

**Appendix 1**

**London Borough of Hackney**

**Planning Service Authority Monitoring Report  
FY2021/22 and FY 2022/33**

## Summary

The AMR provides monitoring information on spatial planning-related activity for the financial years 2021 and 2022 (FY2021/22 & FY2022/23) 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) - have achieved their objectives, using quantitative indicators. The findings of previous monitoring reports informed new policies in LP33. LP33 was adopted in July 2020.

This year's AMR covers the last two financial years to bring the monitoring report up to date. The data presented in this report is the best assessment of performance of LP33 policies and updates on planning-related activity and planning decisions over the past two financial years using available data.

This AMR reports on the monitoring years covering from 1st April 2021 to 31st March 2023, 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

**In Hackney, 96% of the Government's Housing Target was delivered over the 3 years between 2018-2021<sup>1</sup>. The proportion of affordable housing approved in major development (10+ units) was 47%.**

- A total of 2,393 homes were *completed* in the two reporting years (FY2021/22 and FY2022/23). This is 1,196 per year against our target of 1,330 per annum.
- On larger sites where the Council can secure on-site affordable housing, 25% affordable housing was delivered.
- Approximately £11.88m of financial contributions towards affordable housing was agreed from both larger and smaller completed sites.
- The larger sites provided other benefits either through the development itself or through planning agreement. In addition to housing the mixed use schemes provided on-site commercial and employment workspace including some affordable, community facilities, public realm and a replacement waste facility.
- Major developments (+10 units) *approved* in FY2021/22 and FY2022/23 showed that 47% (303 from 651) of housing units will be affordable.

### Employment

**There are large amounts of new employment floorspace mainly offices (45,000sqm) in the planning pipeline and high levels of growth in businesses within the Borough.**

- In the two reporting years around 61,000 sqm of office / light industrial floorspace was completed in the borough.
- There was 4,800sqm of affordable workspace delivered in the two reporting years.
- In 2023 there were 24,935 enterprises in Hackney, that is up by 530 from 2022. The number of enterprises has increased by 17% over the period between 2019 and 2023, compared to 1% in inner London.

---

<sup>1</sup> Government released a new HDT in December 2023 covering the 3 years between 2019-22. The Council are in communication with the DLUHC regarding these returns.

## **Retail and Town Centres**

**Hackney has seen growth in retail over the last 5 years. Previous AMR reports indicate that there is significant retail and other commercial space that have extant planning permission or allocated are in the planning pipeline.**

- Around 2,800sqm of new retail floorspace was completed in the two reporting years. There were limited planning completions for shops, and related town centre uses such as cafes, restaurants and takeaways. In part this could be explained by use class E (commercial, business and services) which means that uses falling within this category can change, and in the majority of cases will not be required to inform the planning authority.
- The latest surveys from 2021 showed that the borough's four Major and District centres had vacancy rates below or in line with the national average (13.87%) for town centres.

## **Communities, Culture, Education & Health**

**Planning continues to secure funding through the Community Infrastructure levy and s106 agreements.**

- Approximately £37.38m of Community Infrastructure Levy (CIL) and Section 106 (s106) planning obligation money was spent during FY2021/2022 and FY2022/2023 to fund improvements such as schools, leisure maintenance, Library Refurbishment Programmes, Cultural Funding Bid and capital works including Stoke Newington Library, Berger School works and Woodberry Down Children's Centre.
- In the two reporting years two education facilities were completed at the former Hackney Police station, Lower Clapton Road, and at 65-67 Lordship Road. An adult study centre was also completed at 54-54a Clapton Common.

## **Transport**

**Hackney has the highest sustainable transport mode share of any borough in London, and highest active travel mode.**

- The latest London Travel Demand Survey showed Hackney has by far the highest active travel mode in London largely due to a 12.9 percentage point surge in walking mode share. Walking now accounts for 55.7% of trips beginning in Hackney with a further 8.5% being cycling trips.
- Overall Hackney also has the highest sustainable transport mode share (87.4%) for any borough 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, for residential developments in Hackney, car-free principles are the norm now.
- As of August 2023, 375 charging points have been installed across the borough including 253 powered from lamp columns and 106 free-standing fast chargers and 16 rapid chargers. Hackney plans to deliver 3000 charge points.

## **Open Spaces, Environment and Climate Change**

**29 parks have been awarded Green Flag status.**

- 29 parks and gardens have been awarded Green Flag status up by 1 from FY2020/21 with Abney Park added in 2023.
- Strategic CIL and S106 was spent on the enhancement of a variety of the Borough's parks in FY2021/22 and FY2022/23, funding contributed to improving sports, play and toilet facilities.
- There are a number of recently adopted strategies / plans which guide the Council's programme for parks and open spaces including Hackney Parks and Green Space Strategy 2021/31, A Green Infrastructure Strategy and the Child-friendly places Supplementary Planning Document.

## **Design and Heritage**

**Council has continued to work with owners to bring forward repairs, restoration and reuse schemes for sites on the Heritage at risk register. This has included working proactively with the Historic England Heritage at Risk Team.**

- The Heritage at Risk Register is operated by Historic England and identifies historic buildings, structures and areas at risk of neglect, decay and unlawful works. The number of listed buildings at risk in the Borough has increased to 34 having been 29 in the 2021 register.
- The Hackney design awards are held biannually. At the 2022 Hackney Design Awards there were 4 winners including awards for; People's Choice, Climate Change & Sustainability and Historic & Restoration. There were also three commendation winners.
- Several projects in Hackney including some winners from the Hackney design awards were also recognised by other bodies such as the RIBA.
- A full review and boundary extensions of the South Shoreditch Conservation Area in November 2021 was carried out. The council has consulted on new appraisals, management plans and boundary extensions for Underwood Street and Hoxton Street conservations areas, and both were adopted by Cabinet in November 2023.

## **Planning Performance**

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

- In terms of time scale for determining planning applications, Hackney in the two reporting years exceeded the national and its local targets for major, minor and other applications.

## **Table of contents**

<b>Summary</b>	<b>1</b>
<b>1. Introduction</b>	<b>8</b>
<b>2. Hackney in Context</b>	<b>9</b>
<b>3. Planning Policy</b>	<b>12</b>
<b>4. Neighbourhood Planning</b>	<b>17</b>
<b>5. Housing</b>	<b>19</b>
<b>6. Employment</b>	<b>31</b>
<b>7. Retail and Town Centres</b>	<b>35</b>
<b>8. Communities, Culture, Education and Health</b>	<b>38</b>
<b>9. Transport</b>	<b>45</b>
<b>10. Open Spaces</b>	<b>50</b>
<b>11. Design and Heritage</b>	<b>52</b>
<b>12. Planning Performance</b>	<b>55</b>

## List of Figures and Tables

Map 1 :Location of Hackney

Figure 4.1: Finsbury Park and Stroud Green Neighbourhood Area

Table 5.1: Total Housing Delivery in Hackney FY2020/21-FY2022/23

Figure 5.1: Housing Trajectory 2023-2038

Figure 5.2: 5 Year Housing Land Supply 2023 -2028

Table 6.1: ONS Number of Enterprise, FY2019-2023

Table 8.1: Financial obligations agreed and received in FY2021/22 and FY2022/23

Table 8.2: CIL Collection and Retention FY2021/22 and FY2022/23

Table 8.3: CIL Expenditure FY2021/22 and FY2022/23

Table 8.4: Infrastructure on which CIL was Spent FY2021/22

Table 8.5: Infrastructure on which CIL was Spent FY2022/23

Table 8.6: Schemes completed with on site community facilities FY2021/22 &FY2022/23

Figure 9.1: Motor Traffic Counters March 2020 - December 2023

Table 9.1: Post pandemic recovery rates on the peak hour traffic

Table 12.1: General Planning Performance, FY2021/22

Table 12.2: General Planning Performance, FY2022/23

Table 12.3: Planning Performance, Local Indicators, 2021/22,

Table 12.4: Planning Performance, Local Indicators, 2022/23,

## Appendices

Appendix 1 - Housing Delivery by Wards and Place

Appendix 2 - Sites with Affordable Housing delivered in FY2021/22 and 2022/23

# 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 2021 - 31st March 2023, it will report on two financial years returns (FY2021/22 and FY2022/23), to bring the monitoring report up to date. It reports on the performance of planning policy across key topic areas, and progress of the Local Development Scheme (LDS), Local Plan 2033 (LP33) and Area Action Plans (AAPs), as well as neighbourhood planning, the Council's 'Duty to Co-operate', and other issues pertinent to measuring the effectiveness of Hackney's Planning Service.
- 1.4. The AMR 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 FY2021/22 and FY2022/23 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.
- 1.6. 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

### Location

- 2.1. Hackney is one of 14 inner London Boroughs, situated in east London.
- 2.2. 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 in the wider area has started to make a difference in the Borough.
- 2.3. 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

- 2.4. The population of Hackney increased by 5.3% between 2011 and 2021. The population is lower than the London average and lower than the Council would have expected given recent mid-year population estimates. Hackney's population in the 2021 Census was around 259,200<sup>2</sup>. Hackney is a relatively young Borough with around 23% of its population under 20. The proportion of residents between 20-29 years has fallen in the last ten years and now stands at just under 20%, whereas in the 2011 census this age group represented just under 25%. Those aged over 55 make-up just under 17% of the

---

<sup>2</sup> 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.



population, although the proportion of the overall population is increasing from 15% in 2011 Census. Previous estimates showed that there was an equal split between the sexes, but the 2021 census dataset indicates that Hackney has 10,000 more females than males.

- 2.5. 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. Hackney has a significant immigrant population, with the most recent groups made up of Australian, US and Western European Immigrants.
- 2.6. In the 2021 census, 19.2% of Hackney residents said that their day to day activities are limited a little or a lot because they were disabled or had a long term limiting illness. This is a reduction of 24.3% in the 2011 census.

### **Health and Wellbeing**

- 2.7. Life expectancy within Hackney is now 79.6 years for men and 83.7 years for women<sup>3</sup>. However, life expectancy for men and women in Hackney remains below the London average of 80.7 and 84.5 years respectively.

### **Deprivation**

- 2.8. Hackney was the 22nd<sup>4</sup> by rank of the 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.
- 2.9. Hackney is ranked 4th most deprived local authority 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 those in the 2018 AMR.

### **Education**

- 2.10. In 2022, at GCSE the average attainment 8 score per pupil in Hackney was 51.9 points, on par with the inner London average of 52 and higher than the London average of 48.9. The Borough was down on the 54 points in 2021, but up from the 49.2 in 2019.

### **Economy**

- 2.11. The number of firms in Hackney increased by 10.5% from 2019. In 2023, Hackney hosted 24,935 businesses, a 7% increase from 23,270 businesses in 2021. Over 98% of all businesses in 2023 have less than 49 employees, with around 20,500 of the businesses in the 0-4 employees range. In March 2023<sup>5</sup>, the Borough's unemployment rate was 5.2% which is the 6th highest London Borough with Brent at the top on 7%. Across London the unemployment rate decreased from 5.4% in 2022 to 4.3% in March 2023.

### **Housing**

---

<sup>3</sup> Life expectancy, all ages. UK ONS London Poverty Profile 2022 [Trust for London](#)

<sup>4</sup> 317 local authorities in England. 1 is the most deprived.

