

Report

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Appendix E –

Report for – London Borough of Hackney
Local Implementation Plan
Strategic Environmental Assessment Scoping Report



Document version control

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1.0 Introduction

1.1 About this Scoping Report

This report sets out the scope of the Strategic Environmental Assessment (SEA) of the proposals set out in the London Borough of Hackney's third Local Implementation Plan (LIP).

To meet the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, Local authorities are required to carry out Strategic Environmental Assessment (SEA) for policies, plans and programmes across various areas, including transport¹. Government guidance on transport plans stresses the importance of the SEA being an integral part of developing and delivering a transport strategy. The statutory environmental agencies (i.e. the Environment Agency, Natural England and Historic England) must be involved throughout the development and monitoring of a plan.

This Scoping Report is the first stage in the SEA process. It identifies:

- The scope and level of detail of the information to be included in the SEA;
- The context, objectives and approach of the assessment; and
- The relevant environmental issues and objectives that will provide the basis of the assessment.

Although the scoping stage is a requirement of the process, a formal scoping report is not required by the SEA Regulations. However, it is a useful way of presenting information at the scoping stage and helps ensure the SEA process is proportionate and relevant to plan being assessed.

The SEA Regulations also require² that when determining the scope of the SEA there must be consultation with statutory bodies³. Where a consultation body decides to respond, it should do so within 5 weeks of receipt of the request. This report provides information on the proposed scope for the assessment as a basis for the consultation bodies to form their response, should they choose to provide one.

Government guidance on transport plans highlights the need for Habitats and Appropriate Assessment (AA) where necessary, starting by clarifying if the plan is likely to significantly affect a European site⁴. If this is likely, the LIP must be subject to an AA⁵. We have adopted a precautionary approach to the HRA for the MTS on the basis the findings of a screening assessment that we are seeking to agree with Natural England. This focuses on establishing whether HRA is required or not, taking account of designated protected habitats in the area covered by the LIPs, and the content of the LIP itself. This may apply to Hackney due to parts of

¹ The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004/1633).

² See Regulations 12(5) and 12(6).

³ Regulation 4 defines these as Historic England, English Nature and the Environment Agency.

⁴ European sites are Special Areas of Conservation (SACs), Special Protection Areas (SPAs), and listed Ramsar sites. Proposed SPAs and candidate SACs are also regarded as European sites.

⁵ As required by Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 85B of the Conservation (Natural Habitats &c) Regulations 1994, (S.I. 1994/2716 as amended).

the Lee Valley Special Protection Area (SPA) and Ramsar site falling within the area. This is discussed further in **Section 4.4** following.

1.2 Overview of the Local Implementation Plan (LIP)

The LIP is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. This Act requires each of London's 33 local authorities to prepare a LIP containing proposals for the implementation of the Mayor's Transport Strategy⁶ in their area.

The LIP guides transport priorities and projects and details a three-year programme of investment (2019/20 to 2021/22).

The central aim of the MTS – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in. The overarching aim of the Strategy is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today. The Mayor is seeking to achieve his vision by focusing the policies and proposals in his transport strategy on the achievement of the following three overarching MTS outcomes:

- **Healthy Streets and healthy people, including traffic reduction strategies:**
 - Active: London's streets will be healthy, and more Londoners will travel actively.
 - Safe: London's streets will be safe & secure.
 - Efficient: London's streets will be used more efficiently & have less traffic on them.
 - Green: London's streets will be clean and green.
- **A good public transport experience:**
 - Connected: The public transport network will meet the needs of a growing London.
 - Accessible: Public transport will be safe, affordable and accessible to all.
 - Quality: Journeys by public transport will be pleasant, fast and reliable.
- **New homes and jobs:**
 - Good Growth: Active, efficient and sustainable travel will be the best option in new developments.
 - Unlocking: Transport investment will unlock the delivery of new homes and jobs.

The rationale and detail of each of these outcomes is set out in the third MTS. The LIP responds to the third MTS, the Sub Regional Transport Plan (north), Hackney's Local Plan and other relevant policies. It also builds upon the Hackney Transport Strategy 2015-2025, which sets out Hackney's strategic transport aims, objectives and priorities. This LIP will replace the council's second LIP (2011). The third round of LIPs will become effective from April 2019.

⁶ Mayor of London (2018) – **Mayor's Transport Strategy** - Greater London Authority, March 2018

A summary of the key proposals of the LIP are provided in **Section 2.3** following.

1.3 Purpose of this report

This report sets out the proposed scope of issues to be addressed in the SEA and the approach to be undertaken in assessing them. The document aims to outline the baseline information and evidence for the LIP that is needed to inform the SEA. This is based on the identification of plans and programmes relevant to the study area, environmental baseline information and identified environmental issues and problems.

On this basis, the Scoping Report provides the framework for assessing the likely impacts of the LIP in terms of how it will contribute to resolving such issues.

1.4 Report Structure

Following this introductory section, the structure of this scoping report is as follows:

- The context of the LIP and its likely scope, including identification of other policies, plans, programmes and sustainability objectives (**Section 2**);
- Baseline environmental conditions, and how these might change in the absence of the LIP, and other evidence likely to be available to the assessment, with any important gaps identified, identification of key sustainability issues in the study area; (**Section 3**);
- The topics that the SEA will consider and to what level of detail (**Section 4**);
- The SEA objectives and framework chosen to assess the environmental effects of the LIP and alternatives, together with an overview of the proposed approach to undertaking the assessment (**Section 5**); and
- The next steps in the SEA process (**Section 6**).

2.0 Context and Scope of the LIP

2.1 Introduction

In this section, the context and scope of the emerging LIP for the London Borough of Hackney is described based on work completed by the Council to date. This sets out:

- The background policies that will shape the proposals to be set out in the LIP, and other associated documents.
- The area to be covered by the LIP and therefore forming the assessment area for the SEA.
- The timescales of the LIP and the SEA.

2.2 Policy Context

2.2.1 The Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) is described in outline in **Section 1.2** above. As noted, the central aim of the MTS for London not only to be home to more people, but better place for all Londoners. This requires 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared with 63% today.

2.2.2 The Sub Regional Transport Plan (East)

This Plan⁷ is part of an ongoing programme, enabling Transport for London (TfL) to work closely with the London Boroughs in east London to address strategic issues, progress medium-longer term priorities and respond to changing circumstances. The Plan was first developed in 2010 to translate the MTS goals, challenges and outcomes at a sub-regional level. While these needed to be considered across London, and addressed locally through LIPs, there are some matters which benefit from having a concerted effort at a sub-regional level. Challenges such as improving air quality, reducing CO₂ emissions and achieving targets for increased cycling and walking are better dealt with at sub-regional level across London.

Sub-regional challenges specifically identified for the east sub-region in London were to:

- Maximising the benefits of committed investment
- Improving connectivity to, from and within key locations
- Reducing physical barriers to travel
- Supporting the efficient movement of freight and

Addressing public transport crowding, congestion and reliability

Since 2010, the East and south east sub-region has seen significant change. Population growth has been faster than expected, placing greater demand on the transport network. The sub-region needs to increase its rate of housing delivery to cope with a growing population, with effective

⁷ Mayor of London (2016) – **East and south east London: Sub-regional Transport Plan** – 2016 update, Transport for London.

transport links critical to achieve this. The way that people travel has changed too, with growing demand for rail and cycling in particular. With the election of the current Mayor, a revised MTS was prepared and adopted in 2018 as noted above. The 2016 update of the Sub-regional Plan recognised the new funding settlement for TfL from the Government, as well as the Mayor's revised priorities about how to allocate this. As not all transport schemes previously considered fitted with the new Mayor's priorities, no map or list of specific projects or proposal was included.

2.2.3 Hackney Transport Strategy 2015-2015

The Hackney Transport Strategy⁸ was adopted by the Council in November 2015. It sets out strategic transportation aims, objectives and priorities in Hackney for a ten-year period. The strategy supports other Council documents including the sustainable community strategy 2008-2018, air quality action plan, the health and well-being strategy, the corporate plan to 2018 and the emerging local plan.

The vision for the Hackney Transport Strategy 2015-2025 is that:

“By 2025, Hackney’s transport system will be an exemplar for sustainable urban living in London. It will be fair, safe, accessible, equitable, sustainable and responsive to the needs of its residents, visitors and businesses, facilitating the highest quality of life standards for a borough in the Capital and leading London in its approach to tackling its urban transport challenges of the 21st Century.”

