Appendix 1

London Borough of Hackney

Planning Service Authority Monitoring Report FY2023/24

Table of contents

1. Introduction 3
2. Planning Policy 4
3. Housing 8
4. Employment 16
5. Town Centre Uses 21
6. Communities, Culture, Education & Health 24
7. Open Spaces 29
8. Transport 32
9. Design and Heritage 36
10. Planning Performance 39

Appendix 1.Housing completion for FY2023/24 by ward and place 42

List of Figures and Tables

Table 3.1: Total Housing Delivery in Hackney FY2023/4
Figure 3.1: Housing Trajectory 2024-2039
Figure 3.2: 5 Year Housing Land Supply 2024 -2029
Table 4.1: ONS Number of Enterprise, FY2020-2024
Table 6.1: Financial obligations agreed and received in FY2023/24
Table 6.2: CIL Collection and Retention FY2023/24
Table 6.3: CIL Expenditure FY2023/24
Table 6.4: Infrastructure on which CIL was Spent FY2023/24
Figure 7.1: Motor Traffic Counters March 2020 - December 2023
Table 7.1: Post pandemic recovery rates on the peak hour traffic
Table 10.1: General Planning Performance, FY2023/24
Table 10.2: Planning Performance, Local Indicators, FY2023/24

Appendices

Appendix 1 - Housing Delivery by Wards and Place

1. Introduction

1.1. This important planning document helps the Council understand what development is coming forward in Hackney and to what extent we are meeting the objectives of our Local Plan and wider strategic plan.

1.2. Hackney's Planning Service seeks to deliver the Council's Strategic Plan through the development and implementation of planning policy set out in the Local Plan and supporting documents.

1.3. 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.

1.4. This AMR covers the period from 1st April 2023 to 31 March 2024 it reports on the performance of planning policy across key topic areas, and progress of the plan making programme (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', Supplementary Planning Documents and other issues pertinent to measuring the effectiveness of Hackney's Planning Service.

1.5. The AMR also provides a report on Hackney's Community Infrastructure Levy and S106, looking at receipts, income and expenditure. This is set out in the annual Infrastructure Funding Statement (IFS), and Hackney's IFS for 2023/24 is available here: Hackney IFS 2024.

1.6. 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 FY2023/24 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 publication.

2. Planning Policy

2.1. This section outlines Hackney's ongoing efforts to maintain current and effective planning policies, including progress on the Local Plan 2033, Area Action Plans, Supplementary Planning Documents, and other relevant initiatives.

2.2. The Council adopted its latest Local Development Scheme (LDS) in March 2025. The LDS (2025 - 2028) outlines planning policy documents' content and the programme for preparing or reviewing them. It helps ensure effective spatial planning of the Borough. This LDS will ensure the effective implementation of LP33 and reflects the findings of the Council's monitoring work.

Local Plan 2033 (LP33)

2.3. 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.

2.4. 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.

2.5. 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.

2.6. Local Plans should be reviewed every 5 years. A high level review of the Local Plan was undertaken in 2024 which concluded the Local Plan is still fit for purpose and continues to be the starting point for decision making within Hackney. A detailed review of the Local Plan will be undertaken in 2025 to ensure the plan continues to outline a current growth strategy for the Borough and align with national and regional policy and includes the area of Hackney Wick which was transferred back to Hackney from the London Legacy Development Corporation in December 2024.

Area Action Plans (AAPs)

2.7. 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

2.8. The Stamford Hill Area Action Plan will provide a framework for Stamford Hill for the next 15 years, which will manage existing development pressures arising from a growing population whilst also safeguarding the area's unique character.

2.9. The production of the AAP has carried out extensive local consultation in Stamford Hill. 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.

2.10. Following extensive consultation on the 'Towards a Stamford Hill Plan' in 2017, the Regulation 18 draft plan consultation in 2022, and the Regulation 19 proposed submission version consultation in 2024 the Council has submitted a proposed submission version to the Secretary of State for inspection in December 2024 (Regulation 22). The Examination in Public will be held in September 2025.

Future Shoreditch

2.11. 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.

2.12. Following consultations carried out in early 2017 and two separate Regulation 18 draft plan consultations in 2019 and 2024, the council is intending to publish and consult on the Regulation 19 proposed submission version in Winter 2025.

Supplementary Planning Documents (SPDs)

Planning Contribution S106 SPD

2.13. The Planning Contributions 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.

Sustainability SPD

2.14. 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 Haringey lead, a collaboration with London Boroughs, London Councils and the GLA.

2.15. Hackney Council, in collaboration with other Boroughs and London Councils, was the lead Borough on the development of the Low Carbon Development toolkit which launched in 2023 and subsequently won the Planning Awards award for Planning to address Climate Change in 2024. The toolkit provides advice, guidance and practical steps to help London Boroughs achieve better low and zero carbon results in the built environment.

Residential Extensions and Alterations SPD

2.16. The existing Residential Extensions and Alterations SPD (2009) will be revised in 2025 to provide guidance on how the Borough's building stock can be extended or altered in the most appropriate manner based on an analysis of the existing townscape and built character within the Borough. It will continue to provide guidance for buildings of a residential typology including those in which may have been originally in residential use but have been or are being converted into non-residential uses (e.g. community uses,

places of worship, office etc). The SPD will also include guidance on disabled accessibility and cycle storage and most recurring alterations to commercial buildings such as roof extension, plant, flues and shopfront design.

The Shopfront design guide

2.17. This design guide provides principles and guidance for shopfronts in Hackney, aiming to ensure that alterations and new developments contribute positively to the character, accessibility, and vitality of the borough's streets and town centres. The existing shopfront design guide will will revised in 2025 to form part of a new SPD; Commercial Alterations and Extensions.

Dalston Plan SPD

2.18. 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 was adopted in early 2025.

Ash Grove SPD

2.19. 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.

2.20. Public Consultation was undertaken in 2024, and responses are currently being assessed.

Child Friendly SPD

2.21. This SPD was adopted in 2021, and won two awards at the 2022 Planning Awards. It establishes child-friendly principles and design guidelines for the built environment, to ensure the planning process for development actively considers design for people of all ages, abilities and backgrounds.

Community Infrastructure Levy

2.22. 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.

2.23. 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).

Neighbourhood Planning

2.24. 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

2.25. No further neighbourhood planning designation applications were received during the monitoring period. Whilst all the designated neighbourhood areas remain in place, only in the Finsbury Park and Stroud Green neighbourhood forum have been active during the Monitoring Period, they have proposed to re-designate the forum.

Article 4 Directions

2.26. In addition to existing Article 4 Directions, the Council adopted three Article 4 Directions in April 2023 covering the most significant employment areas and town centres in the borough. These where:

- Article 4 Direction Central Activities Zone, City Fringe, Town and Local Centres
- Article 4 Direction Designated industrial areas
- Article 4 Direction District Centres and Local Shopping Centres

2.27. These three Article 4 Directions respond to changes to the planning use classes and a permitted development right. These changes resulted in the amalgamation of several different use classes 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.[1] Several older Directions fell away as a result of the changes to the use class order, and the permitted development rights, therefore the three Directions adopted in 2023 replace these older Directions.

London Legacy Development Corporation (LLDC)

2.28. On 1 December 2024, planning powers returned from the London Legacy Development Corporation (LLDC) to the London Borough of Hackney. This means Hackney will be responsible for processing and assessing all planning applications within this area. For this AMR the report within the LLDC area will have been done by the LLDC.

[1] 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).

3. Housing

Key Findings

In the reporting year (Financial Year 2023/24) 481 new homes were built of the 1,330 per annum target. Hackney returns indicate that it had achieved 98% of its housing target for the three years 2020 -2023.

