of 2020 (FY2020) to inform and monitor policy development and performance. It highlights the extent to which the policies set out in adopted policy documents (Local Plan 2033 (LP33) 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 year's AMR is limited in data analysis as a result of missing data due to the cyberattack in October 2020 and the transfer of data to a new IT system. Data on planning permissions approved between 25 June 2020 to 31 October 2020 is in the process of being recovered. The Council has been working with data scientists to retrieve this missing data and is also working collaboratively with the Greater London Authority and IDOX (owners of the cloud based planning system that the Council has migrated to for managing planning applications) to find alternative solutions to retrieve and report on this data.

The data presented in this report is the best assessment of performance of Local Plan policies and updates on planning-related activity and planning decisions over the past financial year using available data. The findings will be verified once all data is retrieved (currently anticipated to be by February 2023) and reported in the next AMR next year.

This AMR reports on the monitoring year covering from 1st April 2020 to 31st March 2021, therefore the policies in the LP33 will be applicable as it was adopted in July 2020. The document begins with a brief summary of topic areas before providing analysis on a range of areas using available data, 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 in some instances, 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: In Hackney, 96% of the Government's Housing Target was delivered over the last 3 years. The proportion of affordable housing approved in major development (10+ units) was 45%.

- The Government's Housing Delivery Test returns, which is measured over 3 years shows that in Hackney between FY2018/19 -2020/21, 96% of the government's housing target was delivered.
- Between 2016/2017 and 2020/21 the number of new homes completed in Hackney was 87% of the borough's housing target. In total 6,452 new homes were built in the last 5 years with 1,107 units completed in this monitoring year. This housing supply is made up of conventional self-contained homes as well as non-conventional homes such as student halls, HMOs and hotels¹.
- In FY2020/21, 919 self-contained homes were delivered, of which 195, 21.2%, were in affordable tenures, with a quarter of those being 3+ bed units. 794, 86% were from large sites, 10+ units. £6.37m was collected through S106 for affordable housing in

¹ 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.

FY2020/21, and £350,000 has been secured (for FY2020/21) from one smaller scheme since the adoption of the small sites contribution element in policy LP13 'Affordable Housing' of LP33 (July 2020).

- New housing has been delivered across the borough, but growth is focused in Woodberry Down, Shoreditch and Hoxton.
- On major schemes approved in FY2020/21, the Council achieved 45% affordable housing.
- Note: The LP33 policy response to the high level of non-conventional housing supply is to prioritise C3 conventional housing over other types of C use class. To address issues around housing affordability for residents, Local Plan 2033 continues to require 50% affordable housing subject to viability and sets out new policies including policies to secure affordable housing on small sites of less than 10 units. Over the last three years, Government returns showed that in Hackney, 96% of the Government's housing target was delivered. In FY2020/21, the Council has collected £6.37m for affordable housing, and between the adoption of LP33 and April 2021 £350,000 towards affordable housing from one smaller scheme has been secured.

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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.

- In FY2020/21 around 22,000sqm of office floorspace was delivered in the borough.
- In 2020 there were 23,270 enterprises in Hackney, that is up by 1,970 from 2019. The number of enterprises has increased by 38% over the period between 2016 and 2020, compared to 13% in inner London.
- 7 of 8 applications (where data was available) delivered 3,475sqm of non-monetary affordable workspace in FY2020/21 as compared to 2,320sqm from 6 schemes in FY 2019.

Note: Local Plan 2033 sets out an approach to secure more affordable workspace and better protect against the loss of industrial floorspace in the future. There was 3,475sqm of affordable workspace delivered in FY2020/21 which was an increase on the previous years delivery of 2,320sqm (FY2019), increases in businesses set up in the borough and around 22,000sqm of employment floorspace delivered in the borough indicates continues success of Local Plan employment policies. This has been further strengthened by Article 4

Directions protecting Class E to C3 in Hackney's designated industrial areas, the Central Activities Zone and designated town centres. The Article 4 Directions will require commercial, services and businesses wishing to change to residential to apply for full planning permission to ensure that proposals are fully considered in terms of quality and standards of residential, impact on infrastructure, and there is a balance between retail, commercial, leisure, and residential in the borough's strategically and locally important commercial and employment areas. See also paragraphs 3.32 - 3.35.

Retail and Town Centres

Key Points: Hackney has seen growth in retail over the last 5 years.

- Previous AMR reports indicate that there is significant retail and other commercial space in the pipeline.
- In FY2020/21 there were 2 large schemes that delivered a significant amount of retail floorspace totalling 7,527sqm.
- Outside of town centre designations there has been an increase of new retail space delivered between FY2017-FY2020/21.
- Hackney's designated town centres are performing well in terms of vibrancy and interest, with a broad range of shops. The latest surveys from 2021 showed that the borough's four Major and District centres had vacancy rates below or in line the national average (13.87%) for town centres².

Note: Local Plan 2033 sets out a strategy to protect retail in town centres and encourages a network of centres that are viable and attractive. 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 and Green Lanes, Hackney Downs, Oldhill Street and Dunsmere Road were designated as new local centres. Through emerging work on Future Shoreditch AAP, Stamford Hill APP, and masterplans on Dalston and Hackney Central etc, the Council seeks to guide and deliver the overall objectives of the Local Plan for these growth areas.

Communities, Culture, Education & Health

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

- In FY2020/21, the Council received a total of £11.6 million in s106 payments and signed agreements worth a total of £3.0 million.
- Around £4.6 million was spent during FY2020/21, 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, £8.2 million of Hackney and Mayoral CIL was invoiced and £3.9 million received in FY2020/21 in CIL contributions.
- The borough also collected £3.4 million for the Mayoral CIL to assist with the funding of the Crossrail development.
- In 2020, a 25 year lease of affordable workspace was secured as part of a s106 agreement for Principal Place. £670k of strategic CIL was spent on enhancement of a variety of borough parks. Funding contributed to improving sports, play and toilet facilities.

² Experian Goad Town Centre Surveys and Reports for Dalston (12.9%), Hackney Central(13.9%), Stoke Newington High Street (9.7%) and Stamford Hill (4.0%) (June 2021).

Transport

Key Points: Public transport use in the Borough has decreased due to the pandemic over the last year.

- It should be noted that because of the lag in data collection for transport, nearly all of the following figures pre-date the outbreak of the global Covid-19 pandemic in 2020. The lockdowns associated with the pandemic resulted in a greatly reduced use of public transport to aid social distancing.
- The Covid19 pandemic in 2020 resulted in an acceleration of Hackney's School Streets and Low Traffic Neighbourhoods programmes with the introduction of 19 new Low Traffic Neighbourhoods and over 40 School Streets around most of the borough's Primary Schools as well as the creation of two new protected cycle routes.
- The 2019/20 London Travel Demand Survey identified that 42.8% of people in Hackney use walking as their main mode of transport over a seven day period as compared to the Greater London average of 38.2%. This puts Hackney in a good position to meet its local 40% walking share target in 2025. The latest returns for the period between 2017/18-2019/20 show that active travel trips by walking or cycling have increased from 51.3% to 52.1% of trips undertaken by borough residents. The cycle mode share of 8.9% is comfortably the highest in London.
- Planning policies have facilitated the delivery of car free development throughout the Borough. There has been a steady annual increase in car-free developments in the borough with 31 car free obligations agreed in FY2020/21 alone.
- The Council has completed upgrades to Hackney Central station in summer 2022 providing a new access to the station on Graham Road in partnership with Transport for London. This will be reported in full in the next AMR for FY2021.

Note: The new Local Plan 2033 has considered transport and development as part of the growth strategy and through the Place Policies section. To reduce emissions and help create liveable neighbourhoods across the whole borough, LP33 has strengthened its car-free policy which has resulted in 31 car-free obligations being agreed compared to 22 in the previous reporting year (FY2019).

Open Spaces, Environment and Climate Change

Key points: 28 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, 28 have been awarded Green Flag status in 2020, and retained in 2022 - <https://news.hackney.gov.uk/28-green-flags-for-hackney-parks/> (August 2022)
- The Hackney projects allocated or spent funds derived from Planning Obligations in FY2020/21 are:
 - Shoreditch Park Improvements
 - St Thomass Recreation Ground Shelter
 - Connecting Green Spaces Daubeney Fields
 - Shepherdess Walk Play Area
 - Fairchild's Gardens improvements

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 decreased to 29 down from 33 previously.
- The Hackney design awards are held biannually. The 2020 Hackney Design Awards received 47 nominations, up from 42 in 2018.
- In FY2020/21, 3 schemes containing buildings of over 10 plus storeys were completed, and 2 were approved.

Note: 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. The new Local Plan 2033, informed by a borough-wide characterisation study, sets out an approach to ensure that heritage assets can be protected by delivering good growth. Following consultation 15 buildings were added to the Hackney Local list. The increase in public nominations received in 2020 for the Hackney Design Awards of 47 nominations from 42 in 2018 is an indication of the strength in the effectiveness of design policies in LP33.

Planning Performance

Key Points: Key targets in planning performance were met in FY2020/21. There has been a large number of planning applications processed and planning performance agreements made providing adequate revenue to support continued excellent performance.

- In FY2020/21, 15 out of 19 Major Planning Applications were determined in accordance with agreed timescales. This is a 76% achievement rate against a target of 70%.
- 412 minor applications were received and 364 (78%) were determined within 8 weeks, beating the 75% target.
- 345 of 383 other applications (91%) were processed within their 8 week deadline, exceeding the 80% target.
- 16 appeals were submitted in FY2020/21.
- 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 respectively.
- In FY2020/21, 46% of Planning Applications were validated within 5 days. This is a fall on the 67% achieved in FY2018, and below the target of 80%.
- In FY2020/21, 100% of planning searches were processed in 10 working days, above the 80% target.
- Building control held a market share for certification of 39% in FY2020/21, 7% percent up on the previous year.
- 99% of building control applications were processed within 3 days in FY2020/21, above the 80% target.
- The number of site inspections undertaken within 1 day of request was, again, over the 80% target at 96%.

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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.
- 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 2020 - 31st March 2021 and where appropriate 1st April 2017 - 31st March 2021 (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 report also provides a report on Hackney's Community Infrastructure Levy and S106, looking at both income and expenditure.
- 1.5. Data sources for the AMR come from a range of Local and National Indicators. All data on completions in the borough is sourced from the 2020/21 starts and completions exercise or internal databases where available. 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. It should be noted that this year's AMR is affected by data issues being experienced by the planning service as a result of the cyberattack in October 2020 and the subsequent data issues proceeding it. Efforts have been made to obtain data from secondary sources where available. See paragraph 1.6 below.

