

Orwell Court and Welshpool Street Development Proposal- Stage 3 Summary report

Report Date: November 2025

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Background

This report summarises the engagement methods and feedback received during the third and final phase of engagement for Orwell Court garages and Welshpool car park and depot sites. This stage of consultation was a targeted site-specific discussion with neighbours and local residents around the development of new homes and public realm and took the form of 2 site-specific events and an online survey that ran for 4 weeks from Monday 25 August 2025 to Sunday 21 September 2025.

Purpose of this report

The scope of the third stage of engagement was to present the final proposals for Orwell Court garages and Welshpool car park and depot sites following the second round of public engagement events held on the 8th and 11th of February 2025. Gaining an understanding of resident's views and ideas regarding the developed design work is crucial in allowing the Council to better understand how to further develop the designs with residents in mind.

Distribution

- 1350 newsletters were sent to the surrounding area (see distribution area).
- A further 1350 letters were circulated after the events with the QR code for people to access the exhibition and complete the questionnaire online.

Engagement

- An online survey was hosted on Hackney Council's consultation hub between Monday 8 February 2025 and midnight on Wednesday 5 March 2025.
- Two events were held on Tuesday 9th September from 10am-1pm and Saturday 13th September from 4pm - 7pm in the open space adjacent to the garages on Benjamin Close.
- Contact details were provided in the letter sent to residents who wished to ask any questions.

Responses

- 12 responses were received from the online survey, with an additional 47 comments received at the events.
- 142 people attended the two public engagement events.

Feedback

General feedback

Positive response

There is an increasing level of positive responses and supportive feedback received for the development, including from immediate neighbours. Many are excited and feel that the project will improve the area, and uplift it with thoughtful architecture and make the place safer. There is praise for the changes made to date and the conversation has moved to consideration of details such as material palette, architectural expression, and boundary walls for example. There remains some sadness about the loss of the garages, the openness and sense of community that has enjoyed use of the space, for kids climbing and bike riding and for storage. However, many are appreciative of the proposed new communal garden and green spaces planned and see these as positive additions and community benefits. The most talked about topic at the event was the re-provision of the football pitch, whilst overall access and movement remains a key issue and additionally concerns have emerged about social infrastructure provision. Many acknowledge that this is a Hackney led project providing social rent homes and engagement with the public.

Access, movement and parking

Access and movement remains the most contentious issue with multiple view points. Despite acknowledged changes made to refuse and emergency vehicle access since the last exhibition some residents to the north of Welshpool Street remain unhappy about potential increases in traffic along Croston and Dericote Streets and the efficacy of enforcement controls. Other respondents to the online questionnaire are concerned about aspects such as the lack of clear cycle infrastructure given the Council's active travel policy and potential conflicts between vehicles and pedestrians. Others living within the boundary of the site, with current parking permits, would like to see better private vehicle access and more car parking retained.

Social infrastructure

A new theme emerging at this consultation was the capacity of existing social infrastructure; with concerns regarding the impact these developments (including others in the area) will have on local infrastructure such as the London Fields Medical centre. Requests were made to see assessments or impact statements.

Specific Issues

Landscape and public realm

Over 85% of respondents like the landscape strategy for new trees and planting, as well as the vision for 'play on the way' although one person suggested there should be a designated playground for younger kids. A few mentioned that the Share

Square feels less well considered and green as a key 'town square' space. Since the last exhibition the forecourt to Welshpool House has been redesigned in response to resident input and the commercial bins that occupy this space will be relocated addressing concerns raised.

Keith Miller sports pitch

The majority of people are pleased the pitch is being retained / re-provided and have responded positively to the inclusive nature of the design and the provision of facilities such as bins and toilets. The pitch is clearly a valued asset and many young people we met as well as those running sessions at the pitch were seeing the proposals for the first time. From young people and trainers there was 'heartbreak' about the reduction in size and questions about how different age groups could use the space at the same time. Many wanted to know where they would go during construction. Whilst young people wanted the pitch to remain unlocked at night to stop break ins, conversely local residents are concerned about noise and ASB issues and want to know how this will be managed by the TMO, including locking up after dark.

Refuse, deliveries and emergency vehicle access

Following multiple changes made, those living in Croston and Dericote Streets remain unconvinced about the access and movement strategy believing the scheme will compound current problems with demands of new residents. They also want to know how the proposed commercial refuse and delivery vehicle strategy will be enforced. They would rather see a route opened up from Pownall Road to Benjamin Close with a gate on Welshpool Street to stop any deliveries to the new buildings from Dericote Street, and servicing of the market, thereby preventing further structural deterioration of the road and of listed buildings on Croston & Dericote Street.

Housing proposals - Croston Street

The majority of respondents are supportive of the new housing proposals. Several neighbours to the proposed new town houses on Croston Street have expressed concerns regarding the height of the new houses being taller than the current Council depot they replace. They want to know the rationale for placing a three storey building opposite the existing two storey houses which is thought will 'overshadow' these buildings resulting in loss of light. They express concern about how the architectural design respects the context and conservation area.