- The largest scheme completed in the reporting year was 225 City Road which delivered 100 residential units as part of a mixed use scheme, the next four largest schemes contributed another 148 units towards the 481 total.
- 3 major schemes made a contribution towards affordable housing. Two of these delivered a total 9 on site affordable units. One provided £6.7m towards affordable housing.
- An additional 6 affordable units resulting from the conversion of community rooms into self contained residential units on council owned housing estate. Therefore, in total 15 affordable units were delivered in 2023/24.
- Within the next reporting period, there are a number of schemes in the housing pipeline which will make a significant contribution to affordable housing including the remaining phases of Colville, Nightingale, De Beauviour and Woodberry Down.

3.1. 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.

3.2. Following adoption of Local Plan 2033 (LP33) in July 2020, the Council's housing target is 1,330 homes per annum this is also set out in the London Plan which came into effect on 2nd March 2021.

3.3. 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. The Government's adopted Standard Methodology (December 2024) indicates that Hackney's need is 2796 new homes per annum. 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.

Housing Delivery in FY2023/24

3.4. 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.

3.5. Hackney has historically been reliant on a few major schemes to deliver the majority of its housing. Most, but not all have been part of the Council's own housing building and regeneration programme. In last year's AMR albeit covering two years, it was reported that with the completion of the latest stage of the Woodberry Down estate regeneration, the Stage and One Crown Place, three schemes collectively contributed 1,328 additional homes. There

were a number of schemes delivering between 10-50 units each. During the previous reporting period, development was more active.

3.6. Turning to the current reporting year (2023/2024), 481[2] residential units were delivered which equates to around 36% of the 1,330 pa target.

3.7. Compared to the previous reporting period the pattern of development was less on large scale major residential developments and more towards smaller residential schemes. In FY2023/24 the largest application completed was a mixed use scheme including 100 residential units, while the next four schemes largest schemes totalled 148 additional residential units.

3.8. The lower level of completions reported in Hackney has been experienced across London and it is not isolated to Hackney. During 2023/24 64% of the housing target[3] was met across London. The returns from individual boroughs range from 7% to 147%. Boroughs comparable to Hackney such as Tower Hamlets, Lambeth, Southwark, former LLDC area have returns ranging between 2% to 48%. Hackney's delivery was 36% in FY2023/24, but in the previous two years it achieved 90% of its target, which was above the London overall average.

Factors affecting the fall in housing delivery

3.9. Housing delivery has been a challenging environment for a number of reasons including:

- Higher construction costs, including financing, material and labour costs affecting development viability;
- Changes to Building Regulations to require taller buildings to have additional stair core, the knock on impact of this is that schemes with permissions need to be redesigned to incorporate the second core, this redesign can be costly and in some instances require more extensive redesigns;
- Uncertainty in the economy;
- The finite supply of larger sites which has traditionally been a strong source of housing supply;
- Investment in existing housing stock, including decarbonisation and resilience measures 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.

3.10. Legislative uncertainty such as the Renters Reform Bill and Social Reform regulations may also affect projects coming forward or being delivered.

3.11. As in past years, Shoreditch and Hoxton is where the majority of the homes were delivered in FY2023/24, and appendix 1 provides the breakdown by area and ward.

Table 3.1 provides a breakdown of new homes delivered in Hackney in the reporting year.

Tenure	FY2023
Social Rented	12
Intermediate	3
Market	466

[2] For non self contained residentials such as student housing and hostel where there is shared facilities there is a conversion rate , so the 481 is likely to be around 427/437 in the finalised return.
[3] https://data.london.gov.uk/dataset/residential-completions-dashboard - completions

Of which a financial contribution of £6.7m for affordable housing was secured for a scheme of 100 units	
Non-conventional supply[4]	*0*
Total	**481**
London Plan Target	1330

Affordable Housing

3.12. 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.



Leagrave Works

7 affordable housing units were provided on the site at Leagrave Works, 1 Leagrave Street off Chatsworth Road (ref 2014/4092).

This scheme was for 270 sqm of flexible commercial (A1/A2/B1) space, 48 self contained dwellings.

In addition this scheme also contributed £175,000 towards affordable housing, and made financial contributions to highways improvements.

[4] These relate to non self contained units, such as student accommodation and hostels, in FY2023/24 there were 84 such rooms which converts to 30 units for the purposes of the delivery measurements.

28 Powell Road

2 affordable units were provided at 28 Powell Road (ref 2016/0901).

This scheme was for 21 new build residential units and 424 sqm of D2 (Leisure) floorspace.



3.13. During 2023/24, nine schemes of 10+ units, provided 300 of the 481 units that were completed. Two of the nine schemes provided on site affordable housing.[5]

3.14. The other seven schemes of 10+ units did not provide any on site affordable housing. There were a number of factors to explain why on site affordable housing housing was not or could not be obtained:

- The largest scheme in terms of housing completed in Hackney during FY2023/24 was 225 City Road (ref 2016 /1814) which was a part 22 and part 7 story development comprising D2, flexible (A1/A3 /A4), office and 100 private rented sector units. There was no on-site affordable housing, but there was a financial contribution of £6.7 million towards affordable housing, which has been allocated to a specific registered provider. The scheme included 10% affordable workspace provision of the 15,600sqm office floorspace, and financial contributions towards the ways into work programme, public realm improvement , cycle hire and highways works including the Old Street Roundabout and Shepherdress Walk / City Road Junction.
- The Smokehaus (The Bay), 2-16 Bayford Street, E8 3SE (2018/2948), included 38 market rent units, and 2,200sqm of B1 space. The site is located in an employment designated area, and the policy priority was to obtain affordable workspace. The scheme made financial contributions to Hackney Works, apprentice support, and on site affordable workspace.
- 2014/0315 was a 41 bed student accommodation at 278-280, Millfield Road, E5 0AR, affordable student rooms were not sought, as the approval was granted before the adoption of the Local Plan. Local Plan Policy LP20, now requires affordable units to be provided on student accommodation.
- Of the remaining 4 sites, all were granted under Certificate of Lawful developments. It was therefore not possible to secure contributions towards affordable housing as these are not planning applications.

3.15. In addition to the on-site contribution from the 2 larger schemes, 6 affordable units were delivered on Council housing estates and related to individual projects, which converted

[5] 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 subject to viability, for those between 1-9 units, payment in lieu towards affordable housing is sought .

community rooms / meeting facilities into self contained residential units. In total 15 affordable units were delivered on sites from the completed schemes.

Financial Contribution towards affordable housing from smaller schemes

3.16. 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 subject to viability, for those between 1-9 units, payment in lieu towards affordable housing is sought, and the seeking of payment in lieu has been enabled by Hackney's Planning Contribution SPD (2020).

3.17. Of the small sites granted permission in 2023-2024, £1.2million was secured via legal agreements for affordable housing. All funds will go towards the provision of affordable housing.

3.18. Since the adoption Hackney Local Plan LBH has agreed £8.9m through S106 agreements for affordable housing via the council's small sites policy (Policy LP13), with £2.76m collected from smaller housing schemes towards such housing.

Approvals in FY2023/24

3.19. In the reporting period of 2023/24 only one scheme of 10+ units was approved. Planning permission was granted at Alexander Court, 1A Belgrade Road (ref 2021/1807), which was a mixed use scheme including 15 self contained units. The applicant is a Registered provider, therefore all units will be affordable. Two major schemes were approved by the Planning Committee, which will provide 84 residential units; both the schemes are subject to the S106s being finalised.

Housing Trajectory: Net Additional Dwellings in the next 15 Years (FY2024-FY2039)

3.20. A housing trajectory is used to calculate the 5 year housing land supply and new homes for the next 15 years. Hackney is expecting 14,900 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 2029. Beyond 2029 there are extant planning permissions, site allocations, pre-applications and regeneration projects for around 8,290 homes excluding the small sites contributions.