The key targets and commitments set out in the Transport Strategy include that:

- For **walking**, the Strategy will maintain mode share at 40% of all journeys but increase the proportion of Hackney residents walking to work to 15%, and of Hackney children walking to school to 70%. 10 new public spaces and pocket parks will be created through road space reallocation.
- For **cycling**, the current high levels of cycle journeys by Hackney residents will be maintained and improved, for example by removal of the Stoke-Newington Gyratory and other one-way systems in the borough.
- To **make neighbourhoods more liveable**, the strategy will increase the number of Play Streets, ensure traffic volumes on Hackney roads are lower than 2014 levels, see that all Hackney households within 500 metres of an electric vehicle charging point by 2018, and seek to fit all Hackney owned public car parks and fleet depots with rapid charging points. An air quality emissions-based parking permit policy will be introduced.
- For **public transport**, the Council will seek to ensure Crossrail 2 progresses as quickly as possible and the alignment of the route maximises benefits for the borough. Hackney Wick Station will be upgraded and remodelled to improve access to the local area. Four-tracking of the Lea Valley Line and necessary station improvements will be secured, and Dalston Kingsland, Hackney Central and Homerton station ticket halls will all be upgraded and remodelled to improve accessibility and accommodate increasing passenger numbers. Bus journey times will be improved through priority measures, addressing gaps in the network and reviewing bus lane hours. Hackney aims to be one of the first boroughs in London to have a fully accessible bus stop network. The Council also will improve bus access to the Olympic

⁸ London Borough of Hackney (20165) - **Hackney Transport Strategy 2015-2025**.

Park, Hackney Wick and Stratford, and expand number of taxi ranks in the borough whilst facilitating the shift to electric and zero emission vehicles.

2.3 Summary of the LIP

The LIP will be guided by the following principles:

- Investing and spending wisely to achieve greatest benefits and value for money for Hackney residents and businesses for all projects and work undertaken.
- Working collaboratively in a holistic and multi-disciplinary way in partnership with key stakeholders, including Public Health, TfL, neighbouring boroughs, the Police and emergency services.
- Engaging and involving residents and businesses in the Council's work.
- Being ambitious, bold, flexible, forward thinking and innovative.
- Considering the needs of older people, and those with mobility and vision impairments.
- Managing and maintaining of the Council's existing assets better.
- Making smarter use of technology and the sharing of data across the public sector partnership to continually improve services.

Hackney Council will employ a variety of design principles and engineering techniques to prioritise sustainable transport over private motorised travel. These will include:

- Prioritising pedestrian and cycle permeability over motor traffic on local roads and residential areas;
- Progressing the removal of gyratories and one-way traffic systems;
- Re-designing dangerous junctions that inhibit safe pedestrian and cyclist movement;
- Use of lower speed limits to improve road safety and increase pedestrian and cyclist activity;
- Use of speed reduction techniques including tight junction radii, side entry treatments, continuous footways and speed tables;
- Use of parking controls to implement public realm schemes and improve pedestrian visibility at crossings;
- On-going removal of street clutter including guardrails, unnecessary road signage and advertising boards;
- Use of transition zones for slowing vehicles when entering pedestrian priority areas from a faster moving road.

In developing and preparing the programme of works for the LIP, Hackney Council will consider the major projects in TfL's Business Plan and the milestones associated with these projects. In Hackney, these include:

- **Stoke Newington Gyrotory:** Removal of the gyrotory to reduce severance, improve safety for cyclists and pedestrians, and provide better bus access to Stoke Newington High Street in a

southbound direction. It will feature new cycle lanes, improved public realm with planting as well as improved crossing facilities for pedestrians with new directional signing. Implementation is due in 2019/20.

- **Seven Sisters Road:** Improved safety for pedestrians and cyclists while maintaining bus priority on Seven Sisters Road between Amhurst Park and Manor House. The scheme will reduce severance and improve the environment for residents through landscaping and an enhanced public realm. The scheme will be completed by 2020.
- **Shoreditch Triangle:** Made up of Great Eastern Street, Curtain Road, Old Street and Shoreditch High Street, this scheme will provide protected cycle tracks and improved pedestrian environments.
- **Old Street Roundabout (“Silicon Roundabout”):** This project is scheduled to begin construction at the end of 2018 and will transform the area into a more pedestrian and cycle-friendly environment by closing off the north-west side of the roundabout to create a new area of public realm linking to Old Street Station.

Longer-term interventions (i.e. to 2041) will support growth, access to jobs, services and amenities and social cohesion. It is intended to provide a significant increase in public transport capacity provision over-and-above those committed in the MTS and a series of policy initiatives promoting a shift to greater walking and cycling levels to reduce pressure on the existing transport network.

The LIP will set out policies and proposals to facilitate modal shift including the reallocation of road space for more sustainable uses. It also will call for significant investment in public transport provision in relation to Crossrail 2 stations in Hackney and improvements accessibility in town centres, public realm and targeted areas such as in the east of the borough. New infrastructure improvements to the transport network in the medium term will include:

- Crossrail 2-Chelsea to Hackney Line by 2030 with stations in Dalston and Hackney Central, and possibly Hackney Wick.
- Further capacity increase on the Lea Valley Line including Coppermill Junction improvements post-2019 and lift access to all platforms at Clapton and Stamford Hill Stations.
- Hackney Central station improvements.
- Promotion of Stratford as a regional and international hub.
- Homerton station improvements with new larger ticket hall on north side.
- Exploring and implementation of measures to reduce the levels of through traffic in the borough.
- Walking and cycling improvements to Green Lanes, included protective cycle facilities where possible.
- Removal of Lea Bridge Road roundabout to create Clapton town centre
- South Hackney one-way review of roads around Wick Road, Victoria Park Road and Cassland Road with view to implement two-way working where feasible.
- Freight Consolidation Centres, introducing micro, local and distribution centres to support consolidation of freight movements.

- Regents Canal Parallel Route for cyclists and pedestrians
- Foot/cycle bridge over Kingsland shopping centre and Ridley Road over railway around Dalston.
- Project to connect green spaces with walking and cycling links and opening parks with public realm
- Electric charge point facilities on all streets

The LIP will also propose continued investment in pedestrian and cycling infrastructure over the lifetime of the plan. The infrastructure capacity issues to support increased demand for cycling tend to be less resource intensive than infrastructure to support rail, underground or other road-based transport. The emphasis will be on creating safer, and in some instances dedicated, cycling and walking routes.

2.4 Defining the assessment area

The spatial scope for the SEA is the London Borough of Hackney area. The SEA also takes account of potential impacts on adjoining boroughs as appropriate. **Figure 2.1** following shows a map of the London Borough of Hackney area.

Figure 2.1: London Borough of Hackney Area and adjoining boroughs



Source: London Councils website

2.5 Timeframe for the Plan

The LIP includes a high-level indicative programme of investment for the three-year period from 2019/20 to 2021/22, as well as policies and potential schemes that cover the period up to 2041. This is therefore also the timeframe for the SEA.

2.6 Other policies, Plans, Programmes and Sustainability Objectives

2.6.1 National and Regional Policies

The most relevant plans and programmes at a national and regional (i.e. London-wide) level used as the basis to inform the objectives included in the appraisal framework for the SEA (See **Section 5.0** following) are set out in **Table 2.1** following:

Table 2.1: Relevant National and Regional Policies Reflected in the SEA Objectives

Topic	Policy Document
All topics	A Green Future: Our 25 Year Plan to Improve the Environment (2018)
	The London Plan: The Spatial Development Strategy for London (2016)
	The New London Plan: Draft for Public Consultation (2017)
	Mayor of London's Environment Strategy (2017)
	National Planning Policy Framework (2018)
Air Quality	Air Quality Standards Regulations 2010
	Defra's Air Quality Plan (2016)
	Environment Act 1995
	EU Ambient Air Quality Directive (2008/50/EC)
	The Greater London Authority Act 1999
Climate Change Adaptation	Climate Change Risk Assessment (CCRA)
	EC White Paper: Adapting to Climate Change
	National Adaptation Programme (NAP)
	UK Low Carbon Transition Plan (2009)
Climate Change Mitigation	Climate Change Act 2008
	Promotion of the Use of Energy from Renewable Sources Directive (2009/28/EC)
	United Nations Framework on Climate Change COP21 (2015) – Paris Agreement-
Fairness and inclusivity	Equality Act (2010)
Flood Risk	UK Water Strategy (2008)
Geology and Soils	England Soil Strategy, Safeguarding our Soils (2009)
	EU Environmental Liability Directive (99/31/EC)
Historic Environment	Ancient Monuments and Archaeological Areas Act 1979
	Planning (Listed Buildings and Conservation Areas) Act 1990
Materials and Waste	EU Waste Framework Directive (2008/98/EC)
	National Planning Policy for Waste (2014)
	Waste (England and Wales) (Amendment) Regulations 2014
Natural Environment and Natural Capital	Conservation of Habitats and Species Regulations 2010
	Council Directive on the Conservation of Natural Habitats of Wild Fauna and Flora 92/43/EEC