<sup>5</sup> ONS <https://www.ons.gov.uk/visualisations/labourmarketlocal/E09000012/>

- 2.12. The majority of residents in Hackney in 2021 were living in rented accommodation, whether this be rented from a private landlord or letting agency, the Council or another form of socially rented housing. Most commonly, Hackney residents were living in accommodation rented from a private landlord or letting agency (30.1%). This is similar to the average for London (27.6%) but differs quite drastically from the situation in England, where only 18.2% were renting from a private landlord.
- 2.13. In 2021, Hackney had a much higher proportion of residents living in social rented accommodation than London and England, with 20.7% of Hackney's residents living in accommodation rented from the Council and 20% in some other type of social housing. In comparison with the 13 other inner-London Boroughs, Hackney has the highest percentage of social rented housing (40.5%). By contrast, the average in London for those living in Council housing was only 12.1% and 11.2% in any other type of social housing.

### **Crime and Community Safety**

- 2.14. Between FY2019/20 and FY2022/23 reported crime in Hackney fell from 37,141 to 35,228, a reduction of 5.2%. While ASBs rose during the Covid pandemic to close to 23,000 incidents, the trend would indicate that this has fallen to the Borough annual average of around 10,000 incidents a year.

### **Growth and Change**

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

### **3. Planning Policy**

- 3.1. Hackney continually works to keep its policies current by conducting research and developing new policies for the Borough, as well as incorporating and applying changes from National and London-level planning policy.
- 3.2. This AMR (FY2021/22 & FY2022/23) is reporting on development principles found in LP33 which was adopted by Council in July 2020.
- 3.3. In order to accurately monitor and reflect on the two reporting years in this AMR, the available data must be assessed against the documents that have guided development within the Borough.

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

- 3.4. LP33 was adopted on 22nd July 2020. 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 through the Council's Authority Monitoring Report.
- 3.5. The focus will continue to be our housing delivery performance, as measured against our housing requirement.
- 3.6. LP33 sets out a growth strategy for the Borough up to 2033, 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 LP33 provides an integrated and coordinated approach to planning within the Borough.

### **Local Development Scheme (2023-2025)**

- 3.7. The Council adopted its revised Local Development Scheme (LDS) in February 2023. The new LDS (2023 - 2025) outlines planning policy documents' content and the programme for preparing or reviewing them. It helps ensure effective spatial planning of the Borough. This new LDS will ensure the effective implementation of LP33 and reflects the findings of the Council's monitoring work.
- 3.8. 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 North London Waste Plan (NLWP)**

- 3.9. Hackney's cabinet 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. 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. There are no identified sites in Hackney under consideration for the expansion of waste facilities. By August 2022, all 7 LPAs had individually adopted the NLWP.

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

- 3.10. From July 2020, the AAPs covering Dalston, Hackney Central and Manor House were replaced by growth area chapters in the adopted 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*

- 3.11. 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.
- 3.12. A governance structure for the AAP 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 production of the AAP 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.
- 3.13. 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 Regulation 18 consultation was undertaken between Dec - Feb 2022. The feedback from this consultation will help shape the final draft plan (Proposed Submission Version). The AAP is scheduled for Cabinet and Full Council in February 2024.

#### *Future Shoreditch*

- 3.14. The Future Shoreditch 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.
- 3.15. Initial consultation on Future Shoreditch AAP 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 AAP, which was subject to consultation from April to June 2019 (Regulation 18 Consultation).
- 3.16. The AAP is scheduled to go to Cabinet in early 2024 to get approval to consult on a Regulation 18 Consultation for the Future Shoreditch AAP.

### **Implementation of Hackney's Community Infrastructure Levy**

- 3.17. The Community Infrastructure Levy (CIL) 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 LP33. The evidence base used for the LP33 and IDP is the same used to inform the development of the Levy.
- 3.18. The CIL sets out a charge for 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. Hackney's Planning Contributions SPD, adopted in 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 to securing Planning Contributions and how it will be implemented alongside 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 through the Low Carbon Development programme, which Hackney and Hariney lead, a collaboration with London Boroughs, London Councils and the GLA.
- 3.21. Hackney Council, in collaboration with other Boroughs across London and experts from the built environment, developed and launched a Low Carbon Development toolkit in 2023 which provides advice, guidance and practical steps to help London Boroughs achieve better low and zero carbon results in the built environment.

### **Alterations and Extensions SPD**

- 3.22. The existing Residential Extensions and Alterations SPD (2009) will be revised in 2024 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.

### **Planning Contribution SPD**

- 3.23. This SPD (adopted in 2020) 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.

### **Dalston Plan SPD**

- 3.24. 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 SPD is scheduled for adoption in spring / summer 2024.

### **Ash Grove SPD**

- 3.25. This SPD will provide strategic and detailed guidance for the Ash Grove Bus Garage. The Ash Grove SPD will provide further design guidance for potential development on site allocation HC10 - 40-43 Andrews Road and Ash Grove Bus Garage set out in LP33.
- 3.26. The draft SPD will be subject to consultation in 2024.

### **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'.

### **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.

### **Article 4 Directions**

- 3.29. 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 (A4Ds). One of the most significant was the amalgamation of several different use classes<sup>6</sup> 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.
- 3.30. Several existing Directions fell away as a result of the changes to the use class order, and the permitted development rights:

Office to residential	Made July 2015 - with effect from 15.09.16
Light Industrial to residential	Made May 2017 - with effect from 14.05.18
Flexible town centre uses	Made September 2016
Retail to Residential	Made July 2015 - with effect from 15.09.16

- 3.31. In 2022 the council made three Article 4 Directions covering the most significant employment areas and town centres in the borough. These were confirmed and came into effect in 2023.

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

- 3.32. 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), Hackney prepared two A4Ds - CAZ and major centres and District and local centres. This allows for a full assessment through all relevant LP33 policies when an application is received to convert from Class E to residential. The A4Ds were confirmed and came into effect in April 2023.

Article 4 Directions - Designated industrial areas

- 3.33. 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) in designated industrial areas, an A4D was confirmed. This will allow the implementation of policies in LP33. The A4D replaced the office to residential A4D (where they relate to the Priority Industrial Areas), and the light industrial to residential A4D which had fallen away as a result of the changes to the use class order, and the permitted development rights. The A4D was confirmed and came into effect in October 2023.

- 3.34. As of October 2023, the following Article 4 Directions are applicable in Hackney:

- Commercial, Business and Services to residential in the Central Activities Zone, City Fringe, Town and Local Centres
- Commercial, Business and Services to residential in the designated industrial areas
- 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

<sup>6</sup> 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).

## 4. Neighbourhood Planning & Duty to Cooperate

### Neighbourhood Planning

- 4.1. Neighbourhood planning was introduced by the Localism Act 2011. The Government also introduced guidance on submitting Neighbourhood Area and Forum applications in the Neighbourhood Planning (General) Regulations, in 2012 and 2016. Through the Localism Act, local communities have the power to influence the future of the places they live by preparing Neighbourhood Plans. Neighbourhood Plans are led and prepared by the community. The Council has a statutory role to provide advice and support to those producing a plan.

### Hackney's designated Neighbourhood Areas and Forums

- 4.2. There are four designated neighbourhood areas and one forum.
- Finsbury Park and Stroud Green Neighbourhood Area and Forum - designated 2018
  - Queen Elizabeth Lordship Neighbourhood Area - designated January 2015
  - Central Stamford Hill Neighbourhood Area - designated July 2013
  - East Shoreditch Neighbourhood Area - designated February 2015
- 4.3. The designated neighbourhood areas remain in place, but the Finsbury Park and Stroud Green neighbourhood area is the only one in Hackney where there has been recent activity. Details including the other neighbourhood areas can be view in previous AMRs or by visiting [Hackney's Neighbourhood Plans](#).
- 4.4. East Shoreditch Neighbourhood Forum covered areas in both Tower Hamlets and Hackney. Hackney Council was concerned regarding the makeup of the East Shoreditch Neighbourhood Forum 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.

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

- 4.5. 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 all 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 applications for both the Forum and the Area, including the associated 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.
- 4.6. 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.
- 4.7. The area contains the following LP33 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 LP33.





Figure 4.1 Finsbury Park and Stroud Green Neighbourhood Area

- 4.8. 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.
- 4.9. 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.
- 4.10. 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.
- 4.11. 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. The forum organised a design day in October 2022 to help inform the development of a design code for the area around Finsbury Park Station, and is being led by Imagine Places.

## 5. Housing

### Key Findings

- In the two reporting years ( Financial Year 2021/2022 & 2022/23) 2, 393 new homes were built. This is 1,196 per year which is about 90% of the 1,330 per annum target.
  - 24 sites came forward over the reporting period that met the 10 unit LP33 threshold for on- site affordable housing delivery. 12 schemes delivered on-site provision, of the 1,023 new homes built on these sites, 256 of which were affordable.
  - 12 sites did not provide any on site affordable housing, 5 made financial contributions towards affordable housing in lieu of on-site provision totalling around £11.11m. In addition, since the adoption of LP33 the Council has sought financial contributions from smaller schemes (1-9 units), and on 5 schemes completed in the two reporting years there were agreements for £775,000 towards affordable housing.
  - There were 7 sites out of 24 larger sites (10 plus units) that did not contribute to on-site affordable housing or make financial contributions to such efforts. Two of these were submitted through the 'prior notification' process that is exempt from any form of affordable housing contributions. Other schemes were exempt because of viability issues, of which two involved works to listed buildings.
  - The majority of the sites did make financial contributions towards highways, Hackney works ways into work, carbon offsetting. Of the 12 sites delivering 10 or more units that did not provide on-site affordable housing, 5 made 'in lieu' financial contributions to deliver affordable homes elsewhere. 7 of the 12 sites did not provide any on-site affordable housing provision or make any in lieu payments. Other schemes made contributions towards alternative forms of important community infrastructure.
  - Hackney's housing regeneration programme<sup>7</sup> has delivered 84% (215 out of 256) of all affordable housing in the 2 year reporting period. Forthcoming projects will make a significant contribution to housing supply in the future. These will be a combination of larger housing estates such as the remaining phases of Colville, Nightingale, Kings Crescent and De Beauvoir, Britannia Leisure Centre and other locations particularly underused garages and car parks on housing estates.
- 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. Following adoption of Local Plan 2033 (LP33) in July 2020, the Council's housing target is 1,330 homes per annum as set out in the London Plan which came into effect on 2nd March 2021.
- 5.3. The Borough faces extremely high demands for housing, with the Strategic Housing Market Assessment Addendum (November 2018) indicating the need to build 1,758 new homes each year to meet the needs of a growing population. Emerging evidence suggests the housing need is likely to increase. Planning policies aim to achieve the target while ensuring that new homes are of the correct size, tenure and, above all, quality to meet the needs of residents.
- 5.4. This housing section reports on the net completions of housing for the period 1st April 2021 to 31 March 2023 (FY2021/22 to FY2022/23), and in the context of previous years of delivery. It

---

<sup>7</sup> For the purposes of the AMR the Woodberry Down Estate regeneration has been included as a Council regeneration project.

separates delivery into self contained and shared / communal housing, and breaks the former by tenure and locations.