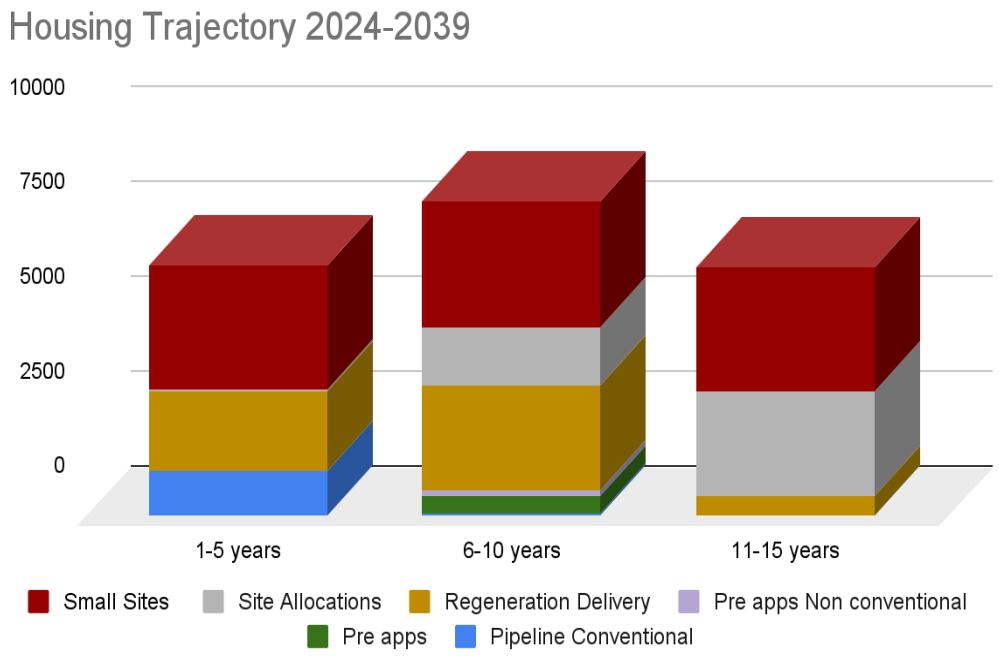


Figure 3.1: Housing Trajectory 2024-2039

3.21. The housing trajectory indicates that Hackney can demonstrate 4.7 years of the 5-year land supply. Overall, between 2024 and 2029 the Borough will deliver a total of 6,620 homes, against the London Plan target[6] including a 5% buffer of 6,983. Delivery in the period is broken down in Figure 5.2:

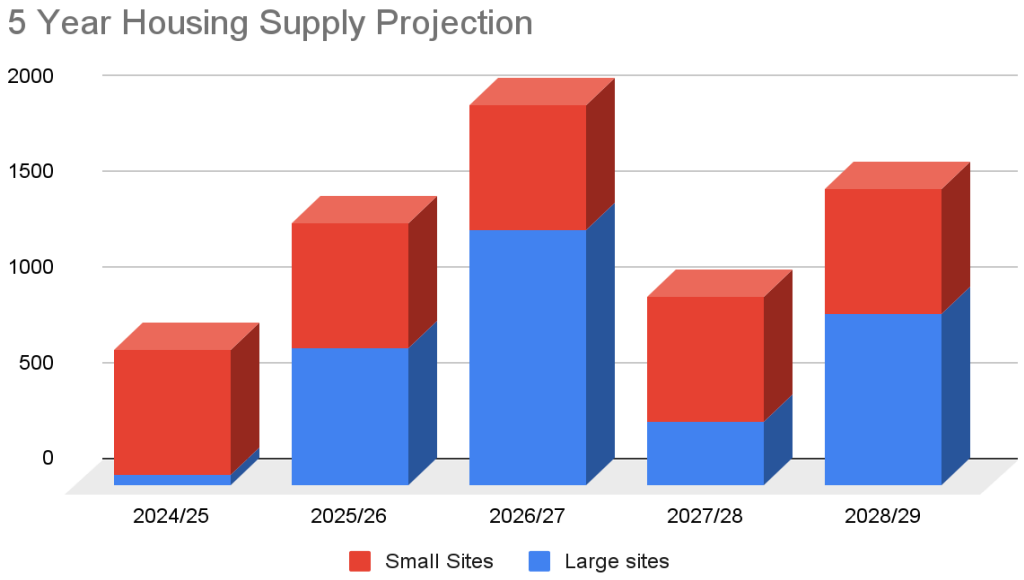


Figure 3.2: 5 Year Housing Supply 2024 - 29

[6] The London Plan is currently being reviewed and scheduled to be adopted in 2028, and is likely to result in a change in the target for most if not all the London boroughs from 2028, especially with the changes at National level.

3.22. Conventional housing will make up the bulk of new development coming forward.

Housing Delivery Test (HDT)

3.23. On the 12th December 2024 the Government published the 2023 Housing Delivery Test returns. Covering the three years FY2020/21, FY2021/22 and FY2022/23, thus does not include FY2023/24 returns, the 2023 HDT shows that Hackney has delivered 88% of target. It has been accepted by the GLA that there is an under calculation of the number of homes delivered in Hackney for the year 2020/21. Based on the correct calculations, the HDT for both 2022 and 2023 should show that Hackney is delivering 98% of its 3 year target.

Encouraging Future Housing Delivery

3.24. There are a number of ways in which Hackney will seek to support the delivery of new homes in the coming years:

- Explore opportunities in part of Hackney where planning powers returned from the London Legacy Development Corporation in 2024 - new homes completed in Hackney Wick will contribute toward Hackney returns for December 24 onwards. There is currently extant planning approval for 804 residential units in the LLDC area, which have not yet been delivered.
- 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.
- The Local Plan Review will be commencing in late summer 2025 as part of these a call for sites exercise will be undertaken to identify further site allocations to guide development within the Borough policies within the Local Plan will be reviewed and updated to enable housing growth and the provision of genuinely affordable homes.
- Continue with securing viable affordable housing contributions from smaller applications / approvals (between 1-9) units, as these have historically made around 90% of completed schemes.
- 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.
- Continue to support Hackney's own house building programme throughEstate Regeneration, New Home and Housing Supply programmes. These range for estate regeneration such as Colville and Nightingale to garage blocks on estates.

Summary

3.25. The housing completions for this reporting year is 36% of its annual target. However, in the two previous years (FY2021/22 and FY2022/23) 90% of the housing target was delivered. As noted in paragraph 3.9 above there are a number of factors that have contributed to the lower

delivery of housing in the reporting year; these are factors affecting delivery across London and nationwide. The Council's housing pipeline indicates that there are some significant sites which will increase impact including the remaining phases of Colville, Nightingale, De Beauviour, Woodberry Down and Britannia

3.26. The Council's housing target is 1,330 homes per annum following LP33's adoption in July 2020 and the London Plan in 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.

4. Employment

Key Findings
Major employment floorspace has been delivered in 2023/24, and there are large amounts of new employment floorspace mainly offices (99,300sqm) in the planning pipeline and high levels of growth in businesses within the Borough.

- 18,800 sqm of non residential floorspace was delivered, of which 17,790 sqm was office floorspace (Class E(g)(i)) over the period 2023/24.
- 1,800 sqm of affordable workspace delivered
- In March 2024 there were 25,730 enterprises in Hackney, a growth of 795 enterprises (3.19%) from the previous year, significantly higher than the inner London average of 1.5%.