Topic	Policy Document
	Directive on the Conservation of Wild Birds 09/147/EC
	Natural Environment and Rural Communities Act 2006
	The Natural Choice – securing the value of nature (2011)
	Wildlife and Countryside Act 1981
Noise and Vibration	Environmental Noise (England) Regulations 2006
	EU Noise Directive (2000/14/EC)
Water Resources and Quality	Final Water Resources Management Plan 14 (WRMP14), 2015-2040 (Thames Water, July 2014) and Annual review June 2016; Affinity Water 2014 Water Resources Management Plan
	Thames River Basin District River Basin Management Plan (Environment Agency, December 2015)

2.6.2 London Borough of Hackney Policies

The following policy documents published by the London Borough of Hackney have also been used to inform the SEA objectives:

- London Borough of Hackney (2017) - Draft Local Plan 2033
- London Borough of Hackney (2017) – Sustainability Appraisal Scoping Report
- London Borough of Hackney (2017) – Interim Integrated Impact Assessment
- London Borough of Hackney (2018) – Hackney Characterisation Study
- London Borough of Hackney (2018) – A Profile of Hackney, its People and Place

3.0 Baseline Environmental Conditions

3.1 Air Quality

In common with other local authorities, air quality in Hackney is monitored at several specific locations. This information is also used to model the quality of air across the borough. The standards for particulate matter (PM₁₀) are being met but Hackney continues to breach the UK Government's air quality objectives for nitrogen dioxide (NO₂) in some parts of the Borough⁹.

Along with Islington and Tower Hamlets, Hackney is part of the Zero Emission Network (ZEN), an initiative that helps businesses reduce their impact on air quality, and is a City Fringe Low Emission Neighbourhood (LEN). As a LEN, Hackney promotes tree planting, an emphasis on walking and cycling with improved pavements and cycle routes, and parking spaces for the sole use of the cleanest vehicles.

3.2 Attractive neighbourhoods

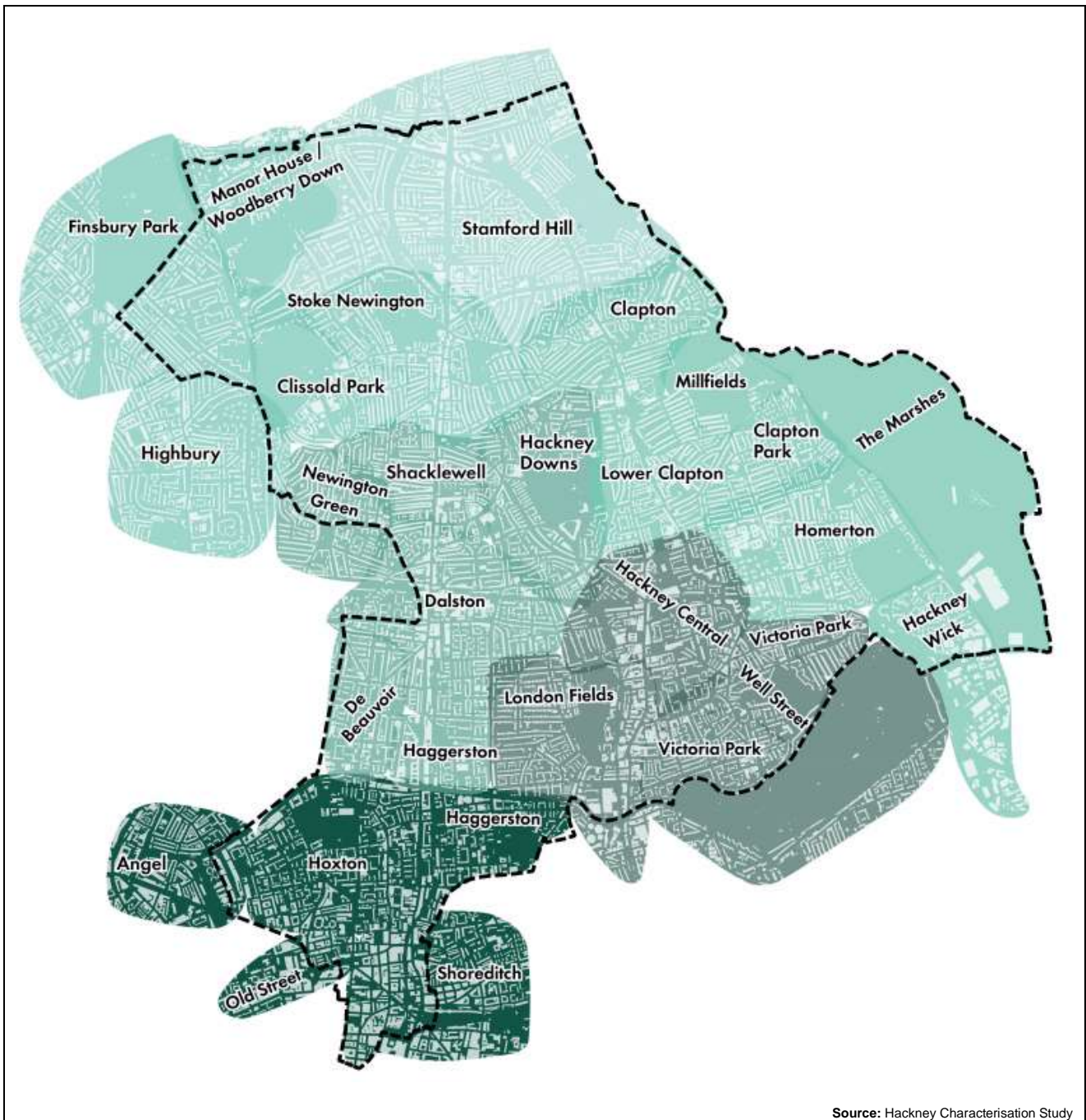
Hackney Council has conducted a characterisation study¹⁰ in the borough which identifies six macro-areas based on physical characteristics, history and social identity. These are identified in **Figure 3.1**, and can be characterised as follows:

- **Hoxton and Shoreditch:** the area constitutes the south of the Borough and borders with the Regent's Canal. The area has a strong commercial relationship with the Central Activity Zone and has a very dynamic character. The neighbourhood is defined by clusters of shops, cafes and leisure facilities as well as innovative and creative businesses and a vibrant night life. Given the earlier development of this area in the late 17th century, it is characterised by tighter grain, narrow streets and by a web of routes that spread from the dominant north/south streets. This area is dominated by a city fringe character with a cluster of taller buildings and a higher density than other neighbourhoods in the Borough.
- **Dalston:** the area is directly north of Hoxton and the Regent's Canal, and develops along the A10 corridor. It comprises of various rapidly changing neighbourhoods. Dalston is the major town centre in the Borough of a coarser grain and scale of its residential hinterland. Some modern developments have altered the historic urban grain of the area. Shacklewell and Newington Green are residential neighbourhoods with mainly perimeter form, De Beauvoir is characterised by 1950 free-form estate and grand villas, while Haggerston is defined by non perimeter estates which are gradually being replaced as part of an estate regeneration programme. Hackney Downs is home of 1860s open spaces preserved by the Commons Preservation Society.

⁹ London Borough of Hackney (2015) – **Air Quality Action Plan 2015 – 2019**.

¹⁰ London Borough of Hackney (2018) – **Hackney Characterisation Study** – March 2018.

Figure 3.1: Neighbourhoods in London Borough of Hackney



- **Hackney Central:** this is a vibrant area with a significant civic and cultural role within the Borough. Mare Street forms the key spine through this area, connecting to residential neighbourhoods with an emphasis on green infrastructure. Generally the area contains non-perimeter neighbourhoods to the west of Mare Street and perimeter neighbourhoods north of Victoria Park; along the northern edge of Victoria Park there are some older residential neighbourhoods with an attractive historic character.