Response to cyber attack and ICT system changes

- 1.6. This year's AMR is limited in data analysis as a result of missing data due to the cyberattack in October 2020 and the transfer of data to a new IT system. Data on planning permissions approved between 25 June 2020 to 31 October 2020 is in the process of being recovered. The Council has been working with data scientists to retrieve this missing data and is also working collaboratively with the Greater London Authority and IDOX (owners of the cloud based planning system that the Council has migrated to for managing planning applications) to find alternative solutions to retrieve and report on this data.
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1.8. 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. Though at the time of drafting this AMR high level census data for 2021 had been released, it had not been broken down into attributes suitable for updating this section and as such this section covers the key facts and figures for Hackney from the 2020 Profile as summarised below:

Location

- 2.2. Hackney is one of 14 inner London boroughs, situated in East London.
- 2.3. London, together with its immediate surroundings of south east England, contributes over a third of the 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.



Map 1: Hackney's London Location

Population

- 2.5. Hackney's population was around 281,000³. 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 out of 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 22nd⁴ 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

³ Newly published census data by the ONS highlights a revised population estimate of 259,200 people living in Hackney in March 2021. Although this is 5.3% higher than the 2011 Census estimate of 246,300, it is significantly lower than the 2020 mid-year estimate of 280,900, published in 2021.

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

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

- 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. This AMR (FY2020/21) is reporting on development principles found in the Local Plan 2033 (LP33) which was adopted by Council on 22nd July 2020.
- 3.3. In order to accurately monitor and reflect on FY2020/21 in this AMR, the available data must be assessed against the documents that have guided development within the borough. These are:

Local Plan 2033 (LP33)

- 3.4. 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.
- 3.5. Since adoption there has been a continued focus on 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.
- 3.6. 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 has improved over the last couple of years. Our third 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.
- 3.7. LP33 sets out a growth strategy for the borough up to 2033 and 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.

Local Development Scheme (2023-2025)

- 3.8. The Council is in the process of updating the Local Development Scheme (LDS). The revised LDS (2023 - 2025) will outline planning policy documents' content and the programme for preparing or reviewing them. It helps ensure effective spatial planning of the borough. This new LDS will ensure the effective implementation of the new Local Plan 2033 and reflects the findings of the Council's monitoring work.
- 3.9. The LDS is designed to help our local communities and all our partners interested in development and the use of land and buildings in the Borough to understand what planning documents the Council intends to produce. The LDS is scheduled for Cabinet approval in early 2023.

The North London Waste Plan (NLWP)

- 3.10. The North London Waste Plan is a joint plan 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. Hackney Council adopted the NLWP on 26 January 2022, and thus now forms part of the suite of documents that make up the Local Plan/Development Plan for Hackney. By August 2022, all 7 LPAs have individually adopted the NLWP.

Area Action Plans (AAPs)

- 3.11. From July 2020 the AAPs covering Dalston, Hackney Central and Manor House were replaced by growth area chapters in the adopted Local Plan (LP33). The Council is currently preparing two Area Action Plans for Shoreditch and Stamford Hill that will sit alongside 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

- 3.12. 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.
- 3.13. 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.
- 3.14. In January 2017 the Council consulted on 'Towards a Stamford Hill Plan'. The Council received a huge response and has compiled more evidence which

informed the next draft plan which went out for further consultation in 2021. Further Reg 18 consultation was undertaken between Dec - Feb 2022. The feedback from this consultation will help shape the final draft plan (Proposed Submission Version). The timeline for finalising the AAP will be set out in the new Local Development Scheme, scheduled for Cabinet in early 2023.

Future Shoreditch

- 3.15. The Area Action Plan will provide a comprehensive planning framework for Shoreditch to manage development pressures and balance objectives of maintaining the historic character and identity of the area whilst encouraging and facilitating development that contributes to the economic growth of the Borough and the role of Shoreditch in accommodating the expansion of the city in the City Fringe Area.
- 3.16. 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). The timeline for finalising the AAP will be set out in the new Local Development Scheme, scheduled for Cabinet in early 2023.

Implementation of Hackney's CIL

- 3.17. 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 Local Plan. The evidence base used for the Local Plan (LP33) and IDP is the same used to inform the development of the Levy.
- 3.18. The CIL sets out a floorspace-based charge on new floorspace in developments of over 100sqm, with charges varying for different uses in different areas (for example, £190/sqm on new residential in zone A).
- 3.19. Planning Contributions SPD (S106), July 2020, 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.

Sustainability SPD

- 3.20. The existing Sustainable Design and Construction SPD (2016) provides guidance on how sustainable design measures should be embedded into developments in Hackney. This will be revised to ensure that applications provide well designed buildings with sustainability measures incorporated up-front that will provide carbon and financial benefits throughout the lifetime of the building, taking account of emerging and more recent guidance such as Part L and Part F of the Building Regulations. This will build upon the work

coming forward in the Low Carbon Action Plan being developed in collaboration with London Boroughs, London Councils and the GLA. The timeline for updating the SPD will be confirmed in the revised Local Development Scheme, scheduled for Cabinet in early 2023.

Alterations and Extensions SPD

- 3.21. The existing Residential Extensions and Alterations SPD (2009) will be revised to provide guidance on how the borough's building stock can be extended or altered in the most appropriate manner based on an analysis of the existing townscape and built character within the Borough. It will continue to provide guidance for buildings of a residential typology including those in which may have been originally in residential use but have been or are being converted into non-residential uses (e.g. community uses, places of worship, office etc). The SPD will also include guidance on disabled accessibility and cycle storage and most recurring alterations to commercial buildings such as roof extension, plant, flues and shopfront design. The timeline for updating the SPD will be confirmed in the revised Local Development Scheme, scheduled for Cabinet in early 2023.

Planning Contribution SPD

- 3.22. This SPD (adopted in 2020) and sets out Council's approach to securing Planning Contributions and other non-financial obligations from new developments that require planning permission. The SPD will be reviewed to update the rate for carbon offsetting. The timeline for producing this SPD will be confirmed in the revised Local Development Scheme, scheduled for Cabinet in early 2023.

Hackney Central and Surrounds Supplementary Planning Document

- 3.23. 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.
- 3.24. 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.
- 3.25. Hackney Central and Surrounds Masterplan was adopted on 19 June 2017. The timeline for reviewing the SPD will be confirmed in the revised Local Development Scheme, scheduled for Cabinet in early 2023.

Dalston Plan SPD

- 3.26. This SPD will provide more detailed guidance for the development of allocated sites throughout Dalston town centre. It will also provide a strategy for wider physical improvements to the public realm and links to the emerging economic regeneration strategy for Dalston and will take account of the potential introduction of a new Crossrail 2 station. There has already been a significant level of public consultation on the future of Dalston which will continue to be built on to inform the development of the SPD. The timeline for finalising and adopting the SPD will be set out in the new Local Development Scheme, scheduled for Cabinet in early 2023.

Clapton SPD

- 3.27. This SPD will provide guidance for the development of the Lea Bridge Roundabout and surrounding sites. An opportunity exists to redevelop a number of strategic sites in the Clapton area around the Lea Bridge roundabout to create a better public realm, healthy streets and improve air quality. Under-utilised land could also offer longer term opportunities for development and investment and provide new housing. Hackney's recent Characterisation Study identified Lea Bridge Roundabout in need of 'fundamental intervention which transforms the junction into a new town centre for Clapton'. The project will involve working with Transport for London and other stakeholders on the preparation of evidence base documents and ultimately a supplementary planning document to unlock development potential and deliver new homes. The timeline for producing this SPD will be confirmed in the revised Local Development Scheme, scheduled for Cabinet in early 2023.

Homerton SPD

- 3.28. The SPD aims to improve the local environment and reinstate a civic heart centred around key landmarks including St Barnabas' church. The SPD will aim to enhance the public realm through improving the high street and reactivating frontages, as well as intensifying and reinforcing walking and cycling links. The SPD will also review the existing connectivity in the area, with an aim to improve linkages and wayfinding between Chatsworth Road, Homerton station and Well Street. The timeline for producing this SPD will be confirmed in the revised Local Development Scheme, scheduled for Cabinet in early 2023.

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 4 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 2020 the Government made several changes to the GPDO and the Use Classes Order, which have had a significant effect on existing Article 4 Directions. One of the most significant was the amalgamation of several different use classes⁵ into a single new 'E' (commercial, business and services) use, and the creation of permitted development right class MA which allowed uses within use class E to change to residential without the need for planning permission.
- 3.31. Several existing Directions fell away as a result of the changes to the use class order, and the permitted development rights:

<u>Office to residential</u>	Made July 2015. with effect from 15.09.16
<u>Light Industrial to residential</u>	Made May 2017. with effect from 14.05.18
<u>Flexible town centre uses</u>	Made September 2016
<u>Retail to Residential</u>	Made July 2015. with effect from 15.09.16

- 3.32. As of 1st August 2022 the following Article 4 Directions are still in effect:

- Laundrette to residential
- Storage and distribution to residential use
- The Chesham Arms Public House, 15 Mehetabel Road, London E9 6DU
- St Marks Conservation Area
- De Beauvoir Conservation Area
- Shacklewell Green Conservation Area

- 3.33. The following Article 4 Directions have been prepared:

Article 4 Directions - Central Activities Zone, City Fringe, Town and Local Centres

To respond to changes to the planning use classes, and a permitted development right allowing new use class E (Commercial, Business and Services) to change to class C3 (residential) we will be preparing 2 A4Ds for CAZ and major centres and one for; District and local centres. This will allow the implementation of policies in the Local Plan, other potential plans for the area, site allocations, town centre strategies, and economic / employment strategy. The A4Ds are expected to be confirmed in Spring 2023.

⁵ The Government in 2020 amalgamated several different use classes, Class A1-A3 (retail), Class B1 (offices, research and development and light industrial) and some Class D (leisure and community) into a new Class E (commercial, business and services).

Article 4 Directions - Designated industrial areas

To respond to changes to the planning use classes, and permitted development rights allowing new use class E (Commercial , Business and Services) to change to class C3 (residential). This will allow the implementation of policies in the Local Plan. It will replace the office to residential (where they relate to the PIAs), and the light industrial to residential A4Ds which have fallen away as a result of the changes to the use class order, and the permitted development rights. Expected to be confirmed in Summer 2023.

4. Neighbourhood Planning

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.