Policy Context

4.1. One of the objectives of LP33 is to support a diverse and mixed economy providing at least 23,000 new jobs across a range of sectors by 2033 and maximise the supply of affordable workspace and low-cost industrial space. Increasing employment across a range of sectors is a key objective, as growing the Borough's employment floorspace provides jobs and significantly impacts business rates and spending, contributing to economic prosperity. Planning policy aims for Hackney to be one of London's most competitive and affordable business destinations. LP33 policies LP26 and LP27 set out that the Council will plan to deliver a minimum of 118,000sqm of new office floorspace by 2033, maximizing employment floorspace in designated employment areas. LP28 resists the loss of employment floorspace within these areas, while LP29 requires the provision of low-cost and affordable workspace for major employment development.

What's Been Delivered

4.2. For FY2023/24, 18,795 sqm of non residential floorspace has been delivered in the Borough; out of which 18,431 sqm was class E uses (previously A1, A2, A3 & B1) ; and 17,725 sqm class E(g) former B1 floorspace. Records indicate that there is around 99,300 sqm of class E(g) floorspace with planning permission which have not been delivered yet.

4.3. The completed office space since the Local Plan's adoption, including the 17,725 sqm delivered in FY2023/24, combined with the 99,300 sqm of permitted but not yet built office space, is sufficient to meet the 118,000 sqm minimum target outlined in Local Plan 2033 policy LP26.

Case Study: 225 City Road, EC1V 1JT



225 City Road (2016/1814) is a mixed use development located in Shoreditch, comprising of office, residential, retail, and fitness uses.

Shoreditch is Hackney's prime employment centre and a strategically important economic driver for the Borough and London as a whole. The development is located within the Shoreditch Priority Office Area, where 60% of floorspace is expected be in office use.

225 City Road delivered:

- 15,642 sqm of office floorspace (61% of active floorspace)
- 656 sqm of flexible retail floorspace
- 364 sqm of fitness floorspace
- 100 residential apartments.
- 1,564 sqm of affordable workspace (10% of office floorspace).
- £6,696,000 as a financial contribution in lieu of on-site Affordable Housing

Hackney's Office Floorspace (E(g)(i) Use Class)

4.4. Local Plan policy LP27 seeks to protect areas of high levels of business floorspace in the Priority Office Areas (POAs), and seek to direct and 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.

4.5. For FY2023/24, 17,725 sqm of office floorspace (Class E(g)(i)) has been delivered in the Borough and 65 sqm of flexible office and light industrial floorspace (Class E(g)) has been delivered, whilst only 341 sqm office floorspace (Class E(g)(i)) has been lost.

4.6. A significant quantum of the employment floorspace delivered within the reporting period came from the completion of 225 City Road (2016/1814) which delivered around 15,642 sqm of Class E(g)(i), 656 sqm of Class E(a) , and 364 sqm of Class D2, alongside residential uses. This development is within the Shoreditch POA.

4.7. A further 3,201 sqm (2,018 sqm net gain) of Class E(g)(i) was delivered at 2-16 Bayford Street (2018/2948). This development is within the Mare Street POA.

4.8. Records further indicate that there is a further 99,300 sqm of class E(g)(i) floorspace with planning permission which have not been delivered yet. This limited delivery of office floorspace against the significant pipeline of floorspace can be understood to represent, among other factors, a delayed response to rising building costs.

4.9. Employment need in Hackney will be reviewed as part of the Local Plan review in 2025. There will also be a continued focus on affordable workspace in the borough as part of this review.

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

4.10. In the reporting year, there was no net change in the amount of B2 or B8 floorspace present in the Borough.

Creation of new Businesses in the Borough

4.11. 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	2020	2021	2022	2023	2024
Hackney	22,340	23,275	24,405	24,935	25,725
Camden	33,005	34,035	34,525	34,870	36,290
Islington	21,170	21,410	21,935	21,765	22,650
Tower Hamlets	17,280	16,855	16,710	16,305	16,445
Inner London	279,460	279,340	282,595	278,385	282,575
Outer London	251,845	255,250	253,470	247,470	248,240

Table 4.1: Number of Enterprises 2020-24, Source:ONS

4.12. Table 4.1 shows that Hackney has been successful in growing the number of new businesses in the Borough. Between 2020-24 Hackney gained an additional 3,385 enterprises, or a growth of 15% over the period, while the Inner London growth was 2% over the same period.

4.13. In the reporting period from 2023 to 2024 Hackney gained an additional 795 enterprises, or a growth of 3.19% over the period, more than the inner London average of 1.5%.

4.14. This impressive growth in enterprises highlights that Hackney continues to be an attractive environment for new business activity, outpacing Inner London by a significant margin. This aligns with and is actively supported by policies outlined in the Hackney Local Plan 2033 (LP33). Specifically, LP33 emphasises supporting a diverse and mixed economy, as detailed in policies LP26 and LP27. These policies aim to deliver a minimum

of 118,000 sqm of new office floorspace by 2033 and maximise employment floorspace in designated employment areas, fostering an environment conducive to business growth. Furthermore, LP28's resistance to the loss of employment floorspace within these areas and LP29's requirement for affordable workspace provision in major employment developments directly contribute to the conditions that enable such entrepreneurial activity and business expansion.

Affordable Workspace Provision

4.15. Hackney's Local Plan 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).

4.16. In order to ensure that workspace is affordable for the larger community and end users, policy LP29 notes that affordable workspace will be set at 60% of market rent in POAs, CAZ and town centres, and 40% of the market rate in the Shoreditch POA where land prices having risen sharply in recent decades and issues associated with affordability are particularly acute making it increasingly difficult for start-ups and smaller businesses, artists and cultural uses to work and thrive in the area.

4.17. For FY2023/24 1,789 sqm of affordable workspace was delivered from two completed schemes. Around 1,560 sqm of affordable workspace was delivered at 225 City Road (2016/1814) and 225 sqm of affordable workspace was delivered at The Smokehaus, Bayford Street (2018/2948).

4.18. In addition, approximately 12,600sqm of affordable workspace has been secured through s106 agreements since 2020, of which 560sqm was secured in this reporting year.

New Hotel Rooms

4.19. Hackney has an identified need for 1,169 additional units for the period 2022-2041, according to the requirement set by the GLA in July 2020. Taking completed and pipeline consents for hotel developments, a broad estimate is that less than half of unmet demand is now remaining as of FY 2023/24. The forecast need is a projection until 2041, therefore our current figures of hotel completions and pipeline consents indicate we are at risk of significantly surpassing our gross requirement.

4.20. In the reporting year, there were no new hotel rooms delivered in the Borough.

Summary

4.21. In FY2023/24, around 18,795 sqm of non residential floorspace was delivered in the Borough, of which 17,725 sqm was office floorspace (Class E(g)(i)). The majority of the class E(g) (office) floorspace came from the completion of 225 City Road (2016/1814), which included on-site affordable workspace.

4.22. The number of enterprises in the Borough has increased by 3.19% in the reporting period, with an uplift of 795 new enterprises in the Borough, compared to the inner London average of 1.5%.

4.23. The increase in office floorspace and enterprises in the Borough is directly facilitated by the Hackney Local Plan 2033 (LP33). Policies such as LP26 and LP27, which prioritise the delivery of new office floorspace and maximise employment areas, create an environment conducive to business development. Furthermore, LP28's protection of

existing employment floorspace and LP29's mandate for affordable workspace provision in major developments ensure that businesses of all sizes, including start-ups, can establish and thrive in Hackney.

5. Town Centre Uses

Key Findings

- In FY2023/24 around 656 sqm of town centre use floorspace (Class E(a), E(b) and E(c)) were completed.
- There was limited planning application activity in FY2023/24 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.
- The latest surveys from Experian Goad in 2024 showed that three of the borough's four Major and District centres, individually had vacancy rates below or in line with the national average (13.8%) for town centres.

Policy Context

5.1. 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) floorspace to town centres, supported by LP35 which prevents changes of use to Commercial E(a)) 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 Class E uses, such as banks, employment agencies and law firms, as well as restaurants and cafes which also contribute to the character of a town centre.