- 5.5. The section also reports on the larger schemes that proposed additional housing that have been approved in the last two years that involves housing, and feeds in the future housing trajectory.

### Housing Delivery in FY2021/22 and FY2022/23

- 5.6. LP33 policy LP13 'Meeting Housing Needs and Location for New Homes' seeks to deliver 1,330 homes per annum up to 2033. Housing growth will be focussed in and around Shoreditch, Woodberry Down / Stamford Hill and the main town centres of Dalston and Hackney Central.
- 5.7. In the two reporting years of this AMR, 2,393 residential units were delivered which equates to 1196 per year. This is about 90% of Hackney's two year housing delivery target of 2,660 new homes.
- 5.8. Housing delivery has continued in Hackney despite the challenging environment affecting house building such as rising development costs including financing, material and labour costs affecting development viability; uncertainty in the economy; and the finite supply of larger sites which has traditionally been a strong source of housing supply. In addition, investment in existing housing stock has limited the resources available for new supply, especially in the public sector, and in Hackney there is an identified grant rate deficit, needed to bridge the viability gap in the Council's current housing delivery programme.
- 5.9. Legislative uncertainty such as the Renters Reform Bill and Social Reform regulations may also affect projects coming forward or being delivered. Additional considerations are the requirements to invest in the existing stock, net zero and fire safety interventions: all can affect new supply.
- 5.10. The majority (approximately 1,500) of the total homes delivered were in the Shoreditch & Hoxton, and Manor House areas<sup>8</sup>, the latter includes the Woodberry Down Estate. The Dalston, Hackney Centre and Stamford Hill areas accounted for just under 800 more units. Appendix 1 provides breakdown of the new homes by ward and place.

Table 5.1 provides a breakdown of new homes delivered in Hackney in the two reporting years.

Tenure	FY2021	FY2022	Total
<b>Social Rented</b>	49	26	<b>75</b>
<b>Intermediate</b>	147	34	<b>181</b>
<b>Market</b>	1332	803	<b>2135</b>
<b>Non-conventional supply</b>	0	1 <sup>9</sup>	<b>1</b>
<b>Total</b>	<b>1528</b>	<b>865</b>	<b>2393</b>
London Plan	1330	1330	2660

<sup>8</sup> Hackney's 21 wards are separated into 8 broad areas; Dalston, Hackney Central, Stamford Hill, Hackney Wick, Clapton & Lea Bridge, Shoreditch & Hoxton, Manor House and Homerton.

<sup>9</sup> 2020/3416 Martello Street a live/work unit converted into a children care home to accommodate 2 young person and up to three staff members.

Target			
--------	--	--	--

Table 5.1 Total Housing Delivery FY2021/22 - FY2022/23

### Affordable Housing

- 5.11. For schemes of 10 units or more, the Council seeks 50% of housing delivered to be genuinely affordable. Policy LP13 `Affordable Housing` of the local plan seeks the maximum reasonable amount of affordable housing subject to viability and site context.
- 5.12. In the two reporting years, 24 schemes were completed that met the affordable housing threshold<sup>10</sup> for on-site affordable housing:
- 12 schemes (see appendix 2) delivered 256 on-site affordable housing, and based on the residential delivered by these schemes the affordable housing element was 25%. Of the 12, 8 schemes included social rents, and the total number of units delivered by these 8 was 283 of which 114 were affordable which equates to 40%.
  - 5 schemes came with affordable housing contributions totalling around £11.11m, in lieu of on-site provision.
  - 5 others delivered neither affording housing on-site or payment in lieu, but did make financial contributions towards highways, Hackney works / ways into work, carbon offsetting, and provided other facilities such as a waste facility, a school, an adult education centre and affordable workspace.
  - 2 major developments were approved using the Government's prior approval process which meant that the Council could not secure affordable housing contributions on the 34 residential units proposed.
- 5.13. On sites where affordable housing was secured, the developments also provided other benefits either through the development itself or through planning agreement. Most made a financial contribution towards apprentice support, Hackney works or Ways into work, highways contributions, highways contributions and travel plans. More recent approvals have also made financial contributions to carbon offsetting. From the schemes above there has been specific contribution to libraries and skills, public realm, car club place and electric charging.
- 5.14. In the agreements there are commitments to non residential floorspace including community facilities, and at the St John's at Hackney (ref 2012/3345) and associated land development there is a 99 year lease for the re-provided scout premises. The St John scheme has also had a £1.74m contribution towards church works.
- 5.15. The two biggest schemes with on-site affordable housing that were delivered were Woodberry Down Phases 2-8 which over the two reporting years contributed 704 residential units, and Tower Court delivered 132 units.
- 5.16. Woodberry Down is the most extensive scheme within Hackney's Estate Regeneration Programme. A masterplan for Woodberry Down was first adopted in 2007 (with an update in 2009), allowing for a five-phase programme. In 2012 the masterplan was reviewed in consultation with local residents, receiving consent in February 2014 (Ref: 2013/3223). Under the revised masterplan the regeneration was to be delivered in eight phases, to deliver over 5,500 new homes. In the two reporting years 704 units have been recorded as being delivered on the estate.

<sup>10</sup> The adoption of LP33 and policy LP13 `Affordable Housing`, allows Hackney planning to seek affordable housing on all residential proposals, in practice on-site affordable housing is sought on those schemes of 10 units or more, for those between 1-9 units, payment in lieu towards affordable housing is sought .

- 5.17. When finalised the estate regeneration will provide around 11,000sqm of commercial and business, and community facilities, energy centre and new open space and public realm, and highway improvement works to Seven Sisters Road.
- 5.18. The permission for Tower Court, E5 (ref 2016/1930) granted in November 2017 included 52 affordable units from the 132 proposed. The scheme also provided new community amenity space including children's facilities, £250,000 towards highways, £112,000 for carbon offsetting and £68,000 for ways into work.
- 5.19. Hackney Council led on three completed within site affordable housing in the two reporting years, the biggest was Tower Court, E5 (ref 2016/1930). The other two were the vacant car park / garage site, Mandeville Street, E5 (2017/3521) and Former garages, Daubeney Street, E5 (ref 2018/1124) between them they provided 22 units, all affordable.
- 5.20. The Council's housing regeneration programme will provide a significant amount of housing especially social rented going forward. These will be a combination of larger housing estates such as the remaining phases of Colville, Nightingale, Kings Crescent and De Beauvoir, Britannia Leisure Centre and other locations particularly underused garages and car parks on housing estates.

#### **Financial Contributions to towards affordable housing from larger schemes**

- 5.21. In the two reporting years, 12 major developments<sup>11</sup> met the policy threshold for on-site affordable housing contributions, and did not provide any on-site affordable housing.
- 5.22. Five of the twelve schemes signed agreements for financial contributions towards affordable housing totalling around £11.11m. One Crown Place Development (2016/3792 & 2015/0877) and The Stage (2015/3453 & 2012/3871) accounted for £10.3m. These two schemes were the next in line behind Phase 2-8 Woodberry Down, in terms of number of residential delivered in the two reporting years with 412 and 246 respectively. They also provided a significant amount of commercial floorspace, and other facilities including exhibition space for the remains of the Curtain Theatre.
- 5.23. The other three schemes that made agreement for financial contributions were 22-24 Powell Road, E5 (2017/1720) which also provided a place of worship, 501-505 Kingsland Road E8 (2019/2543 & 2015/3580) which is a mixed use housing and office scheme and 186-214 Well Street (2016/4635) an extension creating 13 new residential units.
- 5.24. The larger schemes also provided a number of other benefits including on-site affordable workspace, community facilities, public realm and financial contributions to other elements including Crossrail.

#### **No affordable housing contribution from larger schemes**

- 5.25. There were seven larger schemes that did *not make any contributions towards affordable housing either on-site or payment in lieu*. 2 of these sites were developed under the 'prior approval' process for which the Council was not able to use planning powers seek affordable housing. Financial viability was provided as a reason why some schemes did not make any affordable housing contributions, although the majority of the remaining proposals did deliver planning benefits and make financial contributions towards highways, Hackney works ways into work, carbon offsetting.

---

<sup>11</sup> Planning application approved and delivered where the number of residential units proposed are 10 units or more.

- 5.26. A replacement waste facility was completed at 1A Downs Road (2015/0555) as well as office and retail floorspace, and an adult study centre delivered as part of 54 Clapton Common (2018/0494). Finally, 65-67 Lordship Road (2015/1893) delivered a school for 110 pupils, the permission also had a clause in the agreement that “the sum equating to 50% (fifty percent) of any Net Surplus for the provision of off-site affordable housing elsewhere in the Borough of Hackney “. An earlier phase of the wider Lordship Road development had also provided on-site affordable housing.
- 5.27. The two completed schemes that were approved under the prior notification process were for the change of use from office to residential provided 34 units. If these schemes were submitted today they would be covered by the Council’s confirmed Article 4 Directions, and would have to apply for planning permission where they would be subject to the policies in the Local Plan including affordable housing.

### **Financial Contribution towards affordable housing from smaller schemes**

- 5.28. Since the adoption of LP33 and the S106 SPD in 2020, the Council has been able to seek affordable housing contributions from proposals comprising less than 10 housing units. From the smaller scheme completed in the two reporting years, there were agreements for £775,000 towards affordable housing contributions. This amount is in addition to the £11.11m contribution from the larger schemes.
- 5.29. According to the latest records from the small schemes that have started but not yet completed, there should be another £812,000 contribution towards affordable housing. Finally, a further £3.5m of affordable housing contributions has been agreed from extant approval on small sites which have not been implemented.

### **Approvals in FY2021/22 and FY2022/23**

- 5.30. Looking ahead on major schemes granted planning permission in FY2021/22 and FY2022/23, 651 residential units were approved of which 303 (47%) were affordable. Only one of the nine larger schemes approved in the two reporting years has not committed to on-site affordable housing.

### **Housing Trajectory: Net Additional Dwellings in the next 15 Years (FY2023-FY2038)**

- 5.31. A housing trajectory is used to calculate the 5 year housing land supply and new homes for the next 15 years. Hackney is expecting 13,894 new homes to be built across the borough 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 information and detail of development beyond 10 years. Some of the Council’s regeneration projects have extant planning approval, and have commenced but will not be delivered until after 2028. Beyond 2028 there are extant planning permissions, site allocations and regeneration projects for around 7,500 homes excluding the small sites contributions.