Hackney's designated Neighbourhood Areas and Forums

- 4.2. There are four designated neighbourhood areas and one forum. The Finsbury Park and Stroud Green Neighbourhood Area and Forum designated in 2018 is the only forum active in the borough. Three other areas have been designated but the forums have since expired:
- Central Stamford Hill Neighbourhood Area - designated July 2013
 - Queen Elizabeth Lordship Neighbourhood Area - designated January 2015
 - East Shoreditch Neighbourhood Area - designated February 2015

Central Stamford Hill Neighbourhood Area

- 4.3. 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. See chapter 3 (above) for an update on the Stamford Hill AAP.



Figure 4.1: Stamford Hill Neighbourhood Area

Queen Elizabeth/ Lordship Neighbourhood Area

4.4. 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 submitted an application for a Neighbourhood forum. The Neighbourhood forum has since lapsed.

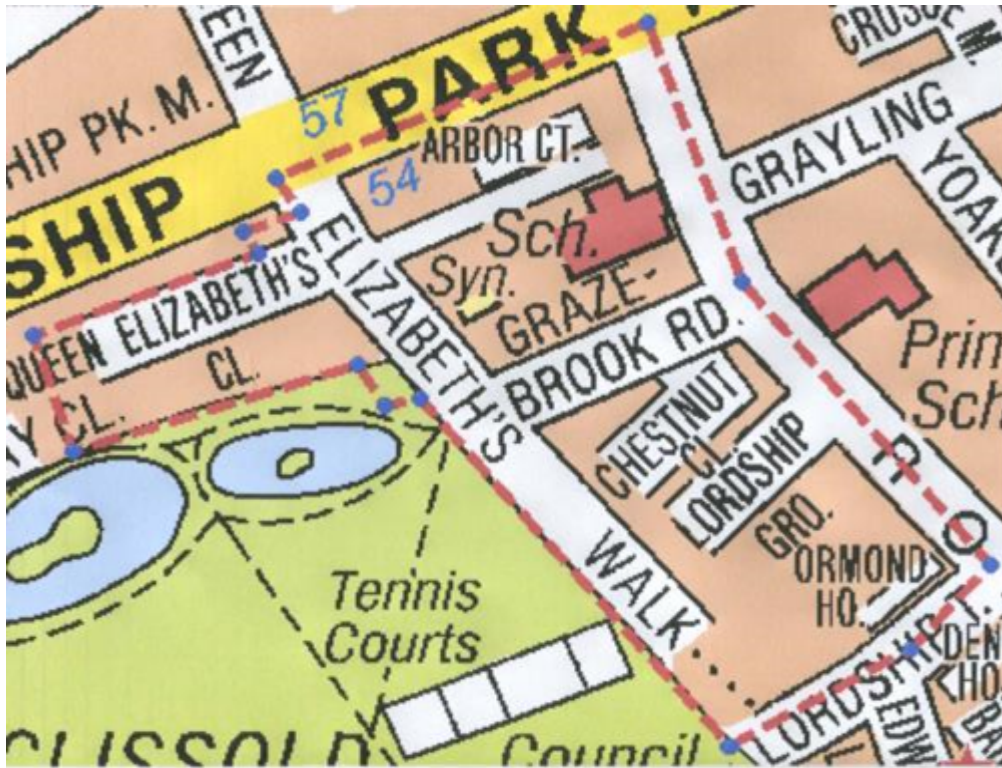


Figure 4.2: Queen Elizabeth/Lordship Park Neighbourhood Area

East Shoreditch Neighbourhood Area and Forum applications

- 4.5. 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.
- 4.6. 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).
- 4.7. The Shoreditch Area Action Plan is progressing well and has completed public consultation on a draft plan during the summer of 2019. See chapter 3 (above) for an update on the Shoreditch AAP.

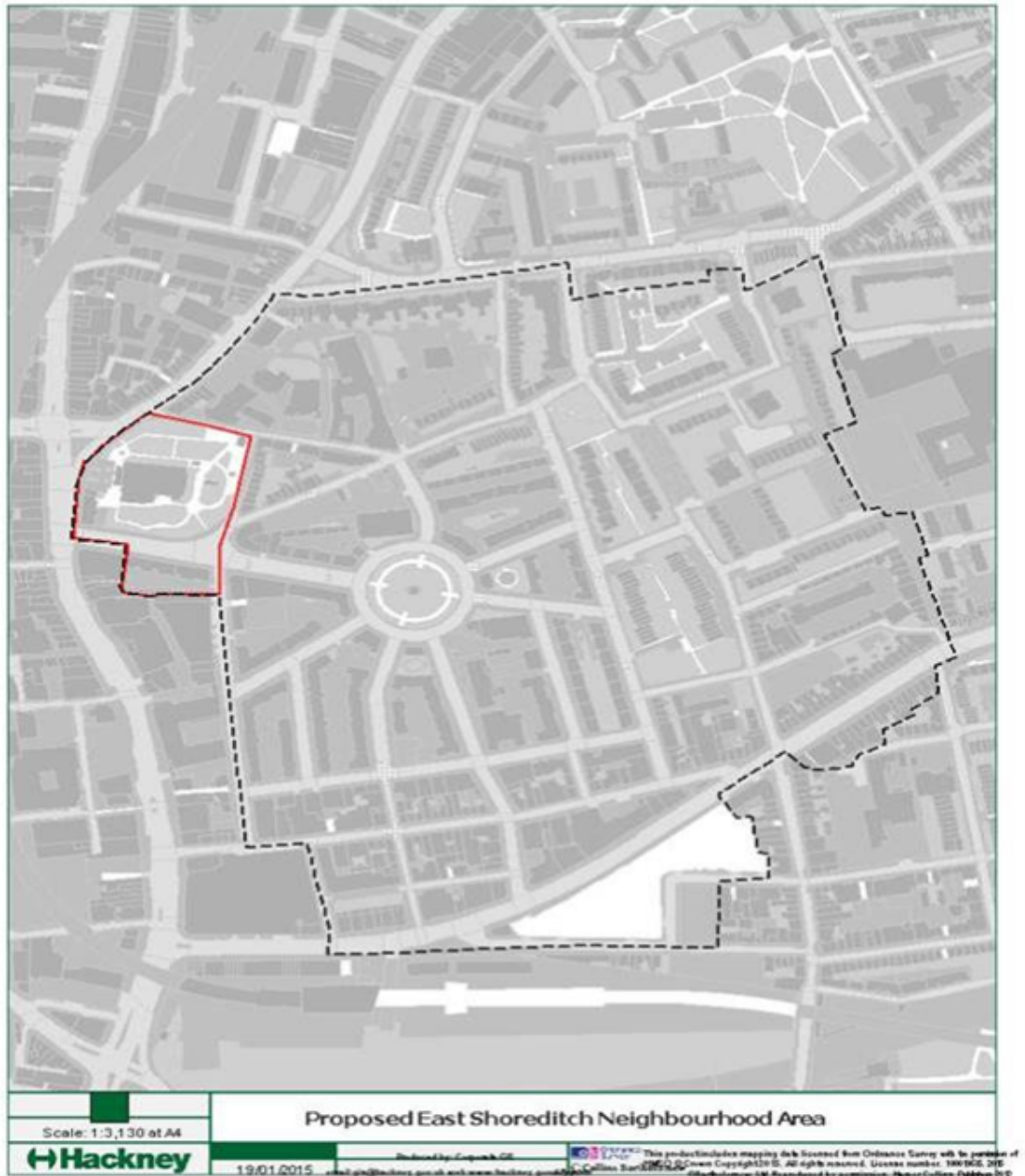


Figure 4.3: East Shoreditch Neighbourhood Area (area outlined in red)

Finsbury Park and Stroud Green Neighbourhood Forum and Area

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

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

4.10. 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

4.11. 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.

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

- 4.13. 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.
- 4.14. In 2022 Finsbury Park and Stroud Green was selected as one of twenty five councils or neighbourhood groups to take part in the government's Design Code Pathfinders project with allocated grant funding. In the next year the group will work with the government's Office for Place to develop a design code for Finsbury Park and Stroud Green. This will set detailed requirements for development in the area.

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 2021.
- 5.4. The housing section reports on the net completions of housing for the period 1st April 2020 to 31 March 2021, and put in the context of previous deliveries. It separates delivery by conventional and non conventional housing, and breaks the former by tenure and locations.

Net additional dwellings delivered over the last 5 years (FY2016-20)

- 5.5. As a raw measure of policy effectiveness, net housing delivery over the last 5 years has totalled 6,452 units, an average of 1,290 per year. The total number of housing delivered in FY2020/21 was up from the previous year. The net conventional housing was slightly less than the previous reporting year at 919 compared to 969 in FY2019, however the number of affordable units provided increased from 139 to 195, including a significant increase in social rented housing which is the most affordable form of self contained housing.

Tenure	FY2016	FY2017	FY2018	FY2019	FY2020	Total
Affordable Rent	63	36	10	31	0	140
Social Rented	20	97	15	1	128	261
Intermediate	147	128	119	107	67	592
Market	944	890	1377	830	724	4800
<i>Non-conventional supply</i>	-6	72	334	130	188	718
Total	1168	1223	1855	1099	1107	6452
London Plan Target	1599	1599	1599	1330	1330	

Table 5.1: Housing Delivery in Hackney FY2016/17 - FY2020/21

- 5.6. The omission of the returns for FY2015 will affect the total 5 year returns because housing supply in that year was 2,498 which is more than double the

annual delivery in most years. Of the 2,498, 1,223 were conventional housing and 1,029 units were non conventional housing, therefore, the number of 'conventional' housing delivered would not be as significant as first appears. The number of non-conventional housing which forms part of the overall housing completions has fallen in subsequent years, and made up 188 of the 1107 total housing provided in FY2020/21.

- 5.7. 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 policies DM21 of the DMLP and 20 of the Core Strategy, and carried forward into policy LP13 of the Hackney Local Plan 2033.

Tenure breakdown

- 5.8. As a proportion of conventional developments, 16.9% 969 units were affordable over the last 5 years. Of this:
- 26.9% or 261 units were for social rented
 - 58.6% or 568 units were intermediate
 - 14.5% or 140 units were Affordable Rent
- 5.9. The 16.9% affordable housing achieved for this period (FY2016/17-FY2020/21) is up on the 16.2% achieved over the last 5 year period, FY15/19. The social rented element of the total affordable housing supply has increased from 22.2% to 26.9%.