- **Clapton and the valley edge:** this area focuses upon the residential edge along the Lea Valley and the employment area at Hackney Wick. Streets are rectilinear and generally made up of perimeter forms including the local centres at Clapton and Homerton. Clapton has a particularly strong relationship with the valley given the sense of the connections through open spaces at Millfields. Hackney Wick also has a strong relationship with the valley and sits within the London Legacy Corporation (LLDC). To the east of the area there are the Marshes, a large green space which offers wide landscape diversity.
- **Stamford Hill:** this is the furthest north in the Borough and has the most suburban sense of all Hackney neighbourhoods. Generally the typology of residential homes is defined as urban terraces with some mansion block estates, particularly focused on the A10 corridor. There are a number of more industrial employment spaces to the east of the area on the edge of the Lea Valley. The community in Stamford Hill is also distinctive with a large Jewish Orthodox community. The centre is the largest in terms of number of retail and service properties out of all of the current designated local shopping centres in the Borough. There is also a sizeable quantum of comparison and service uses. It also provides specialist shops and services for a London wide Jewish community.
- **Stoke Newington:** this area extends at the north-west of the Borough comprising of Stoke Newington, Clissold Park, Manor House, and Finsbury Park and Highbury which are mostly outside of the eastern boundary of Hackney. This area is characterised by significant open space assets, surrounded by residential neighbourhoods of a mixed form, large areas of urban terrace interspersed with non-perimeter estate forms that are gradually being replaced by modern urban development.

3.3 Climate change mitigation and adaptation

The UK local and regional carbon dioxide (CO₂) emissions statistics released by the Department of Energy and Climate Change (2018) identifies baseline CO₂ emissions for the London Borough of Hackney of 670 kilotonnes per annum (kpa). Of these 43 % was from dwellings, 34 % from non-domestic uses and 23 % from transport.

The most recent figures available, for 2016¹¹, indicate that levels of CO₂ emissions have steadily decreased in Hackney, with the exception of a pick of 910 kpa in 2012 due to a 10 % increase in emissions from non-residential uses compared with the previous year.

3.4 Energy use and supply

In 2016 (the latest figures available), Government statistics¹² indicated that 238,000 tonnes of oil equivalent (ktoe) energy was consumed in the London Borough of Hackney. This constitutes the lowest energy consumption for boroughs across Inner London. Of this, gas consumption accounted for 47 %, while 32 % was electricity consumption and 20 % petroleum products. Nearly 33 % of energy consumed was by industry, and 48 % was consumed in people's homes. 29 % of energy used was for transport.

¹¹ Department of Energy and Climate Change (2018) - **2005 to 2016 UK local and regional CO₂ emissions: Statistical Release.**

¹² Department for Business, Energy and Industrial Strategy (2018) - **Sub-national total final energy consumption in the United Kingdom (2005 - 2016)** – 27th September 2018.

3.5 Fairness and inclusivity

The population of the London Borough of Hackney was just over 246,000 at the 2011 Census. This is estimated to have risen to over 281,700 at mid-2018, an increase of almost 14.5%

Hackney is a culturally diverse area, with significant ‘Other White’, Black and Turkish/Kurdish communities.

Just over a third of Hackney’s residents are Christian. This is a lower percentage than the London and England averages. Hackney has significantly more people of the Jewish and Muslim faiths and a higher proportion of people with no religion and those who did not state a religion than London and England. Hackney is home to the largest group of Charedi Jewish people in Europe, who predominantly live in the north east of the borough. 6.3% of Hackney’s population identify as Jewish. The breakdown of Hackney’s population by ethnicity is indicated in **Table 3.1** following:

Table 3.1: Ethnic makeup of London Borough of Hackney 2018

Ethnicity	Number	%
White - British	102,612	36.4
White - Irish	6,166	2.2
Other White	51,013	18.1
White and Black Caribbean	5,921	2.1
White and Black African	3,644	1.3
White and Asian	4,857	1.7
Other Mixed	7,192	2.6
Indian	7,412	2.6
Pakistani	1,898	0.7
Bangladeshi	6,668	2.4
Chinese	4,058	1.4
Other Asian	7,806	2.8
Black African	28,929	10.3
Black Caribbean	18,017	6.4
Other Black	10,826	3.8
Arab	1,970	0.7

Any other ethnic group	12,751	4.5
Total	281,740	100.0

Source: Census of Data

Hackney was the eleventh most deprived local authority overall in England in the 2015 Index of Multiple Deprivation, whilst in 2010 it was ranked second. In 2015, 17% of its Lower Super Output Areas were in the top ten percent most deprived, compared with 42% in 2010.

Hackney has become significantly less deprived compared with other local authorities in relation to income, employment, housing and services, living/environment and deprivation affecting children compared with 2010, but relatively more deprived in relation to crime.

Hackney is a relatively young borough with a quarter of its population under 20. The proportion of residents between 20-29 years has grown in the last ten years and now stands at just under a fifth. People aged over 55 make up only 14% of the population (LBH, 2018). People from Australia, the US and Western European countries like Spain, France and Italy make up the largest groups who have recently come to live in Hackney from abroad.

There are marginally more women and girls than men and boys living in the borough, but no significant differences from the proportions at London and national levels.

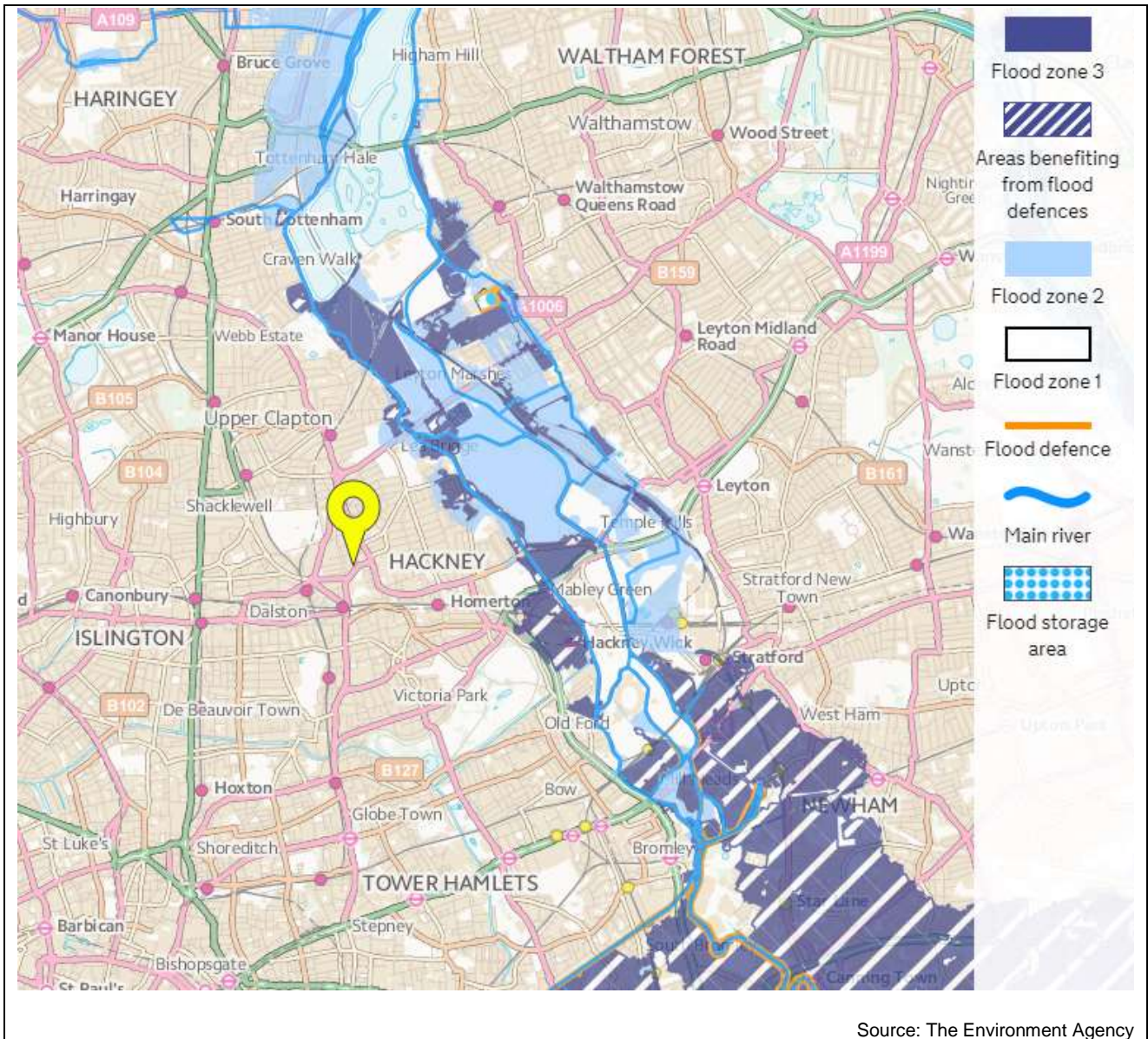
3.6 Flood risk

Flood zones for planning purposes are defined by the Environment Agency, based on the likelihood of an area flooding. The three zones are:

- **Flood Zone 1** has less than 0.1% chance of flooding in any year (or 1:1000-year chance). There are very few restrictions on development these areas, exception where proposed development over 1ha in size, or is in a Critical Drainage Areas (i.e. deemed to be at high risk of flooding from rainfall).
- **Flood Zone 2** has between 0.1% – 1% chance of flooding from rivers in any year (between 1:1000 and 1:100 chance).
- **Flood Zone 3** has 1% or greater probability of flooding from rivers.

The flood risk zones in the London Borough of Hackney are illustrated in **Figure 3.2** following, and are principally in the east of the borough, associated with the natural and man-made waterways in the Lee Valley. More information on water resources in the borough is provided in **Section 3.14** below.

Figure 3.2: Flood Risk Areas in the London Borough of Hackney

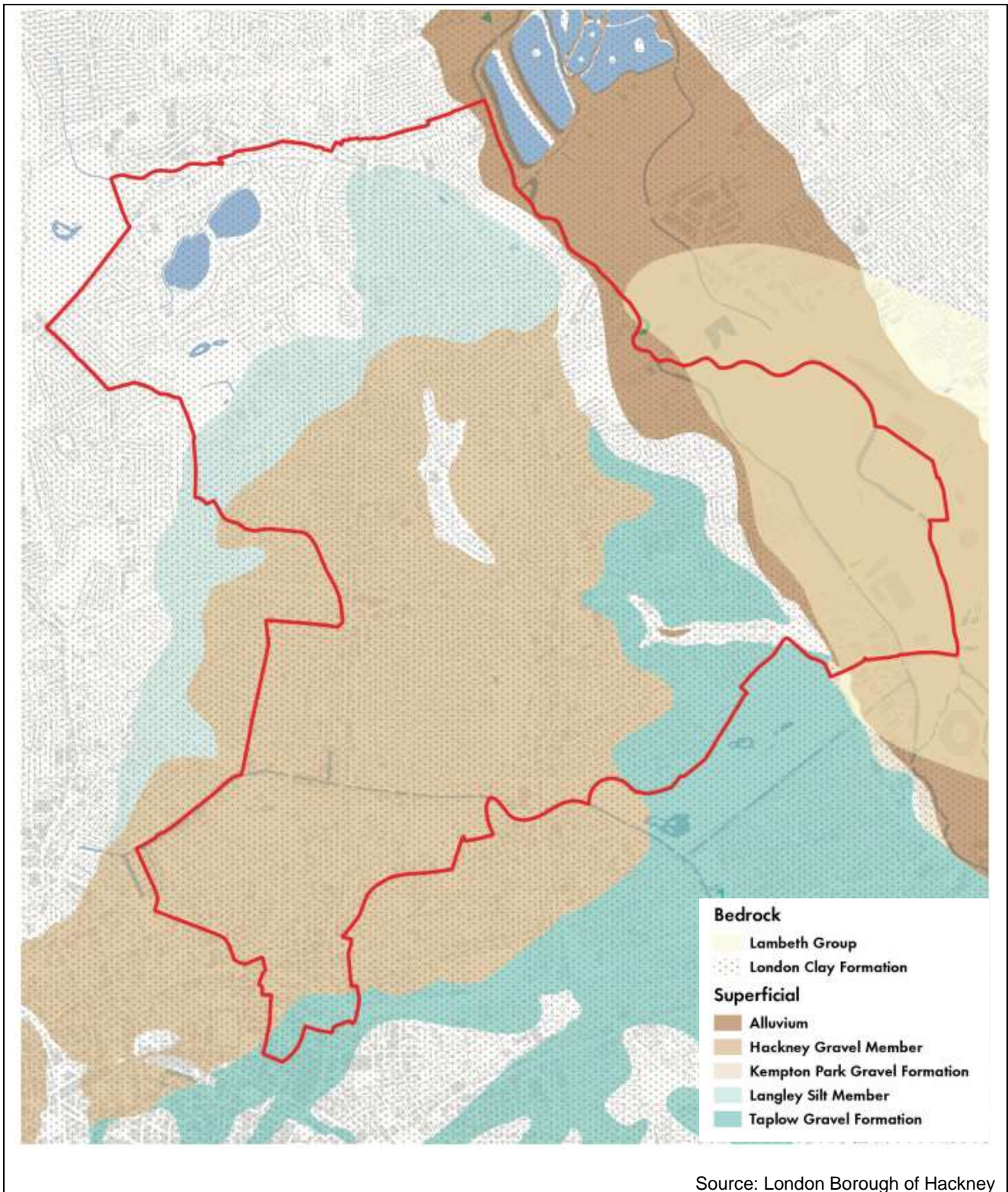


3.7 Geology and soils

The Borough is within the London Basin, bounded by chalk uplands: to the south by the North Downs and to the north by the Chiltern Hills. Seven geological types are found within the Borough, i.e. London Clay, Lambeth Bedrock, Alluvium, Taplow River Gravel, Kempton Park Gravel Member, Hackney Gravel Member, and Langley Silt Member. Of these, London Clay is most prevalent.

The geology and soils of the Borough are illustrated in **Figure 3.3** following.

Figure 3.3: Geology and Soils in the London Borough of Hackney



3.8 Historic Environment

The London Borough of Hackney is rich in tangible heritage assets. The borough has approximately 1,200 listed buildings, which confers protection through government legislation, and are designated by the Secretary of State (on advice from Historic England), and 500 locally listed buildings (considered of heritage significance and interest by the council). These include Hackney Town Hall and many fine examples of Georgian architecture, as well as St Augustine's Tower. The borough has also recently gained a Scheduled Ancient monument, the Curtain Theatre, which played host to several of William Shakespeare's plays, in Shoreditch.

Alongside these areas, Hackney also contains several historic parks and gardens and squares, (Abney Park Cemetery Clissold Park, and Springfield Park, all Grade II) which as well as providing leisure space provide space for flora and fauna to thrive. There are also 18 Protected London Squares. From an archaeological perspective, Hackney is also rich, and contains several Archaeological Priority Areas.

3.9 Materials and waste

Historically, recycling rates have been low across London and England. Through the North London Waste Plan (NLWP) Hackney has a strategic planning policy to ensure that north London meets the Greater London Authorities waste management targets.

Recycling rates in Hackney have increased rapidly over the last decade, rising from 1.7% in 2002/3 to 24.3% in 2014/15. However, they have levelled off over the last 3 years, suggesting that increasing the rate may require additional strategic work.

Hackney contains three designated waste sites in the Draft North London Waste Plan: Millfields Waste Transfer & Recycling Facility; Downs Road Service Station (Braydon Motor Company), Clapton; Recycling facility, Mare Street. These sites are safeguarded as part of the plan but are near to residential areas.

3.10 Mental and physical wellbeing

Health and well-being in Hackney typically are lower to the London average. Life expectancy is increasing for men and women, and is now 78.9 years for men and 82.8 years for women. These are however below the London average, especially for men which is 80.3. Health inequalities are most evident in the more deprived areas in the east of the Borough where people tend to experience the poorest health. Mental illness, levels of physical activity and obesity a greater concern in more deprived parts of the borough. Life expectancy is 5.6 years lower for men in the most deprived areas of Hackney than in the least deprived areas and for women its 3.6 years lower.

Childhood obesity rates in the Borough are higher than the London and England average. Data from Public Health England's annual National Child Measurement Programme for the school year 2015/16 estimate that in Hackney: 12.5 % of Reception age children and 27 % of Year 6 children are either overweight or obese.