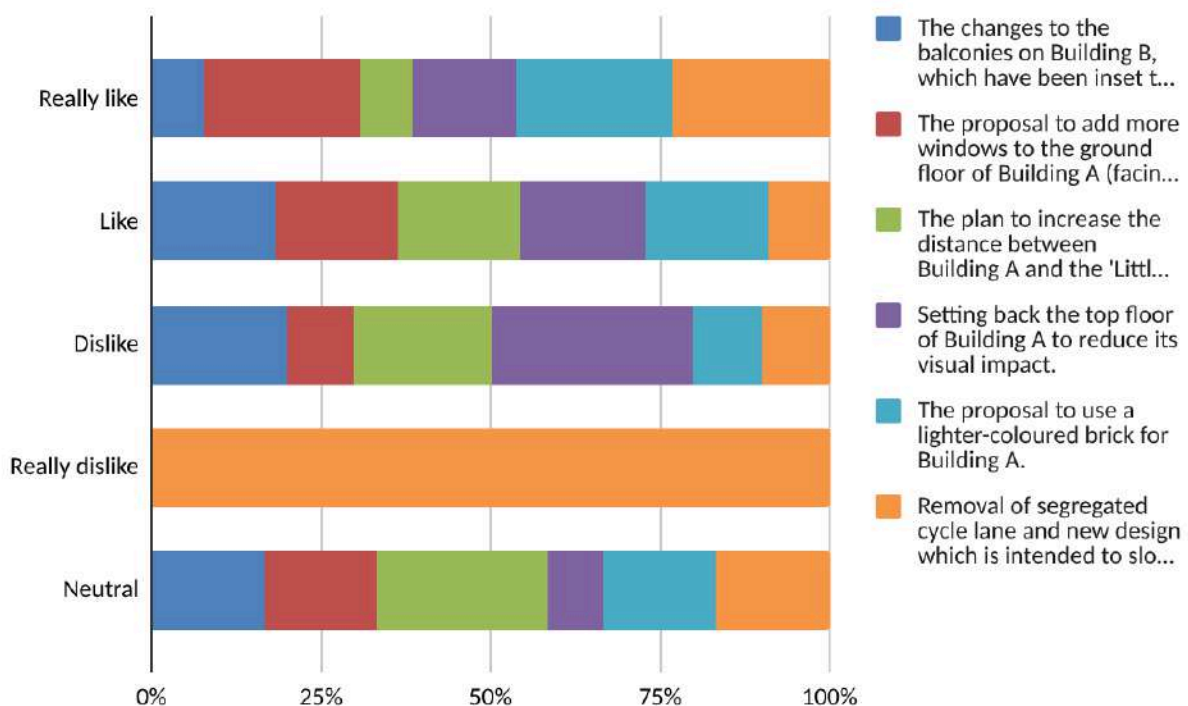
Overview of results

A mixture of quantitative and qualitative questions were asked concerning the final plans for the delivery of new homes at Orwell garages site and Welshpoll car park and depot sites which were developed through responses from Stage 1 and 2 engagement conducted in 2024 & 2025.

Site specific questions were asked regarding the shared design principles, landscape, access and movement and the engagement process.

The aim was to give participants an opportunity to tell us their views and ideas, to give feedback on the final design proposals prior to a planning application being made. The feedback to these questions is summarised below:

Question 4a. Board 2-Orwell Court Garages Site: We have updated our designs based on earlier feedback. Please let us know what you think about the following specific proposals.



| | Really like | Like | Dislike | Really dislike | Neutral |
|-----------------------------------------------------------------------------------------------------------------------------------|-------------|------|---------|----------------|---------|
| The changes to the balconies on Building B, which have been inset to increase the distance to Orwell Court. | 1 | 4 | 2 | 0 | 2 |
| The proposal to add more windows to the ground floor of Building A (facing 'Little Orwell') to create a more welcoming street. | 3 | 4 | 1 | 0 | 2 |
| The plan to increase the distance between Building A and the 'Little Orwell' homes. | 1 | 4 | 2 | 0 | 3 |
| Setting back the top floor of Building A to reduce its visual impact. | 2 | 4 | 3 | 0 | 1 |
| The proposal to use a lighter-coloured brick for Building A. | 3 | 4 | 1 | 0 | 2 |
| Removal of segregated cycle lane and new design which is intended to slow cyclists down while maintaining resident accessibility. | 3 | 2 | 1 | 2 | 2 |

Question 4b. Please tell us more in the space below:

Eight respondents provided comments to this question. One respondent expressed general opposition to the proposals, stating “There are enough houses around us”.

Provision for cycling

Two respondents commented on cycling, with both suggesting that the proposals did not support cycling and active travel. One objected to the removal of the cycle lane. The other felt that the changes dissuaded cycling and, due to the retention of parking spaces, encouraged car use and car ownership by residents.