Conventional Housing Delivered between FY2016/17 and FY2020/21

Tenure	Total 2014 - 2018	%	Total 2015-2019	%	Total 2016- 2020	%
Affordable Rent	350	5.2	185	2.9	140	2.5
Social Rented	41	0.6	227	3.6	261	4.6
Intermediate	722	10.9	608	9.7	568	9.9
Market	5518	83.2	5264	83.8	4765	83.0
Total	6631	100	6284	100	5734	100

Table 5.2: Conventional Housing Delivery FY2016/17-FY2020/21

- 5.10. Looking at FY2020/21, the total number of conventional housing units delivered was 919 units of which 195 units, or 21.2 %, was affordable. This is above the 14% (139 units) delivered in FY2019. Of this,
- 34.4% or 67 units, were intermediate
 - 65.6% or 128 units were social rented.
 - No affordable rent units were delivered
- 5.11. On-site affordable units were delivered on 7 schemes with 5 of the 7 having an element of social rent. The split between social and intermediate affordable housing exceeds the 60:40 split as set out in policy LP13 'affordable housing' of LP33. The schemes that were completed in FY2020/21 were granted planning permission between 2011 and 2018.

5.12. The 7 schemes that did provide on site affordable housing provided 429 units of which 245 were affordable, which equates to 57%.

Large Schemes (7) completed in FY2020/21 which provided on site affordable housing.

Ref	Site	Ward	Proposed housing	Affordable Housing	AH %	Social Rent	Intermediate	Affordable Rent
2016/3600	Ion House, 1-3 Sheep Lane E8 4QS	QUEENSBRIDGE	40	7	17.5	0	7	0
2016/1348	Lyttleton House, Well Street E9 7NN	VICTORIA	25	15	60	0	15	0
2016/3602	211-227 Hackney Road E2 8NA	HAGGERSTON	83	17	20.48	5	12	0
2016/1347	Former Frampton Park Arms, 47 Well Street E9 7NU	VICTORIA	20	20	100	10	10	0
2012/2915	1-64 St Leonard's Court, New North Road, N1 6JA	HOXTON	72	29	40.28	18	11	0
2017/0779	The Lawns, Matthias Road N16 8QD	CLISSOLD	72	40	55.56	28	12	0
2010/2460	KSS5 Woodberry Down, Seven Sisters Road	NEW RIVER	117	117	100	117	0	0
Total			429	245⁶	57.11%	178	67	0

Table 5.3 Large scheme completed in FY2020/21 with on site affordable housing

5.13. Of the 5 larger schemes completed in FY2020/2021 which did not provide on site affordable housing, two⁷ provided affordable housing contribution in lieu. The other three completions are all located in the Priority Employment Areas, 2 of which delivered a significant amount of commercial space including affordable workspace, the other demonstrated that no affordable housing could be viability delivered.

Unit size breakdown on completed schemes

5.14. A breakdown of unit sizes for affordable figures for 2020 shows 40% of 1 bed, 37.6% of 2 bed and 22.5% of 3+ bed.

⁶ The 245 AH was adjusted down to 195 net to account for the loss of 50 social rented units (bedsits) on the 1-64 St Leonard's Court development.

⁷ 2016/2207 Former Kingsland Road Fire Station, and 2016/0300 New Regent's College, Nile Street

Affordable Housing by Unit Size

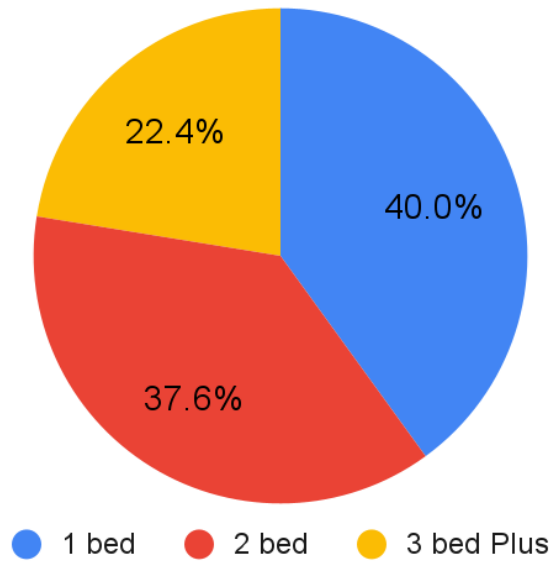


Fig 5.1: Affordable Units by size FY2020/21

Non-self contained accommodation

5.15. Non-self-contained housing refers to student housing, hostels, houses in multiple occupation and housing for older people⁸ and accounts for 16.9% of all housing completed in FY2020/21, or 11% 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

5.16. Local Plan policy LP12 sets out that Housing growth is planned to take place in and around Shoreditch, in the north of the Borough at Woodberry Down/Stamford Hill, around Dalston and Hackney Central, and along the Borough's Enhanced Corridors

5.17. The spatial distribution of the conventional housing completions for FY2020/21 are shown below.

LP33 Place Policy Area	Wards	Number of schemes	Proposed no of residential	Net Gain
Dalston	Dalston	6	12	5
	Stoke Newington	5	9	3
	Clissold	4	78	35

⁸ Excludes sheltered housing which is included in the conventional housing figures

	Shacklewell	2	4	2
	Sub total	17	103	45
Hackney Central	Hackney Central	7	14	5
	Hackney Downs	6	10	5
	London Fields	3	43	42
	Sub total	16	67	52
Stamford Hill	Cazenove	4	13	5
	Springfield	4	14	11
	Sub total	8	27	16
Hackney Wick	Hackney Wick	3	11	10
	Victoria	10	82	74
	Sub total	13	93	84
Clapton and Lea Bridge	Leabridge	9	29	11
	Sub total	9	29	11
Shoreditch and Hoxton	De Beauvoir	3	73	71
	Hoxton East & Shoreditch	4	14	7
	Hoxton West	4	290	224
	Haggerston	6	286	286
	Sub total	17	663	588
Manor House	Woodberry Down	3	123	122
	Sub total	3	123	122
Homerton	Homerton	1	1	1
	Sub total	1	1	1
	Total	84	1106	919

Table 5.4: Conventional Housing Delivery by Ward FY2020/21

Housing net gain by area

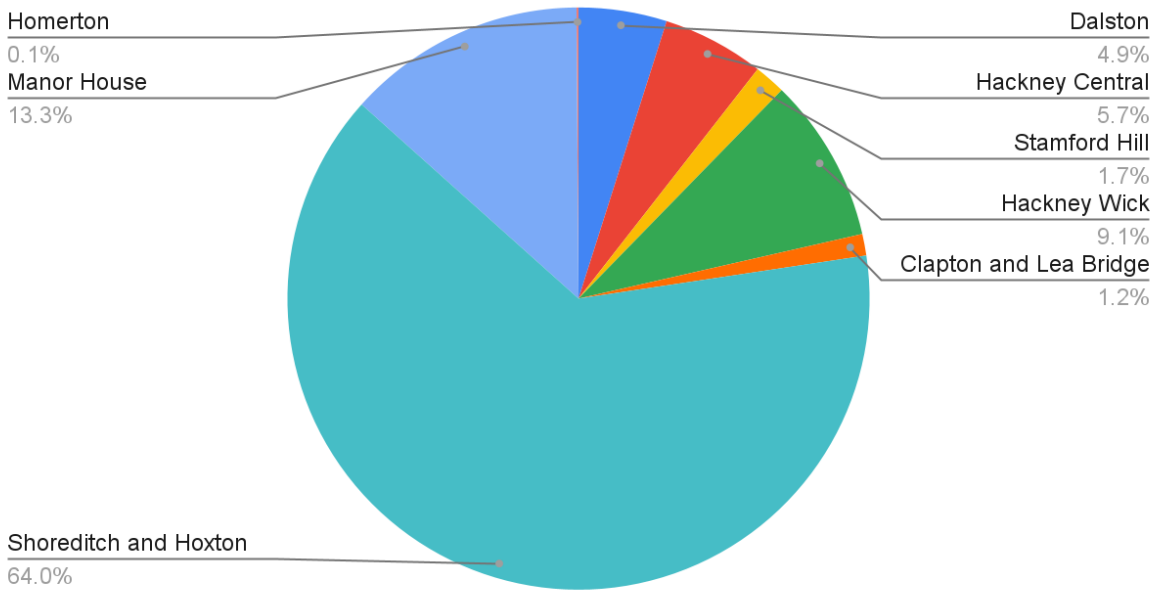


Figure 5.2: Housing Delivery net gain by Place Area

- 5.18. Shoreditch and Hoxton represent the largest growth area with a 64% share of the total new conventional housing in 2020, up from the 57.6% last year.

Small site completions

- 5.19. In FY2020/21, the proportion of new conventional housing coming from sites of 9 units or fewer was 13.6%, almost half that of FY2019. The contribution from smaller sites is below the average achieved over the last 5 years, and shows that most of the housing delivered were from a few larger sites. In FY2020/21, 480 of the 919 net conventional housing completed came from three sites. These were the schemes at 97-137 Hackney Road (2015/3455), KSS5 Woodberry Down (2010/2460) and New Regent's College, Nile Street (2016/0300).

Completed Financial Year	Total Units	Small sites <10 units	Small sites % <10 units
FY2016	1174	313	26.66%
FY2017	1151	367	31.88%
FY2018	1521	174	11.74%
FY2019	969	208	21.46%
FY2020	919	125	13.60%
Total 2016 - 20	5734	1187	Average 20.70%

Table 5.5: Delivery of housing from sites under 10 units FY2016/17 - FY2020/21

Small Sites approvals delivered in FY2020/21

5.20. Over the last five years, approximately 90% of all planning applications completed 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 completed in Year	Number of applications for small sites	Small sites %
FY2016	196	181	92.35%
FY2017	182	168	92.31%
FY2018	128	106	82.81%
FY2019	166	148	89.15%
FY2020	84	72	85.71%
Total 16-20	756	675	89.2%

Table 5.6: Approvals Completed FY2016 - FY 2020

Number of schemes involving housing completed

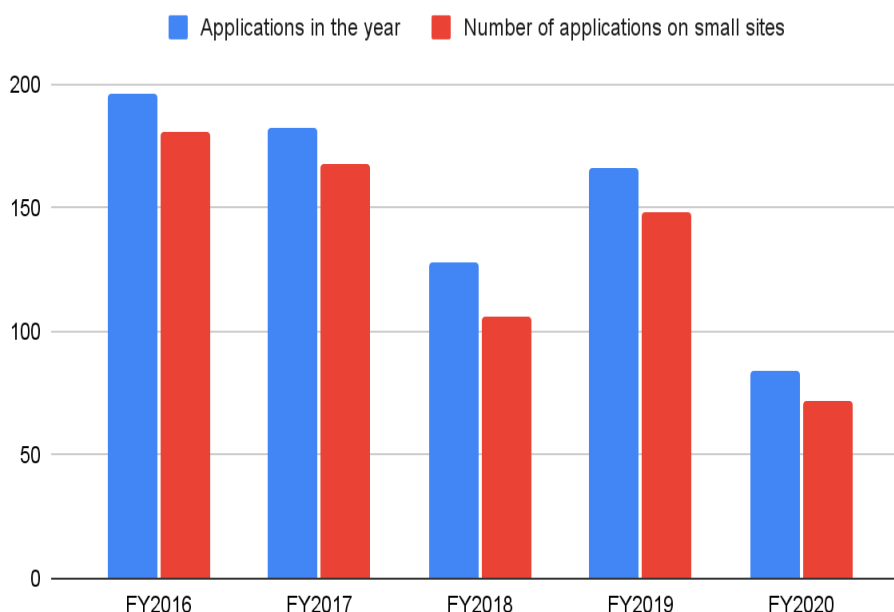


Figure 5.3 Approvals completed FY2016-2020

Approvals: Major Schemes approved in FY2020/21

5.21. The Council approved 12⁹ major schemes in FY2020/21 proposing 988 units (gross). The biggest contribution to housing supply will be 584 units from Phase 3 of the Woodberry Down (2019/2514), and 160 flats from Marion

⁹ The Council's Major Team approved 24 applications in FY2020/21, but 12 were related to variations of conditions and other amendments that will not impact on the housing returns.