The effects of environmental issues on health are more concentrated in certain parts of the borough. For example, town centres and other areas with traffic congestion experience poorer air quality with consequent impacts for people vulnerable to respiratory and heart conditions. Some

issues also impact more heavily in more deprived parts of the borough, with higher traffic accident casualty rates in the west of the borough.

3.11 Natural Capital and Natural Environment

Hackney has the largest amount of public open space of any inner London borough, with a total of 330ha of open space, or 28.3% of the borough. There are 24 designated sites of importance for nature conservation (SINC) in Hackney. Springfield Park, in addition to being a SINC, is designated as a Regionally Important Geological / Geomorphological Site (RIG). The Lee Valley Regional Park straddles the eastern boundary of the Borough and is home to European designated sites and is a Site of Special Scientific Interest.

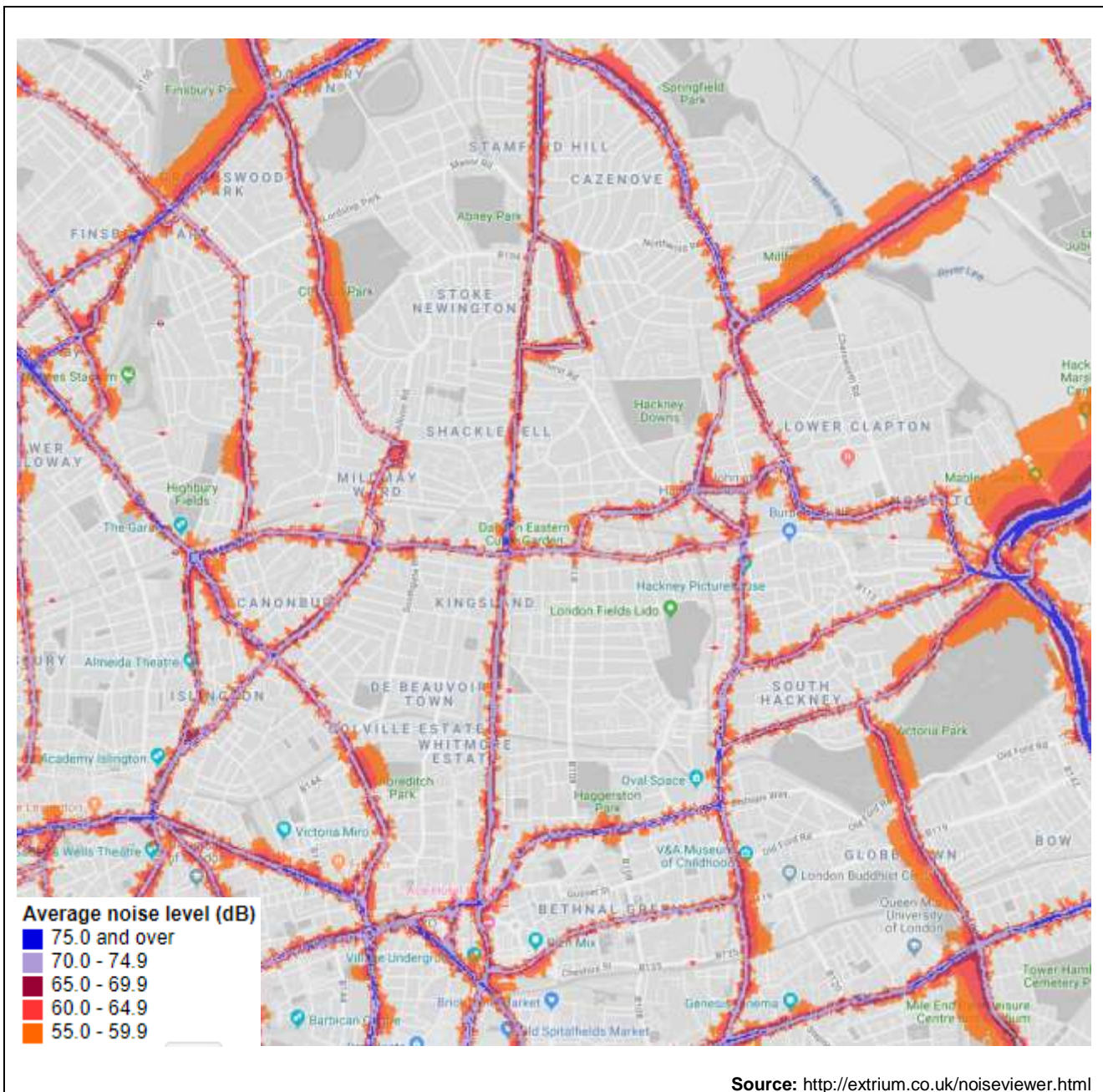
There are three European Sites within a 10 km radius of Hackney, i.e.:

- **Epping Forest Special Area of Conservation:** Epping Forest was designated as a SAC in 2005. It comprises a large ancient wood-pasture with habitats of high nature conservation value including ancient semi-natural woodland, old grassland plains, wet and dry heathland and scattered wetland. The forest is primarily beech on acid soils, which are important for a rare mosses, fungi, invertebrates and insects (including stag beetles) associated with decaying timber.
- **Lee Valley Special Protection Area and Ramsar Site:** Lee Valley comprises nearly 450 ha. of embanked water supply reservoirs, sewage treatment lagoons and former gravel pits that display a range of man-made and semi-natural wetland and valley bottom habitats. The area comprises the Sites of Special Scientific Interest (SSSIs) at Amwell Quarry, Rye Meads, Turnford and Cheshunt Pits, and Walthamstow Reservoirs. SPA status was granted in 2000 because of the site's European ornithological interest. It is used regularly by rare species such as Bittern and migratory birds like shoveler and gadwall. Other species of interest are cormorant, great crested grebe, tufted duck, pochard and grey heron.

3.12 Noise and vibration

Little information is available on noise and vibration generally across the Borough. **Figure 3.4.** following shows estimated levels of road traffic noise, which is the primary noise source in most parts of the Borough. This is based on the strategic noise mapping exercise undertaken by the Government in 2012, and shows results are shown for LAeq,16h, which is the annual average noise level (in dB) for the 16-hour period between 0700-2300.

Figure 3.4: LAeq 16-hour road traffic noise levels in London Borough of Hackney 2012



As can be seen, as the principal source of noise in Hackney is road traffic, the main areas affected are where sensitive receptors are close to the main road network, e.g. Seven Sisters Road, Lea Bridge Road, A12 East Cross Route and Grove Road.

3.13 Safety and security

Crime fell by over a third between 2003 and 2015 (over 13,000 fewer victims of crime), however crime levels increased by 6% in 2015/16, and 12.5% in 2016/17. Crime in Hackney is now higher than in other inner-London boroughs with similar social and economic characteristics. Across

London, the average crime rate was 7.97 offences per 1000 population between 2012-2013 compared to Hackney's 10.49 (Metropolitan Police, 2013).

There is a spatial dimension to crime within the borough, with crime incidents, particularly incidents of violent crime, concentrated in places with high deprivation. Young people are more likely to be both victims and perpetrators of violent crime and those aged 13-21 are more likely to be victims of personal robbery.

There is a strong gender dimension to violent crime with 1 in 3 violent crimes an incident of domestic violence.

3.14 Water resources and quality

The River Lea is located along the eastern extent of the Borough and flows south to the Thames, forming the boundary between Hackney and Waltham Forest. It drains a large rural catchment to the north of London in Hertfordshire and Essex, extending as far as Luton.

The New River flows southwards through the north-west of the borough in Stoke Newington. It was constructed in 1613 to supply drinking water to London. It is owned and operated by Thames Water and is currently used to transport water from the surrounding reservoirs and treatment plants.

Hackney is crossed by the Regent's Canal, and was designed as a conservation area in 2007. It is a unique green corridor that runs for almost 4km through the southern part of the borough. It is well used by the local community, boaters, and commuters and is also a place of ecological diversity.

4.0 Topics to be Covered in the SEA

4.1 Overview

The information that needs to be included in an Environmental Report of a SEA is specified in Schedule 2 of the SEA Regulations. Whether or not a topic is to be included in the scope of the SEA will depend on whether the proposals set out in the LIP will be likely to result in significant environmental effects. A commentary on the reasons why topics are included in the scope of the SEA is also provided.