5.2. Hackney has a hierarchy of town centres, defined by the Local Plan. These currently run from a London level major centre (Dalston and Hackney Central) to smaller district centres (Stoke Newington High Street, Stamford Hill and Finsbury Park) and finally some 16 local centres (for example, Broadway Market and Wick Road). The centres designation reflects their usage. 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[7].

5.3. In 2023, the Council adopted 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. See Chapter 2, 'Planning Policy' above for more details.

What's Been Delivered

5.4. In FY2023/24, about 656 sqm of retail floorspace (E(a), E(b) & E(c)) were completed.

5.5. All of the new retail floorspace delivered within the reporting period came from the completion of 225 City Road (2016/1814) which included around 656 sqm retail floorspace (Class E(a)) alongside other uses. This development is outside of a defined town centre, although it is within the CAZ in the Shoreditch area.

5.6. The level of planning activity in the reporting year for relating to shops, and related town centre uses such as cafes, restaurants and takeaways is limited. In part this could be

[7] 60% of retail in the primary shopping frontages of Dalston and Hackney Central, 55% in the 3 district centres and 50% in the local shopping centres.

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. This can be evidenced by significantly more retail floorspace being delivered in 2018 before the introduction of Class E, with 2790 sqm of Class A delivered in 2018.

Proportion and Vacancy Rates in Town Centres

5.7. Hackney's designated town centres are performing well in terms of vibrancy and interest, with a broad range of shops. The latest surveys from 2024 showed that all of the Borough's Major and District centres, with the exception of Hackney Central, had vacancy rates below or in line the national average (13.8%) for town centres[8].

5.8. The Council in 2023 adopted 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

5.9. Hackney Local Plan policy LP38 recognises the contribution of the Night-Time economy to the Borough and aims for a managed expansion of uses, specifically in Dalston and Shoreditch.

5.10. Drinking establishments (Sui Generis use) form part of the night time economy alongside nightclubs (Sui Generis use). Traditionally, these use classes were independent bars and pubs, but increasingly they form part of mixed use schemes or flexible uses. This makes their monitoring challenging.

5.11. In FY2023/24 there were no completions which delivered new drinking establishment floorspace or nightclub floorspace within the Borough. 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, such as a consented development where developers require flexible or open use to enable occupation by a wider range of potential occupiers, and therefore its usage is uncertain. LP33 and Shoreditch Area Action Plan will seek to manage this growth effectively and diversify the night time economy.

5.12. 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. TheEnvironmental Enforcement Team at the Council are currently developing a Hackney Night Time Strategy.

5.13. SPAs have a double impact of both reducing the provision of late night bars and restaurants 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.

[8] Experian Goad Town Centre Surveys and Reports

5.14. On hot food takeaways (Sui Generis use) floorspace, there were no completions in FY2023/24. Policy LP39 requires that hot food takeaways are primarily situated in major, district and local shopping centres, and situated at least 400m from schools or colleges. Two applications including hot food takeaway use were refused during 2023/24 both on the grounds of proximity to schools. One of these decisions was appeals and the refusal was upheld due to the proximity to schools. It can therefore be said that the policy in respect of safeguarding children's health and wellbeing is working.

Summary

5.15. LP33 policies strengthen the requirements around retail units within the major, district centres and local centres. In FY2023/24 656 sqm of net retail floorspace was completed.

5.16. Planning policies for the night time economy have had mixed results over the recent 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 or hot food takeaways in FY2023/24.

5.17. LP33 sets out a strategy to protect retail in town centres and encourage a network of centres that are viable and attractive. 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.

6. Communities, Culture, Education & Health

Key Findings
Planning continues to secure funding through the Community Infrastructure Levy (CIL) and s106 agreements.

- During FY2023/24 construction was nearing completion on The Portico and Belfast Road health facilities, although these facilities were completed outside the reporting period in 2024 so their full impact will be reflected in the next reporting cycle.
- There has been some activity in terms of planning approvals in FY2023/24 in particular relating to extension of education facilities and places of worship.
- CIL and Section106 monies were spent on various items of infrastructure including schools, libraries, parks,play areas, leisure facilities, children centres and cultural facilities and programmes including contributions to the objectives of Hackney's Arts and Cultural Strategy.

Policy Context

6.1. 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.

6.2. Planning Obligations are secured as part of planning permissions to mitigate the site specific impacts of development. Whereas, CIL payments are secured to support growth and help mitigate the cumulative impacts of development borough wide.. Both S106 and CIL are subject to restrictions stipulated in legislation.

6.3. S106 contributions include those for affordable housing, affordable workspace, employment and skills, carbon offset, and public realm/transport improvements specific to an individual site. The Community Infrastructure Levy (CIL), adopted by Hackney in April 2015, largely supports borough-wide infrastructure by raising funds from new developments to mitigate their cumulative impacts and support growth.

6.4. The CIL regulations require Local Planning Authorities to publish an annual Infrastructure Funding Statement (IFS) which reports on the receipt, allocation and spend of Section 106 and CIL. Hackney's IFS for 2023/24 is available here: Hackney IFS 2024.

6.5. This chapter summarises the IFS, and highlights the amounts of s106 contributions and CIL was received and spent.

Planning Obligations

6.6. Planning obligations are set out in legal agreements between the developer and the Council and agreed at the time of planning permission being granted. Planning obligations can be both financial and non-financial but require a developer to fulfil a number of requirements to mitigate the impact of their development.

6.7. The total of financial obligations agreed and received in the financial year are set out in the table below:

	Agreed (Secured via permissions granted in 2023/24)	Received (Amount received in the reporting year)	Spent (Balances accrued overtime and spent 2023/24)
2023/24	£3,674,000	£6,539,000	£12,878,000

Table 6.1: Section 106 financial obligations agreed and received *Agreed relates to permissions granted but not yet implemented

6.8. Appendix 1 of the Infrastructure Funding Statement 2023/24 provides the list of projects that have had funding allocated towards them.

Allocation and Spend of the S106 in 2023/24

6.9. The total amount of money from planning obligations allocated towards infrastructure during 2023/24 was £8,790,000. Of this amount £7,365,000 was not spent during 2023/24 due to the longer term nature of the projects on which they will be spent.

6.10. **Summary of S106 Spend 2023/24:**

Transport	£1,957,000
Libraries and Education	£235,000
Public Realm	£767,000
Employment and Skills	£353,000
Affordable Housing	£8,700,000
Carbon Offset	£418,000
Other	£404,000

CIL collection and retention for 2023/24

	2023/24
CIL collected in the reporting year	£4,346,000
CIL collected prior to reporting year	£43,032,000
CIL collected and allocated prior to the reporting year	£38,625,000
CIL (not including neighbourhood or administration receipts) collected before	£4,407,000

the reported year which have not been allocated	
NCIL receipts for the reported year retained at the end of the year	£0
NCIL receipts from previous years retained at the end of the reported year	£1,836,000

Table 6.2: Receipt and Expenditure 2023/24

CIL Expenditure

6.11. The total CIL expenditure recorded for the reporting year is as follows:

	2023/24	
Type	**Allocated**	**Spent**
Admin CIL	£217,000	£217,000
Neighbourhood CIL	£1,875,000	£524,000
CIL Land Payments	n/a	n/a
Strategic CIL	£4,239,000	£3,818,000
Total	£6,331,000	£4,559,000

Table 6.3: CIL for FY2023/24

6.12. The total allocated has increased from the previous year, although spending was less.

Strategic Infrastructure on which Hackney CIL was spent in 2023/24

Project	Cost
Education	£1,208,000
Tree planting	£200,000
Parks and open space	£2,936,000
Libraries	£67,000
Total Value	**£4,411,000**

Table 6.4: CIL Expenditure on Infrastructure in 2023/24

6.13. 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 3 of the IFS.