Court (2017/5024). There are also three other approvals which if implemented will deliver 50 plus residential units each in the forthcoming years.

- 5.22. 445 of the approved 988 residential units will be affordable, which equates to 45% and when delivered make a significant contribution to the supply of housing and affordable housing in particular. On site affordable housing will be delivered on 6 of the 12 approved schemes.

Major Schemes approved in FY 2020/21

Housing Approvals FY2020	No. Units (Gross)	Market	%	Affordable	%
Major scheme approvals	988	543	55%	445	45%

Table 5.7: Number of housing units on large schemes approved in FY2020/21

- 5.23. On site affordable housing will be delivered on 6 of the 12 approved schemes. Therefore there are 6 schemes where no affordable housing will be provided on site, and there are a number of factors for this:

- One approval (2018/1959 - Sir John & Lady Cohen Court) will provide £200,000 towards affordable housing.
- Three schemes (2018/2802 - Harvest House, 2018/2948 -2-16 Bayford Street and 2009/2842 - 87 Hertford Road) will provide affordable workspace in lieu of affordable housing. The housing number on these schemes are 27, 38 and 6 units respectively. Two of the sites are located in PEAs, while the Hertford Road development was an existing employment site and the redevelopment would provide a mixture of light/ general industrial and storage space along with 6 3 bed terrace houses.
- One approval (2019/1785 48 -76 Dalston Lane) is for the variation of condition to an existing permission, which will result in 2 additional residential units. The original application for a commercial and 44 residential units scheme granted in 2013 did not include affordable housing provision, as it was considered that the retention and refurbishment of a building of historic value and the delivery of much needed family sized housing was acceptable.
- One of the schemes (2019/1054 - French Place) will result in the loss of 28 residential flats which will be replaced by offices as part of an approval for the conversion of the residential units, and extension.

- 5.24. In addition, in FY2020/21, 121 co-living units were approved as part of a mixed use scheme which included around 4,800sqm of office space at 305a Kingsland Road (2019/2175), and financial contribution towards affordable housing.

Affordable Housing Financial Contributions:

- 5.25. In the FY2020/21 £6.37m was collected through S106 for affordable housing. The money was collected from two schemes; the Former Fire Station at 333 Kingsland Road (2016/2207), and the One Crown Place development (2015/0877). While the Council has granted planning permissions which if implemented will receive £350,000 towards affordable housing from smaller

sites¹⁰ (ie under 10 residential units). The contributions towards affordable housing from smaller developments will increase as the policy becomes more established within Hackney.

- 5.26. Since the adoption of LP33 (July 2020), and the S106 SPD, the Council has been able to seek affordable housing contributions from proposals comprising 10 or less housing units. Before this the Council could only seek affordable housing contributions either on site or payment in lieu for development of 10 residential units or more.
- 5.27. Since the adoption of LP33 (July 2020), and the S106 SPD, the Council has been able to seek affordable housing contributions from proposals comprising 10 or less housing units.

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

- 5.28. 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.

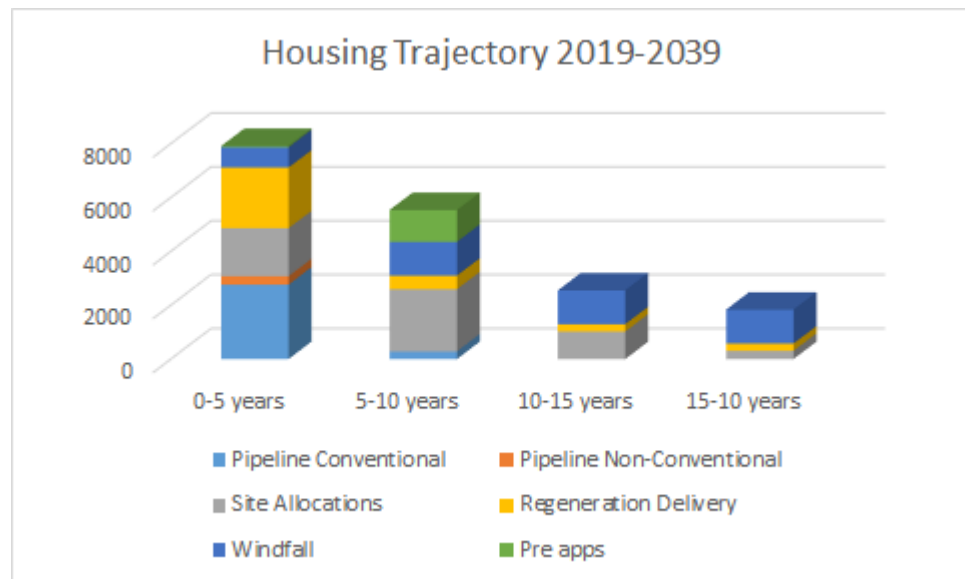


Figure 5.4: Housing Trajectory 2019-2039

- 5.29. 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:

¹⁰ 2020/1082 - Northside Studios, 16-29 Andrews Roads.

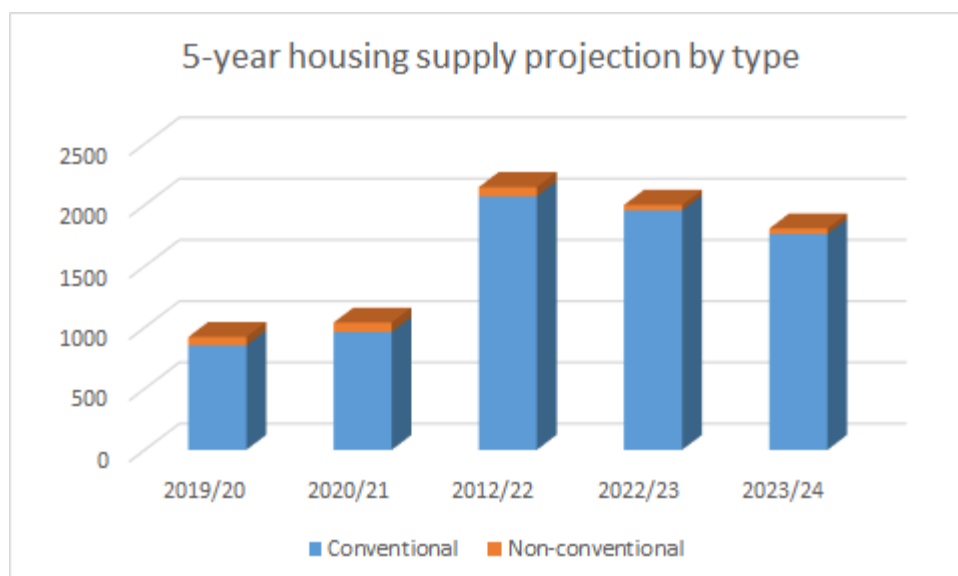


Figure 5.5: Trajectory for 2019-23 by type of housing

- 5.30. 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.
- 5.31. 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

- 5.32. The table below shows Hackney's performance against DLUHC (formally MHCLG) Housing Delivery Test which monitors housing delivery performance within the local authority by taking the average over the last 3 years of housing completions.

Housing completions FY2018/19 - FY2020/21 including Non-conventional housing¹¹

	Housing Target	Homes Delivered (Conventional and non-conventional)	Of which non-conventional
2018/19	1,599	1,855	334
2019/20	1,330	1,099	130
2020/21	1,330	1,107	188
Total years	3	4,061	652

Table 5.7 : Hackney Housing Targets and Completions FY2018 -2020

¹¹ 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.

- 5.33. Returns from the Government with the 2019/20 and 2020/21 housing targets adjusted to factored in the effect of the pandemic and lockdown shows that in terms of the Housing Delivery Test for Hackney, 96% of the government's target was delivered over the last 3 years. [Housing Delivery Test returns 2021](#)

Summary

- 5.34. Over the last 5 years, planning policy has led to the delivery of 86.5% of the borough's housing targets, providing a total of 6,452 units. Of this amount, approximately 969 affordable units have been delivered, which is 15% of all housing, or 17% of conventional housing only. In FY2020/21, affordable units accounted for 17.6% of all housing or 21.2% of conventional housing delivered.
- 5.35. The Council's new housing target is now 1,330 homes/annum following LP33's adoption in July 2020 and the new London Plan on 2nd March 2021. Housing need in Hackney, at 1,758 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. LP33 prioritises conventional housing, over other types of C use class, and to address affordability it continues to require 50% affordable housing subject to viability and sets out new policies including policies to secure affordable housing on small sites of less than 10 units.

6. Employment

Note: This year's AMR is limited in data analysis as a result of missing data due to the cyberattack in October 2020 and the transfer of data to a new IT system. Data on planning permissions approved between 25 June 2020 to 31 October 2020 is in the process of being recovered. The Council has been working with data scientists to retrieve this missing data and is also working collaboratively with the Greater London Authority and IDOX (owners of the cloud based planning system that the Council has migrated to for managing planning applications) to find alternative solutions to retrieve and report on this data.

The data presented in this report is the best assessment of performance of Local Plan policies and updates on planning-related activity and planning decisions over the past financial year using available data. The findings will be verified once all data is retrieved (anticipated to be by February 2023) and reported in the next AMR in June next year.