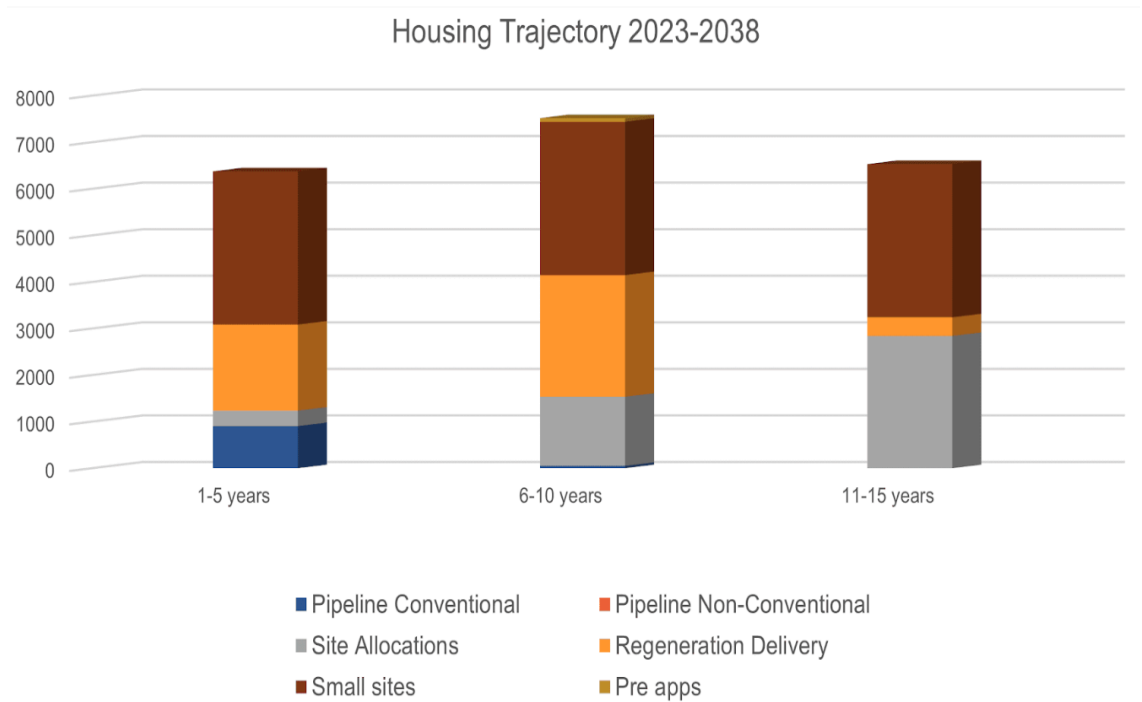


Figure 5.1: Housing Trajectory 2023-2038

5.32. The trajectory indicates that Hackney can demonstrate 4.56 years of the 5-year land supply. Overall, between 2023 and 2028 the Borough will deliver a total of 6,375 homes, against the London Plan target including a 5% buffer of 6,983. Delivery in the period is broken down in Figure 5.2:

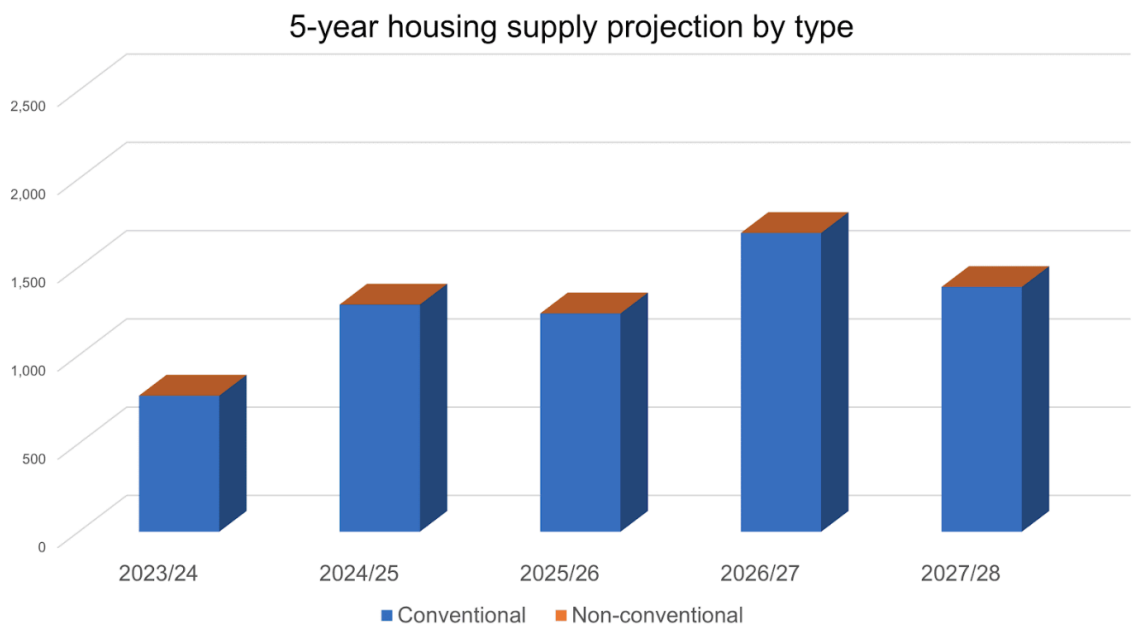


Figure 5.2: Trajectory for 2023-28 by type of housing

5.33. Conventional housing make up the bulk of new development coming forward. The predicted increase in delivery over years 4 and 5 is due to larger schemes in the pipeline being completed.

- 5.34. 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. In the summer 2023, records indicate that construction or demolition had commenced on sites that have approvals for around 1,730 residential units. Ongoing work regarding the details and capacity, and collaboration with owners and other interested stakeholder of identified sites especially in the AAPs and SPDs, will bring site allocations delivery.

### **Housing Delivery Test**

- 5.35. The published returns from the Government in 2021 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 (HDT) for Hackney, 96% of the Government's target was delivered over the 3 years (2018/19 - 2020/21). [Government HDT 2021](#).
- 5.36. On the 19th December 2023, Government released the HDT 2022 [Government HDT 2022](#) , covering the 3 year period 2019/20 to 2021/22. Hackney Council with support from the GLA has sought further clarification from DLUHC regarding the returns. Irrespective of the outcome of any discussions, the Council will be producing a HDT Action Plan which will identify measures and interventions that the Council will undertake to influence supply and delivery.

### **Encouraging Future Housing Delivery**

- 5.37. In the two reporting years, Hackney has delivered around 90% of its housing target, although good under challenging circumstances there is a need to increase the delivery rate of housing in general and affordable housing in particular:
- From the end of 2024, the housing completed in the Hackney's section of the LLDC will contribute toward Hackney returns. There is currently extant planning approval for 804 residential units in the LLDC area, which have not yet been delivered.
  - If all the larger schemes *approved* in the FY2021/22 and FY2022/23 are delivered, then the proportion of affordable housing would go from 25% - based on *delivery* of the last two years - to 47%, closer to the 50% advocated in adopted LP33 policy LP13 'Affordable Housing'.
  - The opportunity sites identified in the emerging AAPs and SPDs provide opportunities to explore the capacity of identified sites and possibly new ones. The majority of the identified sites have not got planning permission, and the AAPs and SPD provides the platforms to work with stakeholders to maximise site uses including where appropriate, housing in general and genuinely affordable housing in particular.
  - Hackney planning can try to utilise the opportunity to seek affordable housing contributions from smaller applications / approvals (between 1-9) units, as these has historically made around 90% of completions.
  - Wider interventions and reforms to programmes such as the affordable home programme grant for London, Right to Buy receipts, refurbishment loans, access to safety remediation funds and rules regarding the Public Works Loan Board will help with the financial aspects of development and provide greater assurance for developers.

### **Summary**

- 5.38. In the two reporting years, planning policy has led to the delivery of 90% of the Borough's housing target. Providing a total of 2,393 units. Of this 256 affordable units have been delivered. On sites where the Council was able to secure on-site affordable housing, 25% affordable housing was delivered.



- 5.39. The Council's housing target is 1,330 homes per annum following LP33's adoption in July 2020 and the 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. LP33 sets out a growth strategy to address this gap, however, more consideration needs to be given on how to increase delivery in the borough. 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

### Key Findings

- In the two reporting years around 96,700sqm of non residential floorspace was delivered, the vast majority of which falls within the use class E ( commercial, business or service). Of the 96,700sqm about 61,000sqm falls within class E(g) former B1 (office and light industrial floorspace).
- In 2023 there were 24,935 enterprises in Hackney, that is an increase of 530 from 2022. Between 2019-23 Hackney gained an additional 3,635 active enterprises, or a growth of 17% over the period, more than the Inner London average of 1%, creating increasing demand for floorspace.
- There was 4,800sqm of affordable workspace delivered in the two reporting years.

- 6.1. Increasing employment is a key objective of the Borough. In addition, changes to employment floorspace can have significant impacts for business rates and spending in Hackney, contributing to economic prosperity. Planning policy aims for Hackney to be one of London's most competitive and affordable business destinations, with policy supporting the main growth areas to attract a distinctive mix of enterprises through providing a high quality environment around industrial locations and ensuring all employment areas offer high quality affordable units.
- 6.2. 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 3.31 - 3.34 above regarding use class E and Article 4 Directions sets out in more detail these changes, and the initiatives the Council has taken to address these changes.
- 6.3. For FY2021/22 and FY2022/23, 96,689 sqm of non residential floorspace has been delivered in the Borough; out of which 63,788 sqm was class E uses (previously A1, A2, A3 & B1) ; and 60,943sqm class E(g) former B1 floorspace. Records indicate that there is around 45,000 sqm of class E(g) floorspace with planning permission which have not been delivered yet.
- 6.4. Significant quantum of employment floorspace came from the completion of One Crown Place (2016/3792) at 5-29 Sun Street which included around 13,000 sqm as part of a mixed use development, and 9-15 Helmsley Place (2017/3535) with 2,200 sqm of Class E(g).
- 6.5. In FY2022/23, a further 37,800 sqm of class E(g) floorspace was added following the completion of The Stage (2015/3543) at 22 Hewett Street, which accounted for around 34,580sqm, and 1A Downs Road ( 2015/0555). The Art'otel (2018/4549) at 1 - 3 Rivington Street also included 5,700 sqm of Class E(g) as part of a comprehensive hotel, office and commercial development.
- 6.6. The general trend over the last two years is that within certain Priority Employment Areas (as defined in the replaced Development Management Local Plan) 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 LP33. 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.

- 6.7. The most recent planning permission data indicates that there is approval for around 74,000 of non residential floorspace in the borough, of which approximately 45,000 will be office / light industrial.
- 6.8. 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.
- 6.9. A boroughwide Employment Land Study has been commissioned in 2023 which will assess the employment land and detail supply of and demand for employment floorspace across the borough. There will also be focus on affordable workspace in the borough. They will form part of the evidence base for emerging policy documents including the future review of the adopted LP33.

**Hackney’s Industrial Floorspace (B2 and B8 Use Class)**

- 6.10. In the two reporting years, there was no net change in the amount of B2 floorspace present in the Borough, and there was a loss of 423 sqm in the B8 floorspace. The loss in the B8 floorspace came with the associated demolitions for mostly the residential (C3) and commercial (E(g) uses - previously B1) developments.
- 6.11. There will be further loss of general industrial and warehousing floorspace if the relevant permissions that have been granted are implemented.

**Business in the Borough**

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

Area	2019	2020	2021	2022	2023
Camden	32,255	33,005	34,035	34,525	34,870
Hackney	21,300	22,340	23,275	24,405	24,935
Islington	20,130	21,170	21,410	21,935	21,765
Tower Hamlets	17,355	17,280	16,855	16,710	16,305
Inner London	275,530	279,460	279,340	282,595	278,385
Outer London	246,710	251,845	255,250	253,470	247,470

Table 6.1: ONS, Enterprises by Employment Size 2019-23  
 (<https://data.london.gov.uk/dataset/local-units-employment-size-Borough>)

- 6.13. Table 6.1 shows that Hackney has been successful in growing the number of new businesses in the Borough, with growth in the number. Between 2019-23 Hackney gained an additional 3,635 enterprises, or a growth of 17% over the period, while the Inner London growth was 1% over the same period.