6.14. Funding was also made towards Hackney's Community Energy which supports public institutions and not for profit organisations such as schools, faith groups and partners to partner with community energy groups to improve the energy efficiency of buildings.

6.15. In addition to monetary contributions, Section 106 agreements also include non-monetary obligations, including the requirement to provide affordable housing units as part of the development as set out in the Local Plan.

Neighbourhood CIL

6.16. When CIL is collected on a development, 15% is to be spent within the neighbourhood of the development, to have a direct impact on the local community. In the reporting year, Neighbourhood CIL supported the objectives of Hackney's Arts and Cultural Strategy. The funding enables the delivery of key cultural initiatives led by the Council such as the 2024 Hackney Carnival and Discover Young Hackney, both of which are in the Mayor's Manifesto. It will also enable a much wider range of projects to be delivered, led by both the Council and the voluntary sector such as Discover Young Hackney, Black History Season, Hackney Pride 365, and Hackney Circle, that employ culture to support the five aims of the Arts and Cultural Strategy: community cohesion, education, health and wellbeing, employment and the economy.





Mayoral CIL Receipts

6.17. Hackney Council collects Mayoral CIL (MCIL) on behalf of the Mayor of London to assist with the funding of the Crossrail development. During the reported year, a total of £3,241,000 was collected.

Community Facilities

6.18. A 364sqm fitness centre (Use Class E(d)) was completed as part of the 225 City Road development (ref 2016/1814). 225 City Road was the largest scheme completed in the borough in 2023/24, and is a 22 storey development comprising 100 residential units, and

around around 15,500 sqm of office, and 650sqm flexible retail as well as the fitness centre.

6.19. The Portico and Belfast Road health facilities were reported in last year's AMR as being under construction, and both were completed in FY2024/2025. The latter will be occupied by Spring Hill Practice and the former by the Lower Clapton Practice.

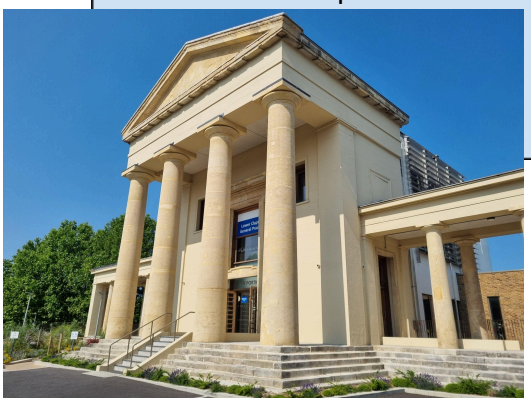


The Spring Hill practice, Belfast Road has around 15,000 registered patients and will include:

- 18 consulting rooms
- 6 treatment rooms
- 1 minor procedures room
- Administrative, staff and patient accommodation and reception areas

The Lower Clapton practice at the Portico has around 14,500 registered patients, and will include:

- 20 consulting rooms
- 3 treatment rooms
- 1 minor procedures room



6.20. In the reporting year 2023/24 there were a number of planning approvals to existing education establishments to provide additional floorspace. Most of these were in the Stamford Hill area and relate to faith schools. There was an approval for a two storey infill extension for the Skinner Academy, Woodberry Grove, N4 1SY (ref 2023/0444).

6.21. Like education in FY2023/24, there were several approvals to expand and extend religious facilities, mainly in the north of the borough.

6.22. Away from education and places of worship, a 150sqm community space was provided as part of a mainly commercial lead scheme at Tramline Mews, Kingsland Road (ref 2022/1765). There were also approvals to improve the facilities - not necessarily increase floorspace - at the Leaside Mariner Youth Centre and Laburnum Boat Club. A Powerleague football centre including a pavilion was granted temporary use permission at Bishopgate Goods Yard, E1.

7. Open Spaces

Key Findings
33 parks have been awarded Green Flag status.

- Out of 58 parks and open spaces, as of July 2025, 33 have been awarded Green Flag status. Hackney is the London Borough with the most Green Flag awards.
- Strategic CIL and S106 was spent on the enhancement of a variety of the Borough's parks in FY2023/24, funding contributed to improving sports, play and toilet facilities.

Policy Context

7.1. 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.

What's Been Delivered

7.2. 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 FY2023/24, funding contributed to improving sports, play and toilet facilities.

7.3. The Hackney projects allocated or spent funds from CIL and S106 in the reporting year included:

- Shoreditch Park Improvements
- Fairchild's Gardens Improvements
- Abney Park Improvements
- Charles Square Improvements
- West Reservoir Improvement Project
- Park Play Area refurbishment programme

7.4. Below are some case studies of where monies secured as part of planning applications have contributed towards improvements for parks for use by the wider community.

Case Study: Shoreditch Park





Shoreditch Park has undergone a significant transformation, marking one of the largest investments in the area in decades, alongside developments like the Britannia Leisure Centre and the City of London Academy. The park now features a range of enhancements to improve recreation, biodiversity, and climate resilience.

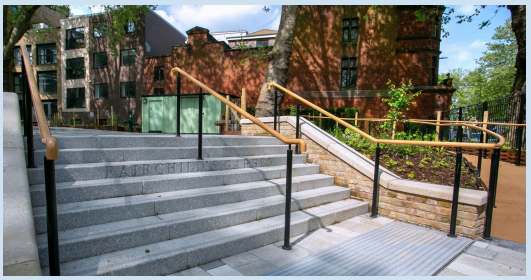
Key upgrades include a new multi-use games area, outdoor gym facilities, and enhanced play areas, including adventure playground improvements. Pathways have been upgraded, with additional park furniture and improved gateways enhancing accessibility. Green infrastructure features such as rain gardens, permeable surfaces, hedges, and wildflower meadows boost ecological value, support drainage, and help mitigate flash flooding risks.

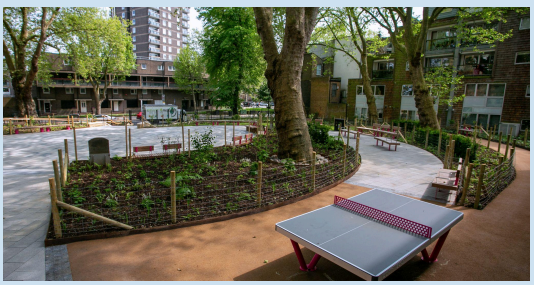
A new central tree plaza, dubbed the "Heart" of the park, serves as a focal point. Drinking water fountains further promote visitor well-being, making Shoreditch Park a more inviting and sustainable community space.

Case Study: Fairchild's Gardens

Fairchild's Garden is a much needed open space and highly development area of the Borough. It had lacked investment and become tired looking, resulting in underuse. This open space has been transformed into a safe, welcoming, flexible space which meets the needs of the local community.

Key upgrades include improve improved accessibility, new seating, outdoor table tennis tables, education features celebrating the of heritage of the gardens, and extensive landscaping introducing new paving, greening, and planting whilst preserving mature trees. The improvements have transformed the open space, creating a secure, attractive for socialising, and respectful of privacy while discouraging anti-social behavior.
more inviting and sustainable community space.





Green Flag Awards for parks

7.5. 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. There are 33 parks and open spaces in Hackney which have achieved green flag status. This is four more than in 2023, Stoke Newington Common with a new play area, and Charles Square were awarded the status in 2024. In 2025 Fairchild's Garden in Shoreditch and Daubeney Fields in Kings Park also gained the Green Flag award.

Summary

7.6. 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.

7.7. 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.