- 6.1. The amalgamation of several different planning use classes, into a new Class E (commercial, business and services) and changes to the permitted development rights, could potentially have significant impact on the character and appearance of the retail and commercial offer in the borough as a whole, and the vitality and viability of important employment areas and town centres in particular. Paragraph 3.30 - 3.33 above regarding Article 4 Directions sets out in more detail these changes, and the initiatives the Council is doing to address these changes.
- 6.2. For the FY2016/17 - FY2020/21, 48,584 sqm of non residential floorspace has been delivered in the borough. In FY2020/21 around 28,000 sqm of non residential floorspace including around 22,000sqm of office was delivered. The most significant floorspace came from the completion of 97-137 Hackney Road (2015/3455) which included 13,000sqm of Class E(g) former B1 floorspace as part of a mixed use development, and St Mark's House, 1 Shepherdess Walk (2014/2819) which provided an additional 4,386sqm of office floorspace.
- 6.3. 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.
- 6.4. The general trend over the last three years is that within certain Priority Employment Areas (as defined in the replaced DMLP) the move is towards Class E(g)(i) former B1a floorspace, over other employment floorspace. In light of this, the PEA designation has been 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.

- 6.5. Local Plan policy L27 seeks to protect areas of high levels of business floorspace in the Priority Office Areas (POAs), 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 and continue to increase levels of employment across the borough.
- 6.6. In FY2020/21, non residential application data for schemes of over 400sqm show that the Council completed approximately 22,115sqm (net) of Class E(g) former B1 floorspace. 18,035sqm of which is from four schemes; 97-137 Hackney Road (2015/3455), 1A and 1C Shepherdess Walk (2014/2819), 1-3 Sheep Lane (2016/3600) and Mare Street Studios, 203-213 Mare Street (2016/2413).

Hackney's Industrial Floorspace (B2 and B8 Use Class)

- 6.7. In FY2020/21, there was a combined net loss of 858sqm of B2 and B8 floorspace from 2 applications. 13 Derby Road (2017/3452) and 164-170 Mare Street (2018/2389) both losing 455sqm and 403sqm respectively. Consequently there was an increase of B2 floorspace of 11sqm from 1 application 1-5 Rosina Street (2019/1807) for a coffee roastery to an ancillary Cafe.

Business in the Borough

- 6.8. 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	2016	2017	2018	2019	2020
Camden	27,370	29,440	30,960	32,255	34,035
Hackney	16,885	18,995	19,905	21,300	23,270
Islington	17,760	18,485	18,780	20,130	21,410
Tower Hamlets	15,765	16, 835	16,925	17,355	16,855
Inner London	250,165	264,905	209,220	275,530	279,340
Outer London	226,725	240,750	240,050	246,710	255,250

Table 6.1: ONS, Enterprises by Employment Size, FY2016-20

6.9. Table 6.1 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 2016-20 Hackney gained an additional 6,385 enterprises, or a growth of 38% over the period, while the Inner London growth was 13% over the same period.

Affordable Workspace Provision

6.10. The Local Plan (LP33) builds on its set objective of supporting a mixed economy and maximising the supply of affordable and low cost industrial space by seeking that new developments in major commercial and mixed use development schemes provide 10% affordable workspace (Policy LP29).

6.11. In order to ensure that workspace is affordable for the larger community and end users, 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.

6.12. There is already a pipeline of schemes which are tied, via s106, into providing the workspace.

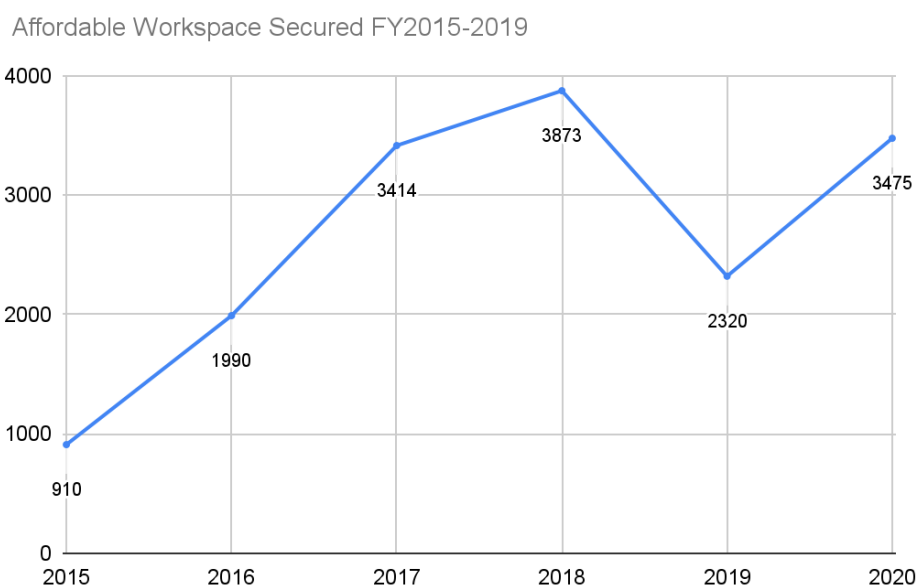


Figure 6.1: Affordable Workspace in sqm , FY2015-20 Hackney

6.13. For FY2020/21, 8 schemes were identified in the boroughs Infrastructure Funding Statement as securing non monetary obligations with regards to affordable workspace. 7 of the 8 applications identified secured in the region of 3,475 sqm of affordable workspace as compared to 2,320sqm from 6 schemes the previous year.. Though it is difficult to make a direct analysis with last year's results due to missing data on 1 of the applications, there is a significant amount of new employment floorspace in the pipeline which is likely to increase the amount of affordable floorspace provision in the borough going forward.

New Hotel and Hostel Rooms

- 6.14. 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.
- 6.15. 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, 866 hotel rooms have been completed. In FY2020/21, a 120 room hotel at 130 Kingsland High Street, and a scheme comprising a 140 room hotel and hostel catering for 35 individuals in housing need at 420-424 Seven Sisters Road were completed. An extension creating an additional 10 rooms to an existing hotel was also completed in 2020/21.

Summary

- 6.16. In FY2020/21 around 22,000sqm Class E(g) former B1 floorspace was completed in the borough and increase on approximately 17,400sqm from the previous reporting year FY2019. The most significant floorspace came from the completion of 97-137 Hackney Road (2015/3455) which included 13,000sqm of Class E(g) former B1 floorspace as part of a mixed use development, and St Mark's House, 1 Shepherdess Walk (2014/2819) which provided an additional 4,386sqm of office floorspace.
- 6.17. ONS data shows that there were 23,270 new businesses launched in Hackney in FY2020/21. This was an increase of 1,970 on the previous financial year (FY2019) which had 21,300 new businesses. The number of enterprises has increased by 38% over the period between 2016 and 2020, compared to 13% in inner London.
- 6.18. 7 of 8 applications delivered 3,475sqm of non-monetary affordable workspace in FY2020/21 as compared to 2,320sqm from 6 schemes in FY 2019. Shoreditch will continue to see a net gain of new Class E(g) former B1 floorspace significantly ahead of other POAs.
- 6.19. Hackney's Employment Land Study suggests a strong need for Class E(g)(i) former 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. LP33 also sets out an approach to secure more affordable workspace and better protect against the loss of industrial floorspace.

- 6.20. The Council's proposed Article 4 Directions protecting Class E to C3 in Hackney's designated industrial areas, the Central Activities Zone and designated town centres will further support the approach to protect commercial, business and service space in the borough. The Article 4 Directions will require commercial, services and businesses wishing to change to residential to apply for full planning permission to ensure that proposals are fully considered in terms of quality and standards of residential, impact on infrastructure, and there is a balance between retail, commercial, leisure, and residential in the borough's strategically and locally important commercial and employment areas.

7. Retail and Town Centres

- 7.1. Protecting Hackney's Town Centres is key to the continued growth and prosperity of the borough, especially in terms of supporting local amenities. The core objective is to support distinctive town centres and a vibrant town centre experience. Local Plan 2033 (LP33) policy LP33 sets out the overarching strategy, which focuses on developing Dalston and Hackney Town centres, while also setting out policies in LP32 which directs all new Commercial E(a) (Former A1) floorspace to town centres, supported by LP35 which prevents changes of use to Commercial E(a) (former A1) frontages in Town Centres that would result in the proportion of units falling below 50%. 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 LP38 directing Restaurants and Cafes (former A3) now Class E(b)A3 (cafe or restaurants), former Class A4 (Drinking establishments) and A5 (Hot food takeaways) now defined as 'Sui Generis' 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 and Hackney Central) to smaller district centres (Stoke Newington High Street, Stamford Hill and Finsbury Park) and finally some 16 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. LP33 support retail as the predominant land use at ground floor level in town centres, with different proportions set based upon the hierarchy of the centre¹².
- 7.4. In addition to the impact of employment policies, LP38, 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. In FY2020/21 7,527sqm of retail floorspace (former A1 - A3) were completed. The largest schemes completed with a significant proportion of retail floorspace was 97-137 Hackney Road (2015/3455), which included 3,500sqm of retail (shops, restaurants & cafe, and drinking establishment) and 420-424 Seven Sisters Road (2015/0844) with 706 sqm (shops and restaurants & cafes).

¹² 60% of A1 in the primary shopping frontages of Dalston and Hackney Central, 55% in the 3 district centres and 50% in the local shopping centres.

Town Centre

- 7.6. Applications completed in FY2020/21 continues the trend in the majority of growth of Shops, Restaurants/Cafes and Drinking Establishments (former A1/A2 and A3 activities) continuing to be focused outside of town centres, particularly in Shoreditch, with an overall growth in all use classes. Evidence supporting the development of LP33 demonstrated the need to consider the relationship between employment and town centre policies to ensure the objectives set out in the Local Plan focuses these uses in town centres.
- 7.7. The Local Plan 2033 and new London Plan - have upgraded Hackney Central to a Major centre and Stamford Hill to 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 surveys from 2021 showed that the borough's four Major and District centres had vacancy rates below or in line the national average (13.87%) for town centres ¹³.
- 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. Following changes to the use class, and permitted development rights, these Directions would have lapsed 2021, and the Council in 2022 are in the process of creating new Directions, see paragraphs 3.30-3.33.

Entertainment and night time economy

- 7.10. Local Plan policy LP38 recognises the contribution of the Night-Time economy to the borough and aims for a managed expansion of uses, specifically in Dalston and Shoreditch.
- 7.11. Drinking establishments (Former 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 use 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.

¹³ Experian Goad Town Centre Surveys and Reports for Dalston (12.9%), Hackney Central(13.9%), Stoke Newington High Street (9.7%) and Stamford Hill (4.0%) (June 2021).

- 7.14. Overall, all new drinking establishment floorspace has been delivered 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. Local Plan 2033 and Shoreditch Area Action Plan will seek to manage this growth effectively and diversify the night time economy.
- 7.15. Hot food takeaways uses are at a similarly low level, with a limited set of completions totalling 125sqm of floorspace for FY2020/21 (plus a proportion of flexible commercial floorspace allocated from another application 2010/2460). Policy LP39 requires that hot food takeaways are primarily situated in major, district and local shopping centres.