### **Affordable Workspace Provision**

- 6.14. 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).
- 6.15. 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.
- 6.16. For FY2021/22 and FY2022/23, 3,851 sqm (2 schemes) and 938 sqm (2 schemes) of affordable workspace were delivered from completed schemes. Approximately 3,600 sqm of the 38,851 sqm were delivered at One Crown Place (2016/3792). 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**

- 6.17. 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.
- 6.18. 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, 1,264 hotel rooms have been completed. In the two reporting years, One Crown Place Hotel (41-room) (2016/3792) at 19 Sun Street, Art'otel (2018/4549) at 1-3 Rivington Street (357-room) were delivered.
- 6.19. In addition, there are three extant permissions<sup>12</sup> in the planning pipeline which if implemented will contribute an additional 491 additional rooms.
- 6.20. The size and impact of the growing Short Term Letting (STL) market in Hackney is not yet clearly understood. Based on analysis from [Inside Airbnb: London](#) (October 2023) Hackney is third after Westminster and Tower Hamlets in terms of the number of properties registered on the platform with a total of 6,182 properties. This represents 7% of all lets in London. Westminster has the highest number representing 11.4% of all STLs in London followed by Tower Hamlets. Airbnb is just one of many platforms for short term lettings so this is unlikely to be a true reflection of the scale and extent of the short term letting market.

### **Summary**

- 6.21. In FY2021/22 and FY2022/23, around 60,943 sqm of Class E(g) former B1 floorspace were completed in the Borough. The majority of the class E(g) (office) floorspace came from the

---

<sup>12</sup> 2021/0406, 2018/2104 and 2019/3030

completion of a few larger schemes, which included an element of on-site affordable workspace or financial contributions towards affordable workspace.

- 6.22. The number of enterprises in the Borough has increased by 17% over the period between 2019 and 2023, compared to 1% in inner London.
- 6.23. Hackney's Employment Land Study (2016) suggests a strong need for Class E(g)(i) former B1a office space (a minimum of 117,000 sqm). 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 was taken in LP33. The Borough's designations now comprise 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.
- 6.24. An updated assessment of employment land in Hackney, including an analysis of affordable workspace, is now underway.
- 6.25. In 2023, the Council confirmed three Article 4 Directions protecting Class E to C3 in Hackney's designated industrial areas, the Central Activities Zone and designated town centres to further support the approach to protect commercial, business and service space in the Borough. The Article 4 Directions 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 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

### Key Findings

- In FY2021/22 and FY2022/23 around 2,800sqm of retail floorspace, now (E(a), E(b) and E(c) (former UCO A1 - A3) were completed. The schemes with a significant amount of retail were Parkhaus (2015/0555) at 1A Downs Road, 75-83, East Road (2017/1108) and the Art'Otel, Rivington Road (2018/4549).
- There was limited planning application activity in FY2021/22 and FY2022/23 for shops, and related town centre uses such as cafes, restaurants and takeaways. In part this could be explained by use class E which means that uses falling within this category can change, and in the majority of cases will not require to inform the planning authority.
- 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<sup>13</sup>

- 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. 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), 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). It was through LP33 that Hackney Central was reclassified as a major town centre, Stamford Hill became a district centre and four new local shopping centres were designated. 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 supports retail as the predominant land use at ground floor level in town centres, with different proportions set based upon the hierarchy of the centre<sup>14</sup>.
- 7.4. The biggest growth in leisure and experience retailing will be outside Hackney's designated town centres, in particular in Shoreditch. Shoreditch is part of London's Central Activity Zone, thus retail and commercial uses form an important component of the character and economy of the area.

---

<sup>13</sup> 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).

<sup>14</sup> 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.

- 7.5. There is currently a comprehensive review underway of employment land and town centres in the Borough, and these will help inform the spatial strategies, and the next Hackney Local Plan review.
- 7.6. In FY2021/22 and FY2022/23, about 2,800 sqm of retail floorspace (E(a), E(b) & E(c), former UCO A1 - A3, shops and restaurants & cafes) were completed. While there was no significant schemes with retail in 2021/22, several larger schemes completed in 2022/23 had a significant proportion of retail floorspace such as Art'otel (2018/4549) at 1 - 3 Rivington Street, 75-83 East Road (2017/1108) and Parkhaus (2015/0555) at 1A Downs Road. All three of these developments are outside a defined town centre, although the first two are in the Shoreditch area, and the Parkhaus is part of a large mixed use scheme comprising over 3,200 sqm of business space, flexible community / business space, a waste facility and residential units. The 2,800 sqm is the net return, as there has also been completions which has resulted in the loss of retail floorspace.
- 7.7. The level of planning activity in the 2 reporting years for relating to shops, and related town centre uses such as cafes, restaurants and takeaways is limited. In part this could be explained by use class E which means that uses falling within this category can change, and in the majority of cases will not require to inform the planning authority.

### **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<sup>15</sup>.
- 7.9. The Council in 2023 confirmed three Article 4 Directions to remove PD rights restricting change of use from Class E (Commercial, Business and Service) to residential dwellings in the CAZ, Tech City, Dalston, Hackney Central, the 18 local shopping centres and the designated industrial areas. In line with the policies in LP33, these seek to manage balance between retail, and leisure / experience activities that are beneficial for the vitality and viability of the town centres.

### **Entertainment and night time economy**

- 7.10. LP33 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 (A4-SG) 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.

---

<sup>15</sup> 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).

- 7.12. 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.
- 7.14. Overall, there has been little completion activity for dedicated drinking establishments in the last two years. Records indicate there was, in fact, a loss of around 900sqm of UCO A4 floorspace in FY2022/23. This is due to a residential development and a comprehensive commercial, hotel and office development respectively. Recent trends indicate most 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. LP33 and Shoreditch Area Action Plan will seek to manage this growth effectively and diversify the night time economy.
- 7.15. On hot food takeaways (A5-SG) floorspace, there were no completions in FY2021/22 and in FY2022/23 a negligible increase of 10 sqm floorspace from the extension of an existing takeaway use. Policy LP39 requires that hot food takeaways are primarily situated in major, district and local shopping centres. The growing popularity in delivery may well meet the growing takeaway needs through cafes & restaurants (E(b)).

## **Summary**

- 7.16. LP33 policies strengthen the requirements around A1 units within the major, district centres and local centres. In FY2021/22 and FY2022/23, 107 sqm and 2,738 sqm of net retail floorspace (former UCO A1 - A3) were completed respectively.
- 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 - FY2022/23, and this is expected to increase further.
- 7.18. Planning policies for the night time economy have had mixed results over the last six 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. There were no completions in drinking establishments in FY2021/22, and a reduction in floorspace in FY2022/23. On hot food takeaways, there were no completions in FY2021/22 and a negligible increase of 10 sqm floorspace from the extension of an existing takeaway use.
- 7.19. LP33 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 were designated as new local centres. Through emerging work on Future Shoreditch AAP, Stamford Hill APP, and SPD on Dalston, the Council seeks to guide and deliver the overall objectives of the Local Plan for these growth areas.

## 8. Communities, Culture, Education & Health

### Key Findings

- Two new education facilities were completed in FY2021/22 and FY2022/23, at the former Hackney Police station, Lower Clapton Road, and at 65-67 Lordship Road. An adult study centre was also completed at 54-54a Clapton Common.
  - Approximately £20.18m of CIL and s106 planning obligation money was spent during FY2021/2022 to fund improvements including schools, leisure maintenance, Library Refurbishment Programmes and capital works including Stoke Newington Library, Berger School works, Woodberry Down Children's Centre, litter bin replacements and drinking water fountains.
  - Approximately £17.20m of CIL and s106 planning obligation money was spent during FY2022/2023 to fund improvement including Shoreditch Park, Education Infrastructure, Play Area Refurbishments, Culture Funding Bid, Abney Park, Dalston Good Growth Fund Project, West Reservoir Improvement Project, Tree Planting and Woodberry Down Children's Centre.
  - 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 FY2021/22 and FY2022/23, the totals of £2.8 m and £4.5 m were collected respectively.
- 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. S106 is used alongside the Community Infrastructure Levy (CIL), which is 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.
- 8.4. In accordance with Government regulations in December 2022 and December 2023 Hackney Council published its third and fourth Annual Infrastructure Funding Statements 2021/22 and 2022/23, which are available at [Hackney IFS 2022](#) and [Hackney IFS 2023](#).
- 8.5. This AMR covers the financial years 2021/22 and 2022/23. It 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 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 2021/22 and 2022/23 (excluding Crossrail) are set out respectively in the table below:

	<b>Agreed</b>	<b>Received</b>	<b>Spent</b>
<b>2021/22</b>	£10,182,000	£11,617,000	£14,623,000
<b>2022/23</b>	£6,812,000	£4,522,000	£12,782,000

Table 8.1: Section 106 financial obligations agreed and received in 2021/22 and 2022/23 respectively

- 8.9. Appendix 1 of the [Infrastructure Funding Statement 2021/22](#) and Appendix 2 of the [Infrastructure Funding Statement 2022/23](#) provide the respective list of projects that have had funding allocated towards them.

### **Allocation and Spend of the S106 in 2021/22 and 2022/23**

- 8.10. The total amount of money from planning obligations allocated towards infrastructure during 2021/22 and 2022/23 were £11,639,000 and £19,274,000 respectively. Of these amounts £3,138,000 and £13,557,000 were not spent during 2021/22 and 2022/23 respectively due to the longer term nature of the projects on which they will be spent.
- 8.11. The planning obligations spent during 2021/22 and 2022/23 were £14,623,000 and £12,782,000 respectively. The lists of infrastructure items funded from planning obligations are included in Appendix 2 for 2021/22 and Appendix 1 for 2022/23 .

### **Hackney's Community Infrastructure Levy**

- 8.12. 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 2021/22 and 22/23 are detailed in the tables below.

### CIL collection and retention for 2021/22 and 2022/23

	2021/2022	2022/2023
CIL collected in the reporting year	£4,696,000	£5,763,000
CIL collected prior to reporting year	£32,573,000	£37,269,000
CIL collected and allocated prior to the reporting year	£26,501,000	£33,262,000
CIL (not including neighbourhood or administration receipts) collected before the reported year which have not been allocated	£1,710,000	£4,008,000
NCIL receipts for the reported year retained at the end of the year	£0	£0
NCIL receipts from previous years retained at the end of the reported year	£4,060,000	£3,089,000

Table 8.2: Receipt and Expenditure 2021/22 and 2022/23

8.13. 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 in 2021/22 and 2022/23 were £17,889,000 and £13,751,000 respectively.