8. Transport

Key Findings

- The latest London Travel Demand Survey showed Hackney has by far the highest active travel mode in London. Walking mode share in 2023/24 was much higher than it was pre-pandemic, accounting for 53.4% of trips beginning in the borough while a further 8.1% of trips were by cycling.
- Hackney has one of the highest sustainable transport mode shares (87.0%) of any borough in London.
- Planning policies have facilitated the delivery of car free development throughout the Borough. For residential developments in Hackney, the car free development is now accepted as standard across developments.
- 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 January 2025, 978 charging points have been installed across the borough including 715 powered from lamp columns and 247 free-standing fast chargers and 16 rapid chargers. Hackney plans to deliver 3000 charge point

Policy Context

8.1. Hackney's transport policy, as set out in the Local Plan (LP33), is fundamentally driven by the objective of creating a sustainable, safe, and integrated transport network that prioritises active travel and public transport over private vehicle use. LP33 explicitly seeks to reduce car dependency and improve air quality, aligning with broader climate change mitigation goals. This is reinforced by policy LP54, which promotes sustainable transport infrastructure and aims to significantly increase the proportion of trips made by walking, cycling, and public transport. Furthermore, LP55 supports the development of a comprehensive cycle network and safe pedestrian routes, while LP56 encourages car-free and low-car developments in well-connected areas, ensuring that new developments contribute to a shift towards more sustainable travel patterns and reduce the overall demand for parking. Through these targeted planning policies, LP33 directs development and investment towards achieving a healthier and more accessible transport system for all residents.. Planning works closely with transport planning to achieve these outcomes.

8.2. 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 https://hackney.gov.uk/transport-in-hackney The LIP was supplemented by a new Delivery Plan covering 2023-25 as approved by the Council in early 2023.

8.3. 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.

8.4. The latest data from TfL published in December 2024 based on an average of two year's survey (2022/23 and 2023/24) shows the following mode shares for trips beginning in the borough[9]

- Car Motorcycle Taxi/Other 13.0%
- Tube/DLR 4.9%
- National Rail and London Overground 6.5%
- Bus /Tram 14.1%
- Cycling 8.1%
- Walking 53.4%

Highest Active Travel in London

8.5. The new figures show a very high walking mode share up by more than ten percentage points from the last pre-pandemic survey. While walking mode shares have increased across Inner London, Hackney's is the largest walking mode share increase in Inner London. Together with Hackney's 8.1% cycling mode share, active travel trips now account for 61.5% of trips beginning in the borough - the highest in London by nearly seven percentage points higher than Islington's 54.7.% share in second place.

8.6. But the increase in active travel needs to be seen in the context of considerable decreases in public transport use which has declined by 9.1 percentage points - a pattern which is seen across London. The decrease in bus modal share was the most severe with it declining by 6.6 percentage points but there were also smaller declines in Underground/DLR mode use (-1.1%) and Overground/Rail mode share (-1.1%). While both the rail modal shares show a recovery from 2022/23, Hackney's combined rail modal share is one of the lowest in Inner London.

Decline in Bus Modal Share

8.7. Bus patronage was severely impacted by the Covid-19 pandemic falling at one point to below 20% of pre-pandemic levels. By 2024 bus use in Hackney had recovered to 82% of pre pandemic levels - a figure which rose to over 93% on Sundays. Bus use in the morning peak, however, was only 69% of pre-pandemic levels.

8.8. While Hackney used to have the highest bus modal share in London (20.7%), the 6.6% fall in bus/tram modal share to just 14.1% was one of the biggest declines in London and meant that Hackney has been overtaken by five London boroughs (Southwark, Lambeth, Lewisham, Greenwich and Croydon).

[9] It should be noted that this mode share data is based on an average of two year's survey (2022/23 and 2023/24) whereas usually it is based on a rolling three year average. Also the higher walking mode share may be partly explained by a decrease in the overall number of trips caused by an increase in hybrid working patterns.

8.9. 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.

8.10. Overall the increase in active travel modal shares has outweighed the decline in public transport modes share and cars, motorcycle and taxi mode shares declined slightly by 1.3 percentage points compared to pre-Pandemic. This meant that Hackney's sustainable transport mode share (walking, cycling and public transport) was 87.0%. - one of the highest in London and in excess of the long-term 80% London target for sustainable mode share for 2041.

Road Traffic

8.11. 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 traffic falling 15% during Covid before a slow return towards pre-Covid traffic levels. But traffic was still about 4.3% below pre-Covid levels by mid 2024.

8.12. 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.

8.13. 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

8.14. 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.

8.15. 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. Nevertheless, this walking target may be complemented by the modes of popular scooting and cycling among young kids and adolescents respectively.

8.16. 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

8.17. Hackney in 2020, following national and London guidance, responded with a greatly enhanced programme to reduce motor traffic in residential areas and around schools at opening and closing times to encourage walking and cycling in residential areas. This resulted in an acceleration of Hackney's School Streets and Low Traffic Neighbourhoods programmes with the introduction of 19 new Low Traffic Neighbourhoods and over 40 School Streets around most of the borough's Primary Schools as well as the creation of two new protected cycle routes. Following extensive monitoring of these schemes nearly all of the School Streets and Low Traffic Neighbourhoods have now been made permanent.

Links:

- Low Traffic Neighbourhoods
- School Streets

8.18. Wider programmes outlined in Hackney's LIP (LIP3 Appendix D) are also ongoing. Notably these include:

- **Healthy streets** creating liveable and healthy street environments, pocket parks and parklets and on street parking hangers and dockless cycle parking bays. It is linked to other initiatives such as tree planting and the expansion of suitable drainage systems.
- **Electric Vehicle charging points** to facilitate the transition away from polluting Internal combustion engine vehicle (ICE) vehicles is a major priority. As of January 2025, 715 charging points have been installed across the borough including 253 powered from lamp columns and 247 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 end of 2025.

New Car and Cycling Spaces

8.19. 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 41 car free obligations agreed in 2023/24.

8.20. The 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. The entire borough is now covered by controlled parking zones.

9. Design and Heritage

Key Findings
The 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 buildings on the at Risk Register has remained at 34 in 2023. Three heritage assets were removed from the list in 2024, and two new ones added so the 2024 Heritage at Risk register is 33.
- In 2023/24 the Council extended boundaries both the Underwood Street and the Hoxton Street Conservation Areas.

Policy Context

9.1. One of the overarching objectives of the adopted Hackney Local Plan LP33 is to protect and enhance the quality of Hackney's historic environments through a sensitive approach to existing character. Local Plan Policies LP1 (Design Quality and Local Character), LP3 (Designated Heritage Assets) and LP4 (Non Designated Heritage Assets) require that all development should enrich and enhance the built environment and that development sustains 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

9.2. 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.

9.3. In the year 2023-2024 no entries have been removed or added to the Heritage at Risk 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.

9.4. Within the year 2023-2024 there were 34 entries on the register including 20 building and structure entries (4 of which are council owned), 11 places of worship, 1 Registered Park and Garden and 2 Conservation Areas. Of sites on the November 2023 register, 14 are subject consented schemes, 4 are currently on site, 1 is in pre-application discussions, and 3 are subject to ongoing enforcement action.

9.5. Abney Park, Abney Park Chapel and the Portico were removed from the 2024 Register. While Stoke Newington Municipal Buildings and Surrounding Walls, Stoke Newington Church Street, and the Church of St James the Great, Lower Clapton Road were new additions to the list. The 2024 Heritage at Risk Register listed 33 in Hackney.

Listed Buildings and Schedule of Ancient Monuments

9.6. Listed Buildings are buildings and structures defined by the Secretary of State as being of "special architectural or historic interest" at a national level. There have been no new Listed Buildings or Schedule Ancient Monuments.

Local List

9.7. Local listing is a way for the Council to identify local heritage assets and set out what about them is important. The list contains buildings and structures which are of heritage significance and contribute to the local character and distinctiveness of Hackney.