Summary

- 7.16. LP33 policies strengthen the requirements around A1 units within the major, district centres and local centres. Through LP33, Hackney Central has been reclassified as a major town centre, Stamford Hill a district centre and four new local shopping centres¹⁴ have been designated in the borough. In FY2020/21 7,527sqm of retail floorspace (former UCO A1 - A3) were completed.
- 7.17. It is important to note that outside of town centre designations there has been an increase of new retail space delivered between FY2017/18-FY2020/21.
- 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 restaurants / cafes, as have some of the local centres including Kingsland Road, Lauriston Road and Stoke Newington Church Street.
- 7.19. Drinking establishments and Hot food takeaways share a low level of completions in FY2020/21 in keeping with the trend in FY2019/20. Within drinking establishments 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.
- 7.20. The Local Plan sets out a strategy to protect retail in town centres and encourage a network of centres that are viable and attractive. The London Plan (2021) has reclassified Hackney Central as a major centre, and retail growth will be focused there and in the other major centre of Dalston. Additionally, Stamford Hill becomes a district centre through the new London Plan and LP33, and Green Lanes, Hackney Downs, Oldhill Street and Dunsmere Road will be designated as new local centres. Through emerging work on Future Shoreditch AAP, Stamford Hill APP, and masterplans on Dalston and Hackney Central etc, the Council seeks to guide and deliver the overall objectives of the Local Plan for these growth areas.

¹⁴ Green Lanes, Oldhill Street, Dunsmere Road and Hackney Downs Local Shopping Centres - designated through the Local Plan 2033.

8. Communities, Culture, Education & Health

- 8.1. 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 second Annual Infrastructure Funding Statement 2021 Community Infrastructure Levy and Section 106 ([Hackney IFS 2021](#)). The report covers the financial year 1st April 2020 - 31st March 2021 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 2020 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 fulfil 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 2020/21 (excluding Crossrail) are set out in the table below:

2020/21 Agreed	2020/21 Received	2020/21 Spent	Total money retained at the end of 2020/21 (excluding “commuted sums” for longer term maintenance but including £26.4M already committed to fund ongoing Section 106 projects)
£17,154,832.10	£11,660,628.10	£4,604,848.79	£56,878,327.22

Table 8.1: Financial obligations agreed and received in FY2020/21

- 8.9. The total amount of money retained at the end of the reported year is £56,878,327.22. No money has been retained for long term maintenance.
- 8.10. Of the above sum, approximately £26.2M has already been committed to fund ongoing Section 106 projects. Of the remaining, £16.3M is ring fenced for future delivery of affordable housing in the borough.
- 8.11. Appendix 1 of the [Infrastructure Funding Statement](#) provides a list of projects that have had funding allocated towards them in 2020/21 with unspent allocations.

Allocation of the S106 in 2020

- 8.12. The total amount of money from planning obligations allocated towards infrastructure during the reported year was £8,200,192.13. Of this amount £7,140,142.85 was not spent during the reported year due to the longer term nature of the projects on which it will be spent.
- 8.13. The total amount of money from planning obligations spent during the reported year was £4,604,848.79. No money was spent by a third party on behalf of Hackney Council. The list of items of infrastructure funded from planning obligations is included in Appendix 2.
- 8.14. The amount of planning obligation money spent on repaying money borrowed, including any interest was £0.00.
- 8.15. The amount of planning obligation money spent in respect of administration of planning obligations and monitoring in relation to the delivery of planning obligations during the reported year was £243,742.00.
- 8.16. The total amount of money retained at the end of the reported year was £56,878,327.22 No money has been retained for long term maintenance.
- 8.17. Of the above sum, approximately £26.2M has already been committed to fund ongoing Section 106 projects and £16.3M is ring-fenced for future delivery of affordable housing in the borough.

8.18. The sum allocated to community and education was £2,081,207.83 on initiatives as set out below:

S106 allocated for Community and Education projects

Project	Allocation date	Sum allocated	Sum remaining (at the end of FY 20/21)
Shoreditch Park Primary School Improvements	1/04/202	1,021,244.12	1,021,244.12
Library Refurbishment Programme	1/04/202	69,470.61	45,104.60
Phase 3B LSB Schools Facade	1/04/202	985,380	985,380
St Thomass Recreation Ground Shelter	1/9/2020	5,113.10	5,113.10

Table 8.2: Allocation of the S106 on Community and Education initiatives

8.19. In FY2020/21, £4,604,848.79 obtained through s106 was spent on 65 items of infrastructure. Details about individual items are available in Appendix 2 of Hackney's IFS 2020.

S106 Spent on Infrastructure Projects 2020

Infrastructure projects	Amount spent	Date(s) Spent
65	£4,604,848.79	01 March 2020 to 01 March 2021

Table 8.3: Allocation of the S106 on infrastructure projects FY2020/21

8.20. The S106 spend on community and education projects as identified above in FY2019 was £3,588,986.71.

8.21. The Council agreed 203 non-monetary obligations from schemes in FY2020/21, the details of individual applications are in Appendix 3 of the IFS 2021. The contributions cover a range of matters, across different services. These included but not limited to employment skills and local labour schemes, affordable housing.

8.22. In addition to monetary contributions, Section 106 agreements can include non-monetary obligations, including the requirement to provide affordable housing units as part of the development as set out in the Local Plan. The total number of affordable housing units to be provided through planning obligations agreed in 2020/21 is 349.

Hackney's Community Infrastructure Levy

8.23. 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 FY2020/21 is detailed in the tables below.

CIL FY2020/21

CIL collection and retention

CIL collected in 2020/21	£3,981,336.57
CIL collected prior to 1st April 2020	£28,849,056.10
CIL collected and allocated prior to 1st April 2020	£21,849,056.10
CIL (not including neighbourhood or administration receipts) collected before the reported year which have not been allocated	£3,518,916.34
NCIL receipts for the reported year retained at the end of the year	£210,837.45
NCIL receipts from previous years retained at the end of the reported year	£3,434,543.23

Table 8.4: Receipt and Expenditure FY2020/21

8.24. The total value from Liability Notices (the notice issued upon the grant of a planning permission) based on liable floorspace after any relief that has been granted is £13,113,181.76. The total value of surcharges imposed due to breaches of the Community Infrastructure Levy Regulations is £11,632.28.

8.25. The amount of CIL collected prior to 1st April 2020 is £28,849,056.10 and was all collected in cash. No land payments have been received. The total amount of CIL collected and allocated prior to 1st April 2020 was £21,849,056.10.

CIL Expenditure.

8.26. The total CIL expenditure recorded for the financial year 2020/21 is as follows:

Type	Allocated	Spent	Remaining
Admin CIL	£199,066.83	£199,066.83	£0.00
Neighbourhood CIL	£380,600.00	£146,907.00	£233,693
CIL Land Payments	£0.00	£0.00	£0.00
Strategic CIL	£5m	£5m	£0.00
Total	£5,579,666.83	£5,345,973.83	£233,693

Table 8.5: CIL Expenditure FY2020/21

Infrastructure on which Hackney CIL has been spent in 2020/21

Infrastructure Item	Amount	Description
Highways Maintenance	£3,933,229.34	highways maintenance works (borough-wide)
Parks Strategy Infrastructure	£670,569.15	The 2020/21 parks infrastructure strategy funded a range of facilities across the borough.
LED Lights on Highways	£396,201.51	LED lighting on highways (borough-wide).

Table 8.6: CIL Allocation on Infrastructure FY2020/21

8.27. Regarding CIL collected and allocated within the reported year that has not been spent to date, due to the timetable for the relevant projects, the summary is as follows:

Infrastructure	Allocated	Unspent	Date
Hackney Carnival 20/21	£200,000	£200,000	01/03/21
20/21 & 21/22 cultural activities	£180,600	£33,693	01/03/21

Table 8.7: CIL Allocation not spent in FY2020/21

- a) i) the amount of CIL collected, not assigned for Neighbourhood CIL or CIL Administration, for the reported year and that had not been spent is £0.
- b) ii) the amount of CIL collected, not assigned for Neighbourhood CIL or CIL Administration, from 01 April 2015 to the end of the reported year that had not been spent is £1,709,748.72.

Mayoral CIL Receipts in FY2020/21

- 8.28. 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, the total of £3,452,500.63 was collected.

Education Floorspace

- 8.29. In FY2020/21, 2 schools were delivered, New Regents College, Nile Street (2016/0300) and a 350 pupil primary school (2016/2207) on the Former Kingsland Fire Station site at 333 Kingsland Road, both of which were part of mixed use developments with residential. New Regents College has capacity for up to 250 pupils across an age range of 5-16 years, and the proposal is linked to another new school on Tiger Way (ref 2016/0307).
- 8.30. 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.

9. Transport

- 9.1. Local Plan LP33 policies 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 431,000 trips each day between 2017/18 and 2019/20 by:
 - Car and motorcycle: 12.1%
 - Tube/DLR: 7.7%
 - National Rail and London Overground: 5.1%
 - Bus/Tram: 22.6%
 - Taxi/Other: 0.5%
 - Cycle: 8.9%
 - Walking: 43.2% ¹⁵
- 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 2017/18-2019/20 shows that car and motorcycle's share of trips has fallen from 12.7% to 12.1% with public transport's mode share changing little from 35.5% to 35.4%. Meanwhile active travel trips by walking or cycling have increased from 51.3% to 52.1% of trips undertaken by borough residents. The cycle mode share of 8.9% is comfortably the highest in London.
- 9.7. Hackney has one of the highest active, efficient and sustainable mode share,

¹⁵ The latest 3 year rolling average for mode share is not available at the borough level as the London Travel Demand Survey data collection was impacted by COVID and the data for 2020/21 is not robust enough to provide borough level estimates. So this data and the trend analysis in the following paragraphs cannot be updated this year.

approximately 88% of trips by borough residents being by modes other than the private car.

- 9.8 Some 22.6% of borough residents' trips in 2019/20 were by bus which is the largest such modal share in London although slightly lower than the 23.2% of trips seen in the years up to 2018/19. Hackney's underground/ DLR mode use share increased from 6.9% to 7.7%, while National Rail/Overground mode share decreased from 5.5% to 5.1%. The combined rail mode share of 12.8% is notably still much lower than the Inner London average of 19.2%
- 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.¹⁶
- 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 the Local Plan.
- 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 Mayors Transport Strategy, with a long-term target for 2041 of 70% of people reporting two periods of ten minutes spent walking or cycling on the previous day. Only 33% of Hackney residents were meeting this level of active travel exercise in the three years to 2019/20 - the second lowest in Inner London.