#### CIL Expenditure.

8.14. The total CIL expenditure recorded for the two reporting years are as follows:

Type	2021/2022		2022/2023	
	Allocated	Spent	Allocated	Spent
Admin CIL	£235,000	£235,000	£288,000	£288,000
Neighbourhood CIL	£966,000	£313,000	£948,000	£1,454,000
CIL Land Payments	n/a	n/a	n/a	n/a
Strategic CIL	£5,560,000	£5,560,000	£4,415,000	£4,415,000
<b>Total</b>	<b>£6,761,000</b>	<b>£6,107,000</b>	<b>£5,651,000</b>	<b>£6,157,000</b>

Table 8.3: CIL for 2021/22 & 2022/23

### Infrastructure on which Hackney CIL was spent in 2021/22

Project	Cost
Transport Infrastructure	£1,977,000
Open Space	£2,098,000
Libraries	£52,000
Youth Facilities	£450,000
Essential Maintenance to Leisure	£228,000
Sustainable Energy	£130,000
Waste and Water	£624,000
<b>Total Value</b>	<b>£5,560,000</b>

Table 8.4: CIL Expenditure on Infrastructure in 2021/22

### Infrastructure on which Hackney CIL was spent in 2022/23

Project	Cost
Education	£1,208,000
Tree Planting	£203,000
Parks and Open Space	£2,936,000
Libraries	£67,000
<b>Total Value</b>	<b>£4,415,000</b>

Table 8.5: CIL Expenditure on Infrastructure in 2022/23

- 8.15. The provisional capital programmes formed part of the year's respective budget report and set out spending intentions for next and future years. This can be found in Appendix 4 of the respective IFSs.
- 8.16. CIL and s106 money were spent on various items of infrastructure including schools, libraries, parks, leisure facilities, children centres and culture including contributions to the the objectives of Hackney's Arts and Cultural Strategy and Hackney Community Fund which are available to local groups, charities and organisation of projects that can foster the local sense of community and bring Hackney together.

- 8.17. 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.

### **Mayoral CIL Receipts**

- 8.18. Hackney Council collects Mayoral CIL (MCIL) on behalf of the Mayor of London to assist with the funding of the Crossrail development. During 2021/22 and 2022/23, £2,791,000 and £4,483,000 were collected.

### **Education Floorspace**

- 8.19. A school was delivered in 2021/22 at Land rear of 65-67 Lordship Road (2015/1893) to cater for around 110 pupils, and at the Former Hackney Police Station, Lower Clapton Road (2015/3306). In addition an adult Jewish Study Centre at 54-54a Clapton Common (2018/0494) was part of a mixed use scheme recorded as completed in 2022/23.
- 8.20. 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.

### **Community Facilities**

- 8.21. In the last two reporting years, there were a number of schemes completed which provided or re-provided floorspace where the principle use is for the local community. In one case the loss of a community was identified, which is part of a housing estate.

<b>Ref</b>	<b>Address</b>	<b>Provision</b>
2015/2773	Community Hall, Pembury Close, E5 8JR	Redevelopment of existing community centre to provide a five-storey building comprising of 13 flats and associated landscaping. This scheme involved the loss of the community hall.
2012/3345	Scout Hut and former Learning Trust, The Rectory, St John at Hackney, LOWER CLAPTON ROAD, E5 0PD	Mixed use scheme including up to 1,120 sqm of community facilities (Use Class D1), with semi-public urban square, communal garden areas
2013/3223	Woodberry Down Estate Phases 2-8	A significant proportion of this stage e of the Woodberry Down estate regeneration has been completed. Phases 2-5 included floorspaces explicitly for the purpose of activities falling within class D1 (non residential

Ref	Address	Provision
		institutions) D2 (assembly and leisure) and an energy centre.
2017/1720	22-24, Powell Road, E5 8DJ	The redevelopment for mixed use including 470 sqm place of worship (use class D1).
2019/2116	Kennaway Estate, Stoke Newington Church Street, N16 9JD	The proposal includes the demolition of Taverner House and other buildings, and replaced with a mixed use scheme including a community centre (use class D1).
2017/3393	12-14, Penn Street, N1 5DJ	Redevelopment for mixed use included a 600 sqm of community and place of worship floorspace (class D1) ,
2015/0555	1A, Downs Road, E5 8QJ	Redevelopment for mixed use included 444 sqm flexible floorspace (Class D1, D2, B1), and a replacement waste facility (Sui Generis).
2017/1193	101, Dalston Lane, E8 1NH	The redevelopment of the site for mixed use included the reprovision of youth club floorspace.

Table 8.6 Schemes completed with on site community facilities FY2021/22 & FY2022/23

- 8.22. Alongside the gain / reprovision, there were also some completion which involved the loss of community floorspace. The loss of community facilities were not replaced at 1a Clarence Place, E5 8HN (2021/1833), and the Community Hall, Pembury Close E5 8JR (2015/2773). In addition the redevelopment of Tower Court, Clapton Common (2016/1930) did include the option of community ambulance depot, which was not taken up.

### Community Facilities Approved in 2021/22 and 2022/23

- 8.23. In the two reporting years the demolition and erection of two storey health centre at the 2-18 Belfast Road, N16 (2021/1178), and the use of the listed Portico, 34 Linscott Road, 34 Linsett Road (2021/1651) were approved, and is currently under construction. In addition there is an approval at the Sorsby Medical Practice, 3 Mandeville Street E5 0DH (2021/2341) for the demolition of existing building and erection of an 8 storey mixed-use building comprising commercial and/or community floorspace (use classes E/F2) and residential.

## 9. Transport

- The latest London Travel Demand Survey showed Hackney has by far the highest active travel mode in London largely due to a 12.9 percentage point surge in walking mode share. Walking now accounts for 55.7% of trips beginning in Hackney with a further 8.5% being cycling trips.
- Overall Hackney also has the highest sustainable transport mode share (87.4%) for any

borough in London. This is despite significant mode declines in bus and train use. In particular Hackney used to have the highest bus mode share in London but with a 6.7 percentage fall to just 14.0% has now fallen to sixth. Rail mode share has also fallen and the combined rail mode share is now the lowest in Inner London.

- Planning policies have facilitated the delivery of car free development throughout the Borough. For residential developments in Hackney, the car free element is the norm now.
- The Council completed upgrades to Hackney Central station in summer 2022 providing a new access to the station on Graham Road. In partnership with Arriva UK Bus, Network Rail and Transport for London a secondary entrance to Hackney Central station on Graham Road was opened in July 2022. This, together with a new staircase has reduced congestion in the main booking hall and provided better interchange with Hackney Downs. Adjacent to the new entrance is Hackney's first cycle hub which was opened at the same time providing safe storage for cycles.
- Notable ongoing programmes 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 Internal combustion engine vehicle (ICE) vehicles is a major priority. As of August 2023, 375 charging points have been installed across the borough including 253 powered from lamp columns and 106 free-standing fast chargers and 16 rapid chargers. Hackney plans to deliver 3000 charge point

- 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 in 2019. Both the Hackney's Transport Strategy and the original LIP are available at Transport in Hackney The LIP was supplemented by a new Delivery Plan covering 2023-25 as approved by the Council in early 2023.
- 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. The latest data from TfL published in December 2023 shows the following mode shares for trips beginning in the borough<sup>16</sup>

---

<sup>16</sup> It should be noted that this mode share data is based on a single year's survey whereas usually it is based on a rolling three year average. Also the increase in walking mode share may be partly explained by a decrease in the overall number of trips caused by an increase in hybrid working patterns.



- Car Motorcycle Taxi/Other 12.6%
- Tube/DLR 4.5%
- National Rail and London Overground 4.7%
- Bus /Tram 14.0%
- Cycling 8.5%
- Walking 55.7%

### **Highest Active Travel in London**

- 9.5. The new figures show a very large increase in walking mode share up by 12.9 percentage points from the last pre-pandemic survey. While walking mode shares have increased across Inner London, this is one of the largest walking mode share increases seen anywhere in London and together with Hackney's 8.5% cycling mode share, active travel trips now account for 64.3% of trips beginning in the borough - the highest in London by some eight percentage points higher than Islington's 56.0% share in second place.
- 9.6. But the increase in active travel needs to be seen in the context of considerable decreases in public transport use which has declined by 11.4 percentage points - a pattern which is seen across London. The decrease in bus modal share was the most severe with it declining by 6.7 percentage points but there were also declines in Underground/DLR mode use (-3.1%) and Overground/Rail mode share (-1.6%). Hackney's combined rail modal share is the lowest in Inner London.

### **Decline in Bus Modal Share**

- 9.7. Bus patronage was severely impacted by the Covid-19 pandemic falling at one point to below 20% of pre-pandemic levels. By 2022 bus use in Hackney had recovered to 84% of pre pandemic levels - a figure which rose to over 90% at weekends. Bus use in the morning peak, however, was only 72% of pre-pandemic levels.
- 9.8. While Hackney used to have the highest bus modal share in London (20.6%), the 6.7% fall in bus/tram modal share to just 14% was one of the biggest declines in London and meant that Hackney has been overtaken by five London boroughs (Lambeth, Lewisham, Southwark, Hounslow and Ealing) Two of these boroughs (Southwark and Ealing) actually experienced an increase in bus modal share compared to pre-pandemic.
- 9.9. The Council remains 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.
- 9.10. Overall the increase in active travel modal share outweighed the decline in public transport modes share and cars, motorcycle and taxi mode share saw a 1.7 percentage point decline. This meant that Hackney's sustainable transport mode share (walking, cycling and public transport) rose to 87.4%. - the highest of any London borough and in excess of the long-term 80% London target for sustainable mode share for 2041.

### **Road Traffic**

- 9.11. The Covid-19 pandemic and its associated lockdowns beginning in March 2020 seriously affected motor traffic levels on roads in as well as nationally. Nationally traffic had broadly returned to pre pandemic levels by 2022 and was about 5% above pre-Covid levels by

mid-2023. Data for Hackney main roads suggest that in 2021 Hackney traffic levels had returned to pre pandemic levels, but then fell back in 2022 and 2023 and were about 5% below pre-Covid levels by the mid-point of 2023.