9.8. These buildings are not listed by the Secretary of State, and do not have the same statutory protections as listed buildings. However, inclusion on the local list designates a building or structure as a heritage asset, and as such its conservation is an objective of the national planning policy framework.

9.9. Following on from a thematic review focussing on historic schools in Hackney, 10 schools were added to the Local List in 2023/24. The Hackney Local List is a live document and there are currently over 470 entries.

Conservation Areas

9.10. Hackney contains a large number of conservation areas that protect the character and appearance of a diverse range of historic environments. The total number of conservation areas in the borough currently stands at 35, 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.

9.11. The 2017 Conservation Areas Review Study (CARS) identified a programme for the review of the borough's existing conservation areas along with the designation of a number of new conservation areas.

9.12. In 2023/24 the Council agreed and adopted extended boundaries and new appraisals and management plans for the Underwood Street and Hoxton Street Conservation Areas. New management plans include specific sections on retrofitting buildings within these conservation areas.

Tall Buildings

9.13. Tall buildings 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. Suitable sites for taller buildings are also being identified within forthcoming Area Action Plans (AAPs).

9.14. Hackney defines a tall building as 50% taller than the prevailing building height, or one that significantly changes the skyline, or is more than 30 metres in height. The Local Plan 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 areas, which are more appropriate for tall buildings.

9.15. The tallest building completed in 2023/24 was 225 City Road (2016/1814) a mixed use scheme up to 22 storeys.

Hackney Design Awards

9.16. The Council first ran the Hackney Design Awards in 2004 and it has been run successfully every two years since. The Design Awards are an established part of the Council's programme of events that enhances its reputation and promotes good architecture and urban design across the borough. The 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).

9.17. The Design Awards are an opportunity to acknowledge and celebrate the best of the built environment in Hackney, focussing on design and architecture and recognising the role they play in creating the vibrant and sustainable neighbourhoods that Hackney is known for.

9.18. The 2024 Hackney Design Award took place in December 2024, and falls outside this reporting period, it will be reported in the next AMR, although you can see the results at Hackney Design Awards 2024

Summary

9.19. Overall the situation has been positive for heritage and design in Hackney. The number of buildings on the Heritage at Risk register has remained stable but with a number of projects nearing completion these will be removed in the following year. The Local Planning Authority and Historic England continue to work with the owners to regenerate these buildings and areas to ensure their special interest is conserved. The increased levels of Local Listing and review of Conservation areas will provide greater policy protection for Hackney's heritage through LP33. The Local Plan 2033, informed by a borough-wide characterisation study, sets out an approach to ensure that heritage assets can be protected by delivering good growth.

10. Planning Performance

Key Findings

Key targets in planning performance for Major, Minor and other were met or exceeded in FY2023/24. Site visits in response to new enforcement queries. Hackney served the 8th most enforcement notices of all Local Planning Authorities in England.

- 1219 planning applications were received in FY2023/24, this was a decade low nationally and reflected in housing delivery numbers. In FY2024/25, there was a 22% increase in the number of applications submitted to the Council.
- In FY2023/24 9 out of 9 Major Planning Applications were determined in accordance with agreed timescales. This is a 100% achievement rate against a target of 70%, and up from the 89% achieved in FY2022/23. The percentage fell to 88% (12 out of 14) in FY2024/25.
- 471 out of 590 minor applications (80%) were determined within their 8 week deadline, exceeding the 75% target. The number of minor applications received rose in 2024/25, and the percentage of applications determined within 8 weeks increased to 84%.
- 512 of 620 other applications (83%) were processed within their 8 week deadline, which is the same as 84% achieved in FY2022/23, but still exceeding the 80% target. The percentage increased to 88% in FY2024/25.
- There were 167 appeals decisions in FY2023/24, 58% of appeal decisions were dismissed, whereas 62% were dismissed in the previous year. The percentage dismissed increased to 68% on 145 appeal decisions in FY2024/25.
- Enforcement has maintained its 100% record for acknowledgement of enquiries and site visits. Hackney served the 8th most enforcement notices of all LPAs in England

10.1. The performance of Development Management is important to both the Council and Central Government, which measure performance. 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 in the reporting year. In the next reporting year (FY2024/25) for the majority of these measurements, the council's performance improved compared to 2023/24. The exemption was for the determination of major applications where it fell from 100% to 88% in terms of determination within 13 weeks.

- **Quality:** The key indicator for this is planning appeals dismissed, 58% in FY2023/24 slightly down on FY2022/23, but with an increase of cases heard. In FY2024/25 this has increased to 68%.

General Planning Performance 2023/24

Indicator	Target	Q1	Q2	Q3	Q4	Total 2023/24
Percentage of major planning applications determined within 13 weeks or agreed timescales (ex NI 157a)	70%	100	100%	100%	100%	**100%** (9 of 9)
Percentage of minor applications determined within 8 weeks (ex NI 157b)	75%	81%	86%	71%	81%	**80%** (471 of 590)
Percentage of other applications determined within 8 weeks (NI 157c)	80%	91%	81%	77%	83%	**83%** (512 of 620)
Percentage of planning appeals dismissed	n/a	73%	56%	49%	64%	**58%** (97 of 167)

Table 10.1 General planning performance 2023/24

Indicator 2023/24	Target	Q1	Q2	Q3	Q4	2023/24
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%

Table 10.2 Planning Performance, Local Indicators, 2023/24.

10.2. 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. 100% achieved was also achieved in the previous year.

10.3. The Planning Enforcement team issued 80 notices in FY2023/24, and 55 in FY2024/25. Hackney was the 8th highest of all Local Planning Authorities nationally for the number of enforcement notices issued.

Summary

10.4. Overall, the performance of planning has been positive, and targets were exceeded. In FY2023/24 100% of Major Planning Applications were determined in accordance with agreed timescales, beating a 70% target. 80% of minor applications were determined within 8 weeks, also beating a 75% target; and 83% of other applications were processed within their 8 week deadline, against a 80% target. In FY2024/25, with the exception of major applications, all the measurements were exceeded.

10.5. 58% of appeals were dismissed in FY2023/24, and this increased to 68% in FY2024/25.

Appendices

Appendix 1

Housing completion for FY2023/24 by ward and place

- In the reporting year there were 481 new homes built in the borough, which have been separated into the 21 Hackney wards.
- About 62% of the total housing delivery are from larger schemes (10 or more units), despite only accounting for 7.9% of the number of planning approvals completed. The proportion of applications is similar to the previous two years, but the share of total housing delivery from larger schemes is down from 80% to 62%.

LP33 Place Policy Area	Wards	Number of schemes	Proposed no of residential
Dalston	**Dalston**	4	8
	Stoke Newington	7	20
	Clissold	7	10
	Shacklewell	13	26
	Sub total	**30**	**64**
Hackney Central	**Hackney Central**	4	1
	Hackney Downs	4	24
	London Fields	4	44
	Sub total	**12**	**69**
Stamford Hill	**Cazenove**	4	13
	Springfield	7	17
	Stamford Hill West	2	4
	Sub total	**12**	**34**
Hackney Wick	**Hackney Wick**	1	1
	Kings Park	2	42
	Victoria	1	6
	Sub total	**4**	**49**
Clapton and Lea Bridge	**Leabridge**	15	61
	Sub total	**14**	**61**
Shoreditch and Hoxton	**De Beauvoir**	5	9
	Hoxton East & Shoreditch	11	16
	Hoxton West	4	105

	Haggerston	8	15
	Sub total	**18**	**145**
Manor House	**Brownsward**	7	55
	Woodberry Down	2	3
	Sub total	**9**	**58**
Homerton	**Homerton**	4	1
	Sub total	**4**	**1**
	Total	**116**	**481**