The SEA will also consider the inter-relationship between the issues referred to Schedule 2 of the SEA Regulations as indicated in the table following.

In order to produce a focused, concise and accessible Environmental Report, avoiding duplication of other assessments, in scoping the SEA we have taken account of the Government's advice on SEA¹³. This says that SEA should reflect the stage in the decision-making process at which the LIP is being produced, and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment. In this respect, we have considered the findings of assessment set out in the Integrated Impact Assessment of the MTS¹⁴. We have also avoided the assessment in detail of effects associated with particular proposals of the LIP which may be assessed more appropriately as part of the specific consent processes that will be part of their delivery.

4.2 Topics to be Covered in the SEA

The environmental topics to be covered in the SEA are set out in **Table 4.1** following, together with an indication of how these relates to the requirements of the Regulations.

¹³ Office of the Deputy Prime Minister, et al (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive** – London, ISBN 1851127887

¹⁴ Jacobs et al (2017) – **Integrated Impact Assessment of the Consultation Draft of the Mayor's Transport Strategy 3** – Transport for London, June 2017.

Table 4.1 Topics to be Covered in the SEA

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Air Quality	(h) air	Y	Road traffic is the main source of local air pollution in Hackney, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect air quality.
Attractive neighbourhoods	(b) population; (c) human health; (l) landscape; (k) cultural heritage, including architectural and archaeological heritage	Y	The presence of traffic, and noise and air pollution due to it, is a major factor in the way that the attractiveness of neighbourhoods is perceived. Air and noise pollution also directly affects human health adversely. Traffic influences local activities, including cultural heritage. Traffic and changes to infrastructure can impact directly on heritage resources and affect the setting and enjoyment of these.
Climate change mitigation and adaptation	(i) climatic factors	Y	CO ₂ emissions from road traffic is one of the major sources of greenhouse gases, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect these emissions. Measures to encourage uptake of alternative fuels will also have an effect.
Energy use and supply	(j) material assets	Y	Transport is a major consumer of energy in Hackney and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect this. Measures to encourage uptake of alternative fuels will also have an effect.

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Fairness and inclusivity	(b) population; (c) human health	Y	The way that people travel and access the facilities that they need is an important factor in inequalities experienced within Hackney. This not only affects levels of deprivation in terms of access to education and jobs, but also has an impact on health inequalities due to the unequal distribution of pollution levels across the Borough.
Flood risk	(g) water	N	There is a significant flood risk only in very limited areas of the Borough. The proposals to be set out in the LIP are unlikely to directly affect these areas. Any detailed proposals coming forward in areas with higher levels of flood risk will be subject to risk assessments during the development of designs. On this basis it is concluded that significant effects on flood risk levels will not occur at the strategic level due to implementation of the LIP.
Geology and soils	(f) soil	N	The proposals to be set out in the LIP are unlikely to involve extensive excavation work or disturbance of soils. Any detailed proposals coming forward in areas with risk of land contamination will be subject to risk assessments during the development of designs. On this basis it is concluded that significant effects on geology and soils will not occur at the strategic level due to implementation of the LIP.
Historic Environment	(k) cultural heritage, including architectural and archaeological heritage;	Y	Traffic influences local activities, including cultural heritage. Traffic and changes to infrastructure can impact directly on heritage resources and affect the setting and enjoyment of these.

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Materials and waste	(j) material assets	N	Other than energy (see above) transport is not a significant user of materials in Hackney, nor a significant generator of waste. The proposals to be set out in the LIP are unlikely to involve extensive excavation work or generation of waste either. On this basis it is concluded that significant effects on materials and waste will not occur at the strategic level due to implementation of the LIP.
Mental and physical wellbeing	(b) population; (c) human health	Y	Air pollution and noise from road traffic can be a significant factor in health inequalities.
Natural Capital and Natural Environment	(a) biodiversity; (d) fauna; (e) flora;	Y	Pollution from transport and the physical presence of transport infrastructure can have significant effects on fauna, flora and biodiversity.
Noise and vibration	(b) population; (c) human health	Y	Transport is a major source of noise and vibration in Hackney, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect noise and vibration levels.
Safety and security	(b) population; (c) human health	Y	Road traffic accidents account for a significant proportion of injuries reported within Hackney. The presence of traffic and the design of the urban realm are also important factors in the perception of how safe people feel in public places.
Water resources and quality	(g) water;	N	The proposals to be set out in the LIP are unlikely to directly affect water resources. Any detailed proposals coming forward in areas in proximity to water resources will be subject to risk assessments during the development of designs and means of controlling water pollution will be included in these. On this basis it is concluded that significant effects on water resources and quality will not occur at the strategic level due to implementation of the LIP.

4.3 Alternatives

To meet the requirements of the SEA Regulations, it is also necessary to identify reasonable alternatives to the proposals presented in the LIP, and meaningful comparisons made of the environmental implications of each. Experience tells us that, in the context of LIPs delivering the policies and proposals already identified in the MTS, it can be assumed that the only real reasonable alternative to the LIP proposals is the “do-nothing” scenario. On this basis, we do not propose to manufacture other alternatives simply for comparison in the SEA.

However, the SEA will examine the process that Hackney Council has used to identify and prioritise the proposals included in the LIP, and in particular how evidence has been used as part of this. This will assist in demonstrating that an evidence-led approach has been used in developing the proposals and identify the extent to which environmental considerations have been taken into account in the development of the LIP. This process will be described in both the Environment Report from the SEA and the Post-adoption statement, reflecting the state of development of the LIP at the point when these are published.

4.4 Habitats Regulations Assessment

As well as SEA, the LIP may also require a Habitats Regulations Assessment (HRA), as set out in the Conservation of Habitats and Species Regulations 2010 (as amended) if it is likely to have significant effects on European habitats or species.

HRA is the process that considers whether a plan is likely to have significant effects on a European site designated for its nature conservation interest. The protection given by the EU Habitats Directive is transposed into UK legislation through the Habitats Regulations. Special Areas of Conservation (SACs), candidate Special Areas of Conservation (cSACs) and Special Protection Areas (SPAs) are protected under the Regulations.

HRA is sometimes referred to as ‘Appropriate Assessment’ (AA) although the requirement for AA is first determined by an initial ‘Screening’ stage. This typically comprises:

- Identifying international sites in and around the plan/ strategy area;
- Examining conservation objectives of the interest site, where available; and
- Reviewing the plan proposals and considering their potential effects on European sites in terms of their magnitude, duration, location, and extent.

Taking note of the reasons for designation of the sites described in **Section 3.11** above, the proximity of these areas in relation to the proposals set out in the LIP, and the characteristics of the proposals, it is concluded that no significant environmental effects on the protected areas that may affect their conservation objectives^{15,16} will be likely to arise from implementation of the LIP. On this basis, no further assessment will be undertaken.

¹⁵ Natural England (2014) - **European Site Conservation Objectives for Epping Forest Special Area of Conservation** - Site Code: UK0012720.

¹⁶ Natural England (2014) - **European Site Conservation Objectives for Lee Valley Special Protection Area** - Site Code: UK9012111.

5.0 SEA Objectives and Framework

5.1 Objectives

Temple and Steer have confirmed with Hackney Council that it is happy to use the TfL/GLA framework that was developed to satisfy SEA requirements for plans and strategies produced by the Mayor of London as the basis for the current assessment.

The SEA topics indicated as in scope in **Section 4.0** above and the objectives against which the proposals set out in the LIP will be evaluated are set out in **Table 5.1** below.

Table 5.1: TfL/GLA environmental objectives for SEA

Environmental topic	Objective
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population; and
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure
Safety and security	To contribute to safety and security and generate the perceptions of safety;

We will review the baseline information collated, together with the outcomes of the Integrated Impact Assessment undertaken for MTS3 and other information on the specific proposals likely to come forward through the LIP to identify the existing sustainability issues that are relevant.

5.2 SEA Framework Matrix

To evaluate the effects of the LIP, Temple and Steer will use the adapted GLA SEA framework matrix as illustrated in **Table 5.3** on the following pages.