## GB vs Hackney motor traffic

Aggregate TfL counters percentage of February 2020 base line March 2020 to December 2023

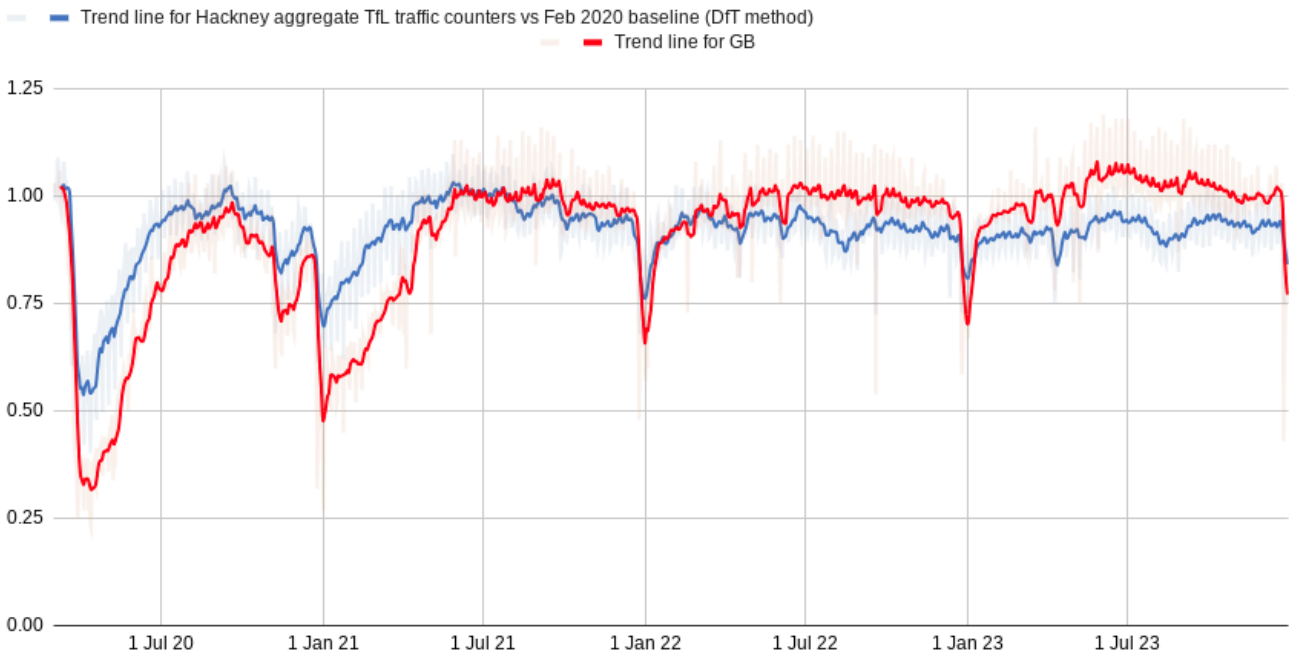


Figure 9.1 -Motor Traffic Counters March 2020 - December 2023

- 9.12. Since the pandemic there has been a significant and growing provision of hybrid working pattern for many jobs, this might indicate a new travel pattern with a reduced morning peak rather than an indicator for shrinkage in businesses. As shown in Table 6.1 (ONS, Enterprises by Employment Size 2019-23), there has been strong growth in new business with the 17% new enterprises added in Hackney over the 5-year period of 2019-2023.

Time period	Recovery rate % (September 2022 vs November 2019)
Weekday AM peak	72%
Weekday Interpeak	85%
Weekday PM peak	84%
Weekday Evening	85%
Weekday All Day	82%
Saturday All Day	91%
Sunday All Day	90%
7 Day Total	84%

Table 9.1 Post pandemic recovery rates on the peak hour traffic

- 9.13. A general trend in London has been for falling car ownership levels with the proportion of households with access to a car falling by about 4.9% between the 2001 and 2021 census

from 63.5 to 58.6%. The fall across the Inner London boroughs has been even more pronounced with a 7% drop in car ownership levels to 42%. The trend is pronounced in Hackney with the proportion of households with a car falling from 44% in 2001 to 35% by 2021.

- 9.14. Hackney had the fourth highest proportion of households without access to a car (65%) only exceeded by Islington, Tower Hamlets and the City of London.
- 9.15. 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.

### **Sustainable Transport Policy**

- 9.16. 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.
- 9.17. 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.<sup>17</sup> Nevertheless, this walking target may be complemented by the modes of popular scooting and cycling among young kids and adolescents respectively.
- 9.18. Hackney has by far the highest levels of residents cycling to work in London, at 14.8% of all commuter journeys (based on the 2021 Census and taking into account those who do not work or work from home), the second highest borough is Islington at 12.2%, Care needs to be taken with the 2021 census data, however, as it is based on a period when many people (50% of Hackney workers) were working at home due to Covid restrictions.

### **Traffic Reduction**

- 9.19. 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.

Links:

---

<sup>17</sup> 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.

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

9.20. 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 Internal combustion engine vehicle (ICE) vehicles is a major priority. As of August 2023, 375 charging points have been installed across the borough including 253 powered from lamp columns and 106 free-standing fast chargers and 16 rapid chargers. Hackney plans to deliver 3000 charge points by the end of 2026 with the first 1500 by 2025.

### **New Car and Cycling Spaces**

- 9.21. 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.
- 9.22. Local Plan LP33 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 13 car free obligations agreed in 2021/22 and 43 in 2022/23 respectively. For residential developments in Hackney, car-free principles are the norm now.
- 9.23. 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

### Key Findings

- Hackney has green spaces totalling 396 hectares, 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, 29 have been awarded Green Flag status, the latest addition being Abney Park in 2023  
<https://news.hackney.gov.uk/top-rated-hackney-parks-reach-29-green-flags/>
- Planning obligations and CiL have been used to allocate or deliver the following improvements to open spaces in the last two financial years :
  - Shoreditch Park Improvements
  - Connecting Green Spaces Daubeney Fields
  - Clissold Park Splash Pad project
  - Fairchild's Gardens improvements
  - Abney Park
  - Mabey Green All weather pitch
  - Core Arts and St Barnabas Community Garden
  - West Reservoir Improvement Project
  - Park Play Area refurbishments

10.1. One of the objectives of LP33 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. LP33 policy LP46 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. All of Hackney's District and Regional Parks are designated open spaces through LP33, along with many local spaces.

10.2. In May 2021, the Hackney Parks and Green Space Space Strategy 2021/31 was adopted covering the 58 parks and gardens managed and maintained by the Council's Parks and Green Spaces Service. The strategy sets out 30 commitments focussed around three key themes:

- Working with communities
- Creating welcoming spaces
- Being more environmentally sustainable

### Green Flag Awards for parks

10.3. 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 2023, Abney Park, which is undergoing a restoration project, was awarded the status, thus bringing the Borough total to 29.

### Planning Obligations and CIL

10.4. 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. Strategic CIL and S106 was spent on the enhancement of a variety of the Borough's parks in FY2021/22 and FY2022/23, funding contributed to improving sports, play and toilet facilities.

- 10.5. The Hackney projects allocated or spent funds from CIL and S106 in the two reporting years included:
- Shoreditch Park Improvements
  - Connecting Green Spaces Daubeney Fields
  - Clissold Park Splash Pad project
  - Fairchild's Gardens improvements
  - Abney Park
  - Mabey Green All weather pitch
  - Core Arts and St Barnabas Community Garden
  - West Reservoir Improvement Project
  - Clissold Park Mansion Works
  - Park Play Area refurbishment programme
- 10.6. S106 and CIL was also used to help fund a number of public realm improvements including but not limited to Leonard Street West, New North Road, New Inn Broadway, Charles Square remodelling and Dalston Good Growth Fund including a gateway feature mural at Ridley Road Market.
- 10.7. The Springfield Park Project which included the restoration of the Grade II listed Springfield House, the building of a new Community Events Building, Glass House and restored walled Kitchen Garden won the [Community Prize Award at the New London Awards 2023](#)

### **Summary**

- 10.8. As an inner London Borough with a large amount of green space, Hackney has been historically successful at protecting green spaces for its citizens. LP33 policies LP46, LP47, LP48, LP49 and LP50 look to protect, enhance and improve the existing open space network as well as biodiversity.
- 10.9. LP33 seeks to secure additional open space through development alongside increased urban greening recognising projected population increases. A Green Infrastructure Strategy (June 2023) has been adopted 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 2021<sup>18</sup>) 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.

---

<sup>18</sup> 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

### Key Findings

- The Heritage at Risk Register is operated by Historic England and identifies historic buildings, structures and areas at risk of neglect, decay and unlawful works. The number of listed buildings at risk in the Borough has increased to 34 having been 29 in the 2021 register.
- The Hackney design awards are held biannually. At the 2022 Hackney Design Awards there were 4 winners including awards for; People's Choice, Climate Change & Sustainability and Historic & Restoration. There were also three commendation winners.
- Several other projects in Hackney were recognised by other bodies, such as the RIBA at its 2023 London awards event. In particular, the Britannia Leisure Centre scheme won several national and regional awards.
- In the two reporting years, there were 3 schemes containing buildings at 15 storeys and above were completed.

- 11.1. One of the overarching objectives of LP33 is to protect and enhance the quality of Hackney's historic environments through a sensitive approach to existing character. LP33 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 that are most at risk of being lost as a result of neglect, decay or inappropriate development.
- 11.3. Comparison of the 2022 Heritage at Risk Register with the 2021 Register for Hackney shows that the number of listed buildings, conservation areas and Registered Parks and Gardens at risk in the Borough has increased from 29 to 34. This includes 20 building and structure entries (4 of which are council owned), 11 places of worship, 1 Registered Park and Garden and 2 Conservation Areas. There have been 5 new building additions to the 2022 Heritage at Risk Register, with the 2023 Register released in November.
- 11.4. The new additions include 25 and 27 Hackney Grove and the Forecourt wall and railings, 25 Hackney Grove. The buildings are early C19 pair of three-storey townhouses. They have been vacant since about 2016. Although Planning Permission and Listed Building Consent were granted in 2017 for works in connection with conversion for use as a school, the scheme has not been implemented and the buildings have fallen into disrepair.
- 11.5. No sites have been removed within the 2022 register. However, some sites will be removed within the coming years as the Council has continued to work with owners to bring forward repairs, restoration and reuse schemes for these sites. This has included working proactively with the Historic England Heritage at Risk Team.
- 11.6. Of sites on the November 2022 register, 11 are subject consented schemes, 4 are currently on site, 1 is in pre-application discussions, and 2 are subject to ongoing enforcement action.

## Listed Buildings and Schedule of Ancient Monuments

- 11.7. There has been one addition to the statutory list within the years 2020/21. The Church of St Michael and All Angels, 55 Fountayne Road was Listed at Grade II on 15-Dec-2021. It was listed as a characteristically substantial, robust church design in the Early English style by John Edward Knight Cutts (1847-1938), a prolific church architect of the period known for his economical but well-proportioned designs and as a prominent and well-preserved Anglo-Catholic church built in the 1880s through the Bishop of Bedford's East London Church Fund, a major church-building initiative for London's expanding suburbs in the late C19. Further details can be found on the [Historic England Website](#).
- 11.8. Some listings have also seen minor amendments to keep them up to date.

## Local List

- 11.9. Local listing is a way for the Council to identify local heritage assets and set out what about them is important. The list contains buildings and structures which are of heritage significance and contribute to the local character and distinctiveness of Hackney.
- 11.10. 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.
- 11.11. The [Hackney Local List](#) is a live document and there are currently 470 entries.

## Conservation Areas

- 11.12. 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.
- 11.13. 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.
- 11.14. In FY2021/22 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. The council has also recently consulted on new appraisals, management plans and boundary extensions for Underwood Street and Hoxton Street and both were adopted in November 2023. New management plans include specific sections on retrofitting buildings within these conservation areas.

## Tall Buildings

- 11.15. 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. Suitable sites for taller buildings will also be identified within forthcoming Area Action Plans (AAPs).



- 11.16. 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.
- 11.17. The tallest buildings completed in the two reporting years were: The Stage, Shoreditch (2015/3453) which included a 40 storey mixed use tower<sup>19</sup>, and One Crown Place, Sun Street (2015/0877 & 2016/3792) which included two towers of 29 and 33 storeys above ground/mezzanine level. The other relatively taller building completed was a 15 storeys building as part the 1a Down Road development (2015/3555).