Walking and Cycling

- 9.12 According to the 2019/20 London Travel Demand Survey (LTDS) with all trips, seven-day walking mode share, Some 42.8% of trips ending or beginning in Hackney were by walking which is together with Camden is the highest level of walking trips in London and well above the Inner London average of 38.2%. This puts Hackney in a strong position to meet its local 40% walking share target by 2025.¹⁷
- 9.13 Transport policy and investment in Hackney is geared towards prioritising walking and cycling. Walking and cycling trips form a critical part of residents' journeys to work, school and shopping, but are key in their own right as a dominant mode of transport for our residents. The latest returns for the period between 2017-2020 show that active travel trips by walking or cycling have

¹⁶ Updated information on car ownership not expected until the end of calendar year 2022.

¹⁷ This is the latest available mode share information as TfL data collection for 2020/21 was scaled back because of Covid.

increased from 51.3% to 52.1% of trips undertaken by borough residents. The cycle mode share of 8.9% is comfortably the highest in London.

- 9.14 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. ¹⁸
- 9.15 Hackney has by far the highest levels of residents cycling to work in London, at 15.4% of all commuter journeys (based on the 2011 Census and taking into account those who do not work or work from home), 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.¹⁹
- 9.16 It should be noted that because of the lag in collecting data, nearly all of these figures pre-date the outbreak of the global Covid-19 pandemic in 2020. The lockdowns associated with the pandemic resulted in a greatly reduced use of public transport to aid social distancing. The risk associated with this was that as people began to travel again they would feel pressure to continue avoiding public transport and choose to travel by private car instead with potentially disastrous effects on congestion, air quality and the quality and safety of the public realm.
- 9.17 Hackney in 2020, following national and London guidance, responded with a greatly enhanced programme to reduce motor traffic in residential areas and around schools at opening and closing times to encourage walking and cycling in residential areas. This resulted in an acceleration of Hackney's School Streets and Low Traffic Neighbourhoods programmes with the introduction of 19 new Low Traffic Neighbourhoods and over 40 School Streets around most of the borough's Primary Schools as well as the creation of two new protected cycle routes. Following extensive monitoring of these schemes nearly all of the School Streets and Low Traffic Neighbourhoods have now been made permanent. Link to Decision reports

[Low Traffic Neighbourhoods](#)
[School Streets](#)

- 9.18 Wider programmes outlined in Hackney's LIP ([LIP3 Appendix D](#)) are also ongoing. Notably these include:

- **Healthy streets** creating liveable and healthy street environments, pocket parks and parklets and on street parking hangers and dockless cycle parking bays. It is linked to other initiatives such as tree planting and the expansion of suitable drainage systems.
- **Electric Vehicle charging points** to facilitate the transition away from polluting ICE vehicles is a major priority. By mid 2022 some 330 charging points had been installed across the

¹⁸ Engagement and Schools Team unable to provide a mode of travel to school update for 2021/22 as it received a very low response rate from schools.

¹⁹ 2021 Census data for this metric not expected before 2023.

borough including 219 powered from lamp columns and 100 free-standing fast chargers and 11 rapid chargers. Hackney plans to deliver 3000 charge points by 2030 with the first 1500 by 2026.

New Car and Cycling Spaces

- 9.19 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.
- 9.20 Local Plan 2033 policies 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. There has been a steady increase in car-free developments in the borough with 31 car free obligations agreed in FY2020/21 as compared to 22 in FY2019/20.
- 9.21 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 managing parking demand through controlled parking zones, removing gyratories and one way streets, and introducing traffic calming measures.

10. Open Spaces

- 10.1. One of the objectives of the Local Plan is to protect and enhance existing open space and diversity, develop and improve green links between these spaces and support the creation of new open space and vertical gardens.. Local Plan policy LP requires that there be no loss of open space within the network of designated open spaces, and LP48 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 2020, 28 parks and open spaces 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 LP33, along with many local spaces. The same number of green flags in the borough were retained in 2022.

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 2020/21 parks infrastructure strategy funded a range of facilities across the borough. £670,569 of strategic CIL was spent on the enhancement of a variety of the borough's parks. Funding contributed to improving sports, play and toilet facilities.
- 10.4. The Hackney projects allocated or spent funds from S106 in FY2020/21 were:
- Shoreditch Park Improvements
 - St Thomass Recreation Ground Shelter
 - Connecting Green Spaces Daubeney Fields
 - Shepherdess Walk Play Area
 - Fairchild's Gardens improvements

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. The Local Plan (LP33) policy LP46, LP47, LP48, LP49 and LP50 looks to protect, enhance and improve the existing open space network as well as biodiversity. Overall, the policies in LP33 have been effective in 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, including for biodiversity in the borough, working to make Hackney greener, with a more sustainable public realm. This will work alongside the *Child-friendly places SPD (adopted 2021²⁰)* which ensures the planning process both plan making and planning process actively considers design for people of all ages, abilities and backgrounds. It seeks to go beyond playground provision towards shaping the physical features of public space around and in between buildings in neighbourhoods. Planning applications which result in a yield of 10 or more children are required to submit a child friendly impact assessment and the design checklist, as part of the application. The principle and guidance set out in the SPD are being incorporated into area based plans, and into the development of schemes such as the next phases of Woodberry Down.

²⁰ The SPD picked up two awards at the 2022 Planning Awards, it won for plan-making, and the editor's choice award.

11. Design and Heritage

- 11.1. One of the overarching objectives of the adopted Hackney Local Plan LP33 is to protect and enhance the quality of Hackney's historic environments through a sensitive approach to existing character. Local Plan Policies LP1 Design and Local Context, LP3 Designated Heritage Assets and LP4 Non Designated Heritage Assets require that all development should enrich and enhance the built environment that developments sustain heritage significance. Performance of the design policies is difficult to measure, as design quality is by definition qualitative not quantitative in nature. However, there are a range of statistics around heritage. These primarily relate to the designation of new heritage assets (e.g. listed buildings and conservation areas), dealing with Heritage at Risk and identifying new locally listed buildings.

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 2021 Heritage at Risk Register with the 2020 Register for Hackney shows that the number of listed buildings, conservation areas and Registered Parks and Gardens risk in the borough has decreased from 33 to 29 sites.
- 11.4. There have been 2 new additions to this year's Heritage at Risk Register. 5 sites have been removed through the completion of successful schemes for their restoration. Some sites 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 sites on the October 2021 register, 18 are subject to consented schemes, 3 are in planning, 1 is in pre-application discussion and 3 are subject to ongoing enforcement action. Of the buildings on the October 2020 register, 8 were subject to consented schemes, 3 were currently in planning and 1 was in pre-application discussion and 2 were subject to ongoing enforcement action. About 4 sites (including two conservation areas²¹) currently on the October 2021 register may be removed from the October 2022 register. 5 are owned by the Local Authority.

Listed Buildings and Schedule of Ancient Monuments

- 11.6. One site (Lauriston Road Jewish Cemetery) was added to the Statutory List²² in the year from April 2020 to March 2021. Some listings have also seen minor amendments to keep them up to date.

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

²¹ Sun Street and Mare Street Conservation Areas

²² Grade II listed building

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 in FY 2020/2021. [Hackney Local List](#)

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 Shacklewel 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 designated three new conservation areas at Pitfield Street, Beck Road and Well Street. The council also completed a full review and boundary extensions of the South Shoreditch Conservation Area in November 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 FY2020/21 was the 29 storey 'The Makers Building', which is part of the New Regents College development, in Shoreditch. The next tallest building completed was 33 Kingsland Road (11 storeys) and 211-227 Hackney Road (10 storeys) both on major routes in identified growth areas. The tallest building approved in FY2020/21 was on the 39-47 East Road site where part of the site will go up to 27 storeys, and Phase 3 of Woodberry Down will range from 6-20 storeys.

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 was run as a virtual programme and received 47 nominations, up from 42 nominations in 2018. There were 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 undertaken for the Child Friendly SPD, the 2020 awards also premiered the Young People's Choice Award alongside the long running People's Choice Award.
- 11.21. Shortlisting and judging took place in late 2020 and there were a total of 4 awards and 7 commendations in the main awards category. A mixed use residential and commercial scheme in London Fields called the Fisheries won People's Choice Award, whilst the Young People's Choice Award went to Gainsborough Primary School for an ambitious redesign of the listed school's forecourt.

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

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. The key indicator for quality - that is, planning appeals dismissed - reduced from 68% in 2019 to 29% (6 out of 6) 2020, significantly below the 70% target, with a fall in the number of appeals heard.
- 12.3. Results in absolute terms are down on 2019, however in general most of the targets have been met. With the significant disruptions to the service due to the Covid19 pandemic and the cyberattack and the associated solutions put in place by the planning service to maintain an active service. The appeals dismissed was the only indicator not to exceed the internal targets. The appeals performance for 2020 however should be taken with caution when compared to performance in previous years; the impact of covid and the lockdown, plus the cyber attack meant that just 26 appeals were decided (compared to, for example, 224 appeal decisions in 2019). This is further compounded by the fact that appeals are processed by the Planning Inspectorate, and so the Planning Service were reliant on the ability of the Planning Inspectorate to register and commence appeals following the lockdown.

GENERAL PLANNING PERFORMANCE 2020/21

Indicator	Target	Q1	Q2	Q3	Q4	Total
		2020/21				
Percentage of major planning applications determined within 13 weeks or agreed timescales (ex NI 157a)	70%	67%	100%	67%	100%	76% (15 of 19)
Percentage of minor applications determined within 8 weeks (ex NI 157b)	75%	81%	n/a	100%	94%	78% (364 of 412)
Percentage of other applications determined within 8 weeks (NI 157c)	80%	89%	n/a	98%	90%	91% (345 of 383)

Percentage of planning appeals dismissed	70%	42%	n/a	n/a	17%	29% (6 of 16)
Percentage of customer satisfaction levels with the Planning Service	60%	A new survey is being issued in 2022 as part of ICT Strategy.				

Table 12.1 General planning performance 2020/21

Summary

- 12.4. Overall, the performance of planning has been positive in FY2020/21 despite the challenges of the service through the pandemic and the October 2020 cyberattack, with targets across development management exceeded in many cases; 76% of 19 Major Planning Applications were determined in accordance with agreed timescales, beating the target of 70%. 78% of minor applications were determined within 8 weeks, also beating the target of 75% and 91% of other applications were processed within their 8 week deadline, beating a target of 80%.
- 12.5. Overall, improvements across certain areas of the service have been maintained and additional improvements to some processes will be made going forward.