In the SEA framework matrix, effects will be evaluated using the following scale, as set out in **Table 5.2** following:

Table 5.2: Scale to be used for Evaluation of Environmental Effects in the SEA

Scale of effect		Definition
++	Major positive effect	LIP contributes greatly towards achieving the IIA objective/Significant Effect
+	Minor positive effect	LIP contributes to achieving the IIA objective
0	Neutral or no effect	LIP does not impact upon the achievement of the IIA objective
-	Minor negative effect	LIP conflicts with the IIA objective
--	Major negative effect	LIP greatly hinders or prevents the achievement of the IIA objective/Significant Effect
?	Uncertain	LIP can have positive or negative effects but the level of information available at a time of assessment does not allow a clear judgement to be made

Table 5.3: SEA Framework Matrix

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM ₁₀ , NO _x , NO ₂)?			
		Will it help to achieve national and international standards for air quality?			
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?			
		Will it result in air quality changes which negatively impact the health of the public?			
		Will it reduce the number of premature deaths caused by poor air quality?			
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?			
		Will it improve the use of the urban public realm by improving its attractiveness and access?			
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?			
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?			
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at risk groups?			
		Will it improve access to services during severe weather events?			
		Will it reduce exposure to heat during heatwaves?			
		Will it enable those vulnerable during severe weather events to recover?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?			
		Will it reduce health inequalities and impacts on more vulnerable communities and at risk groups			
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?			
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?			
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?			
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?			
		Will it provide infrastructure to make a better use of renewable energy sources?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at risk groups?			
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?			
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?			
		Will it improve the wider historic environment and sense of place?			
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at risk groups?			
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport?			
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?			
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?			
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?			
		Will it improve access to greenspaces for recreational and health benefits?			
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?			
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the	Will it enhance the potential for the green space network to provide ecosystem services?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
	services and benefits it provides, delivering a net positive outcome for biodiversity	Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?			
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?			
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?			
		Will it increase the planting of green roofs, green walls and soft landscaping?			
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?			
		Will it result in a greener public realm that can enhance mental health benefits?			
Noise and vibration	To minimise noise and vibration levels and disruption to people	Will it improve access to quiet and tranquil places for all?			

Topic	Objective	Assessment guide questions	LIP Proposal		
			Assessment	Scale of Effect	Mitigation or Enhancement
	and communities across London and reduce inequalities in exposure	Will it reduce levels of noise generated?			
		Will it reduce inequalities in exposure to ambient noise?			
		Will it protect vulnerable groups at risk from impacts of noise pollution?			
		Will it reduce night time noise in residential areas?			
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?			
		Will it protect vulnerable groups at risk from impacts of noise pollution?			
Safety and security	To contribute to safety and security and generate the perceptions of safety	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?			

6.0 Next Steps

6.1 Development of the LIP

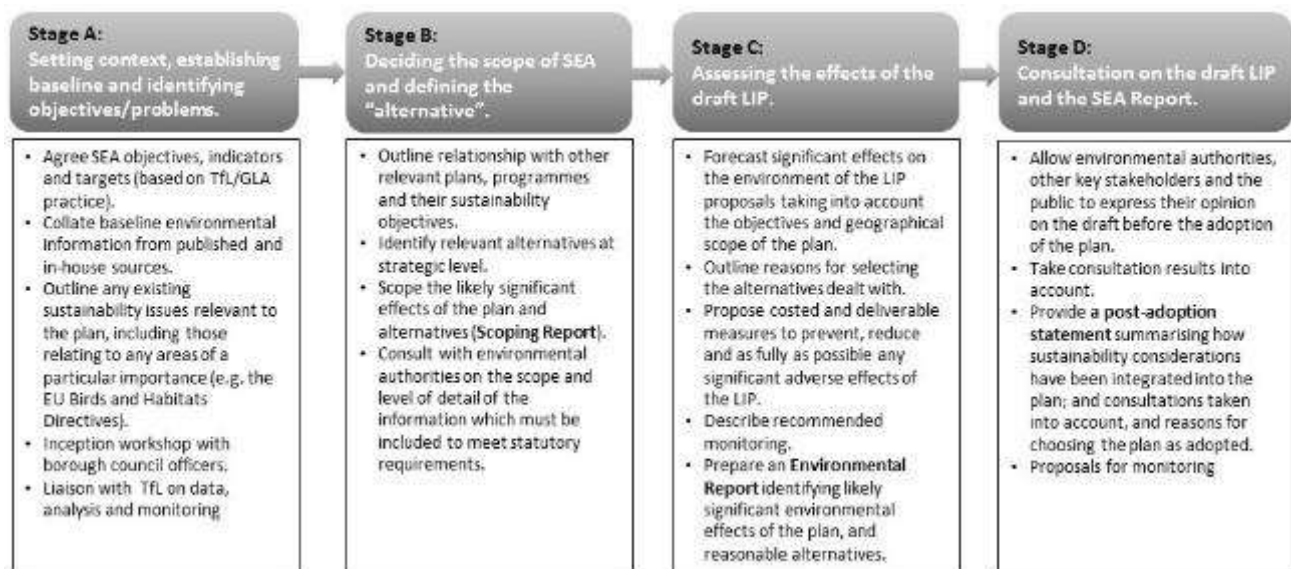
A draft of the LIP will be submitted to Transport for London in November 2018 for comment. Following this, Hackney Council will be conducting a public consultation exercise on the LIP proposals during the Autumn/Winter 2018 period.

Taking account of the comments received from TfL and the outcomes of the consultation, Hackney Council will then make any revisions to the LIP that may be necessary, and a final version will be sent to the Cabinet Member for Environment for approval in January 2019.

6.2 Remaining Stages in the SEA Process

The stages that Temple and Steer are following in the SEA process are illustrated in **Figure 6.1** below:

Table 6.1: Stages in the SEA Process



Adapted from: ODPM (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive**

This Scoping Report represents the output from Stages A and B of the process illustrated above. While TfL are considering their response to the draft LIP, and the public consultation is being undertaken, Temple and Steer will continue to evaluate the proposals in the draft LIP and complete the SEA Report (Environmental Report).

Based on the information on LIP proposals provided by the borough council officers, we will assess the effects of the draft LIP in terms of the TfL/GLA objectives identified in **Table 5.1** in the preceding section. This will identify changes to the environmental baseline arising from the LIP,

comparing these against the SEA objectives. Following Government guidance¹⁷ this most likely will be expressed in qualitative terms drawing on readily available data, reflecting uncertainty around the detail of proposals set out in the LIP at this stage and therefore as equally valid and appropriate as quantified data.

In line with regulatory requirements, the strategic environmental effects of the LIP will be described in terms of magnitude, geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether there are secondary, cumulative and/or synergistic effects. Although not all changes will be expressed in quantitative terms, the descriptions will be equally valid and appropriate. They will be expressed in easily understood terms on a scale from ++ (very positive) to -- (very negative), as indicated in **Table 5.2** above, and linked to specific objectives. Wherever possible, the changes described will be supported by evidence (references to broader research, discussions with stakeholders or arising from consultation).

The Environmental Report for each borough will collate information from the stages in the SEA clearly and concisely. The processes, consideration of alternatives and sifting will all be clearly summarised in a non-technical way. Legislation, guidance and our experience points towards the SEA Report including the following:

- An outline of the LIP, and fit with other plans;
- Baseline conditions, including sensitive sites (i.e., without implementation of the plan);
- SEA objectives and how these have been used;
- Likely significant effects;
- Proposed mitigation and enhancement measures;
- Reasons for selecting the preferred strategy, and a description of how alternatives were considered;
- Proposed monitoring of the environmental outcomes of implementing the LIP;
- A non-technical summary of the above information; and
- How consultations affected outcomes.

Each section of the Environmental Report will note any circumstances and impacts unique to individual areas. Throughout the process, Temple and Steer will apply their expert knowledge gained from our previous experience of the legal requirements of the process and 'best practice' examples from our experience of assessments and transport plans.

¹⁷ Office of the Deputy Prime Minister et al (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive** – Paragraph 5.B.10, London.

During Stage D, Temple and Steer will prepare the Post-Adoption Statement on behalf of Hackney Council, who will publish this in turn. The Post-Adoption Statement will clearly summarise the way that consultation has influenced the assessment process, demonstrating how feedback has been considered, changes that have been made, and reasons for choosing the preferred policies and options. We will ensure this is clearly and sensitively set out, avoiding potential difficulties with interested stakeholders.

In line with the requirements of the SEA Regulations, the Borough Council will monitor the effects of the LIP. This will feed into any future LIP progress reporting. The basis of monitoring will have been set out in the Environmental Report as noted above.