### **Hackney Design Awards**

- 11.18. 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).
- 11.19. 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.
- 11.20. The 2022 Hackney Design Award winners were ;
- Taylor Court, Chatto Court & Willmott Court, Frampton Park Estate, and RIBA winner
  - Yorkton Workshops, (Climate Change & Sustainability Award Winner)
  - 16 Chart Street, and RIBA winner
  - Museum of the Home, (Heritage & Restoration Award Winner), and RIBA winner
  - 208 Cassland Road (People's Choice Award Winner)
- 11.21. Commendations were given to the following
- Graphic House,
  - Britannia Leisure Centre, see also paragraph 11.23
  - Springfield Park Restoration Project, by PRS Architects (Commendation for Heritage Rescue, which also won the Community Prize at the New London Awards 2023 ( see paragraph 10.7).
- 11.22. The launch of the next Hackney Design Awards programme will take place in Spring 2024.
- 11.23. In addition to the Hackney Design awards, projects in the borough was recognised at national and regional levels, especially the Britannia Leisure Centre;
- Building Awards 2021 - Delivering Social Value Award 2021
  - LABC (Local Authority Building Control) Building Excellence Award 2022 Regional Winner Best -Non residential New Build
  - AJ100 (Architects' Journal) Awards 2022 - Community Impact of the Year Winner
  - AJ Architecture Awards 2022 - Leisure Project Highly Commended

---

<sup>19</sup> The Stage may not be fully completed.

- New London Awards 2022 - Culture Winner
- New London Awards 2022 - Overall Winner
- Ukactive Awards 2022 - Concept, Build or Design of the Year Winner
- UK Pool & Spa Awards 2022 - Water Leisure Venue of the Year – Britannia Leisure Centre, Ustigate Waterplay.

11.24. At the RIBA (Royal Institute of British Architects) [RIBA London Award winner 2023](#), there were a number of projects in Hackney;

- City of London Academy, Shoreditch Park
- Taylor & Chatto Courts Wilmott Court
- 6 Orsman Road
- 16 Broadway Market
- Chart Street Studio, 16 Chart Street
- Museum of Home

11.25. The Eastway project on the part of the former Eastway Baths site is a multi-facility sport facility for young people in Hackney Wick was a 2022 New London Awards - Wellbeing Prize winner.

### **Summary**

11.26. 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. LP33, 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

### Key Findings

- In the two reporting years 25 out of 28 Major Planning Applications were determined in accordance with agreed timescales. This is an 89% achievement rate against a target of 70%, and up from the 76% achieved in FY2020/21.
- 1070 of 1333 minor applications (80%) were determined within their 8 week deadline, exceeding the 75% target.
- 345 of 383 other applications (91%) were processed within their 8 week deadline, exceeding the 80% target.
- There were 250 appeals decisions in FY2021/22 and FY2022/23, compared to the 16 decisions in the previous year. 62% of appeal decisions were dismissed.
- Enforcement met its targets for the two reporting years for acknowledgement of enquiries and site visits. It achieved a 100% record for both years.

12.1. The performance of Development Management is important to both the Council and Central Government, which measure performance. In some cases, Hackney sets a higher target than 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 of decision making: 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. All these higher targets set by Hackney were met respectively in FY2021/22 and FY2022/23.
- Quality: The key indicator for this is planning appeals dismissed, 62% for both FY2021/22 and FY2022/23 respectively, with an increase in the number of appeals heard of 125 for both FY2021/22 and FY2022/23 respectively, resuming from the lockdown year with 26 (2020/21). As a prevailing benchmark, the average as at FY2023/24 Q1 for all English single tier councils on the planning appeals dismissed is 60%.

### GENERAL PLANNING PERFORMANCE 2021/22

Indicator	Target	Q1	Q2	Q3	Q4	Total
						2021/22
Percentage of major planning applications determined within 13 weeks or agreed timescales (ex NI 157a)	70%	100%	100%	80%	100%	<b>90%</b> (9 of 10)
Percentage of minor applications determined within 8 weeks (ex NI 157b)	75%	86%	82%	72%	75%	<b>79%</b> (506 of 640)
Percentage of other applications determined within 8 weeks (NI 157c)	80%	90%	82%	77%	74%	<b>81%</b> (649 of 804)

Indicator	Target	Q1	Q2	Q3	Q4	Total
						2021/22
Percentage of planning appeals dismissed	n/a	50%	73%	60%	63%	<b>62%</b> (78 of 125)

Table 12.1 General planning performance 2021/22

**GENERAL PLANNING PERFORMANCE 2022/23**

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%	86%	100%	100%	83%	<b>89%</b> (16 of 18)
Percentage of minor applications determined within 8 weeks (ex NI 157b)	75%	84%	82%	82%	76%	<b>81%</b> (564 of 693)
Percentage of other applications determined within 8 weeks (NI 157c)	80%	86%	86%	81%	83%	<b>84%</b> (648 of 773)
Percentage of planning appeals dismissed	n/a	54%	73%	78%	38%	<b>62%</b> (77 of 125)

Table 12.2 General planning performance 2022/23

Indicator 2021/22	Target	Q1	Q2	Q3	Q4	2021/22
Percentage of planning enforcement enquiries acknowledged within 5 working days	80%	100%	100%	100%	100%	100%

Percentage of site visits in planning enforcement cases undertaken within 10 working days.	75%	100%	100%	100%	100%	100%
Percentage of open planning enforcement cases less than 4 years old.	80%	75%	79%	81%	82%	79%

Table 12.3: Planning Performance, Local Indicators, 2021/22, Hackney

Indicator 2022/23	Target					
		Q1	Q2	Q3	Q4	2022/23
Percentage of planning enforcement enquiries acknowledged within 5 working days	80%	100%	100%	100%	100%	100%
Percentage of site visits in planning enforcement cases undertaken within 10 working days.	75%	100%	100%	100%	100%	100%
Percentage of open planning enforcement cases less than 4 years old.	80%	82%	82%	82%	83%	82%

Table 12.4: Planning Performance, Local Indicators, 2022/23, Hackney

- 12.2. Both planning enforcement enquiries acknowledged within 5 working days and site visits in planning enforcement cases undertaken within 10 working days attained met their targets in FY2021/22 and FY2022/23, at 100% respectively.

### Summary

- 12.3. Overall, the performance of planning has been positive. In both FY2021/22 and FY2022/23 the targets were exceeded: 90% of Major Planning Applications in FY2021/22 and 89% in FY2022/23 respectively were determined in accordance with agreed timescales, beating a 70% target. 79% and 81% of minor applications respectively were determined within 8 weeks, also beating a 75% target; and 81% and 84% of other applications respectively

were processed within their 8 week deadline, beating a 80% target.

- 12.4. The key indicator for quality - that is, planning appeals dismissed, in FY2021/22 and FY2022/23 the Council have achieved the respective rates higher than the prevailing mean (60%) despite the ambitious speed targets being exceeded.

## Appendices

### Appendix 1 Housing completion for FY2021/22 and FY2022/23 by ward and place

- In the two reporting years there were 2,393 new homes built in the borough, which have been separated into the 21 Hackney wards.
- About 80% of the total housing delivery are from larger schemes (10 or more units), despite only accounting for 7.5% of the number of planning approvals completed.

LP33 Place Policy Area	Wards	Number of schemes	Proposed no of residential units	Net Gain (units)	Net Percentage
<b>Dalston</b>	Dalston	13	32	30	
	Stoke Newington	16	55	51	
	Clissold	23	71	63	
	Shacklewell	6	11	11	
	<b>Sub total</b>	<b>58</b>	<b>169</b>	<b>155</b>	<b>6.5%</b>
<b>Hackney Central</b>	Hackney Central	16	116	115	
	Hackney Downs	33	161	141	
	London Fields	19	70	64	
	<b>Sub total</b>	<b>68</b>	<b>347</b>	<b>320</b>	<b>13.4%</b>
<b>Stamford Hill</b>	Cazenove	20	19	-7	
	Springfield	17	188	182	
	Stamford Hill West	25	47	31	
	<b>Sub total</b>	<b>62</b>	<b>254</b>	<b>206</b>	<b>8.6%</b>
<b>Hackney Wick</b>	Hackney Wick	5	22	21	
	Kings Park	10	39	33	
	Victoria	10	15	11	
	<b>Sub total</b>	<b>25</b>	<b>76</b>	<b>65</b>	<b>2.7%</b>
<b>Clapton and Lea Bridge</b>	Lea Bridge	22	46	41	
	<b>Sub total</b>	<b>22</b>	<b>46</b>	<b>41</b>	<b>1.7%</b>
<b>Shoreditch and Hoxton</b>	De Beauvoir	10	28	25	
	Hoxton East & Shoreditch	16	729	724	
	Hoxton West	9	22	19	
	Haggerston	5	15	15	
	<b>Sub total</b>	<b>40</b>	<b>794</b>	<b>783</b>	<b>32.7%</b>
<b>Manor House</b>	Brownswood	21	95	75	
	Woodberry Down	9	716	711	
	<b>Sub total</b>	<b>30</b>	<b>811</b>	<b>786</b>	<b>32.8%</b>
<b>Homerton</b>	Homerton	13	44	37	

	<b>Sub total</b>	<b>13</b>	<b>44</b>	<b>37</b>	<b>1.5%</b>
	<b>Total</b>	<b>318</b>	<b>2541</b>	<b>2,393</b>	<b>100%</b>



## Appendix 2 On-Site Affordable Housing Delivery

- 12 schemes completed in FY2021/22 and FY2022/23 which provided on-site affordable housing.

Year Delivered	Ref	Site	Proposed Housing	Affordable housing	AH %
2021/22	2012/3345	Scout Hut and former Learning Trust, The Rectory, St John at Hackney, Lower Clapton Road, E5 0PD	57	8	14
2021/22	2013/3223	Woodberry Down Estate Phases 2 - 8, Seven Sisters Road, Green Lanes and Woodberry Down, N4	670	127	19
2021/22	2016/3868	14-16, Rowe Lane, E9 6EL	16	6	38
2021/22	2018/1124	Former garages, Daubeney Road, E5 0JQ	11	11	100
2021/22	2013/3223 2018/2681	Woodberry Down Estate, Woodberry Down Estate Phases 2 - 8, Seven Sisters Road, Green Lanes and Woodberry Down, N4	34	14	41
2021/22	2015/2773	Community Hall, Pembury Close, E5 8JR	13	8	62
2021/22	2016/1930	Tower Court, Clapton Common, E5 9AJ	51	23	45
		<b>Total 2022/23</b>	<b>852</b>	<b>197</b>	<b>23%</b>
2022/23	2014/2565	4-14 Spurstowe Terrace, E8 1LT	24	4	17
2022/23	2017/3393	12-14 Penn Street, N1 5DJ	30	3	10

2022/23	2017/3521	Vacant Car Park/Garage site, Mandeville Street, E5 0DH	11	11	100
2022/23	2016/4414	Majestic Hotel, 392-394, Seven Sisters Road, N4 2PQ	25	10	40
2022/23	2016/1930	Tower Court, Clapton Common, E5 9AJ	81	29	36
		<b>Total 2021/22</b>	<b>171</b>	<b>57</b>	<b>33%</b>
		<b>Total 2 years</b>	<b>1023</b>	<b>254</b>	<b>25%</b>