Design

Two respondents commented on the design of the buildings. One commented that the Welshpool town houses should be four storeys rather than three. A second commented that the balconies overlook property on Benjamin Close.

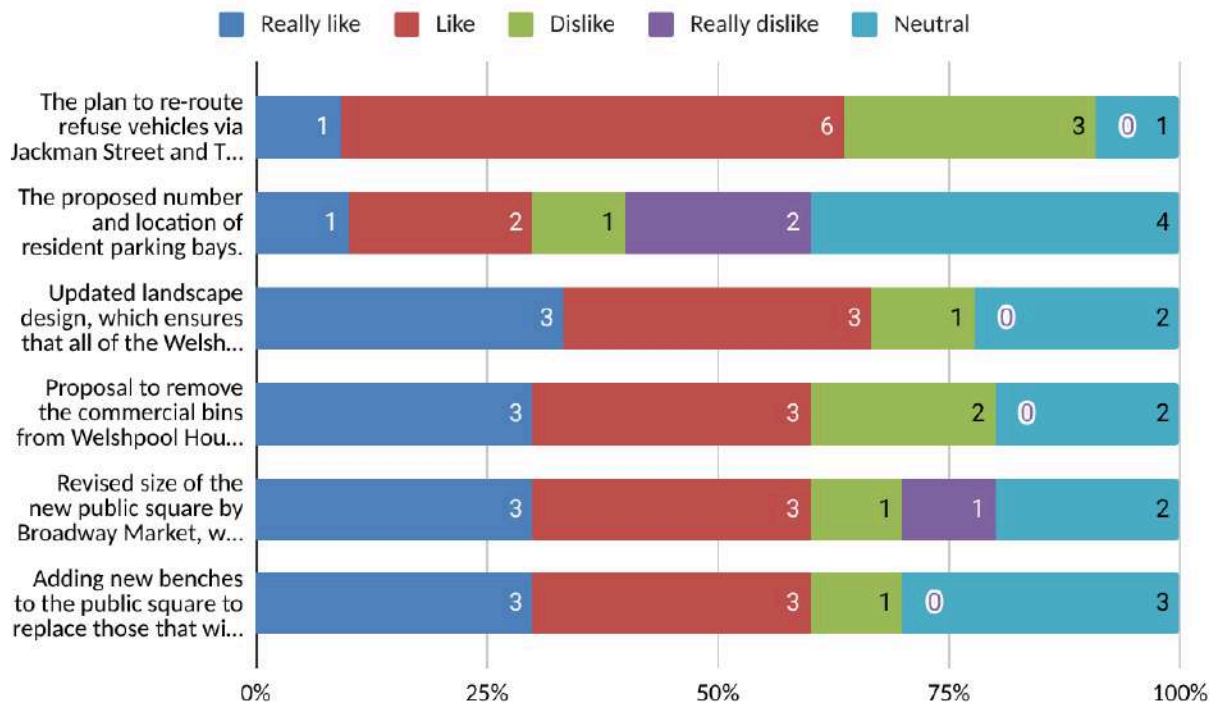
Landscape and public realm

One respondent raised concerns about the noise they experience from the football pitch and expressed that they had hoped it would be removed. Another shared that they felt greenery was key and asked if there were “plenty of trees built in”.

Refuse management

One respondent highlighted that they felt rubbish was a “huge problem” and questioned the provision of bins.

Question 5a. Board 2-Welshpool Street car park and depot: Following feedback, we have updated our designs for the site. Please let us know what you think about the following proposals.



| | Really like | Like | Dislike | Really dislike | Neutral |
|---------------------------------------------------------------------------------------------------------------------|-------------|------|---------|----------------|---------|
| The plan to re-route refuse vehicles via Jackman Street and Trederwen Road. | 1 | 6 | 3 | 0 | 1 |
| The proposed number and location of resident parking bays. | 1 | 2 | 1 | 2 | 4 |
| Updated landscape design, which ensures that all of the Welshpool House Community Garden is retained and protected. | 3 | 3 | 1 | 0 | 2 |
| Proposal to remove the commercial bins from Welshpool House estate land. | 3 | 3 | 2 | 0 | 2 |

| | | | | | |
|--------------------------------------------------------------------------------------------------------------------------|---|---|---|---|---|
| Revised size of the new public square by Broadway Market, which is designed to improve safe access for all users. | 3 | 3 | 1 | 1 | 2 |
| Adding new benches to the public square to replace those that will be lost. | 3 | 3 | 1 | 0 | 3 |

Question 5b. Please tell us more in the space below:

Six respondents provided comments. One respondent stated “Don’t pressure us any further”, but provided no further comment.

Landscape and public realm

Two respondents made comments relating to amenities in shared spaces. One felt benches attract anti-social behaviour and drug users. The other felt that the square has a great deal of potential and should feel “natural and inclusive” with more trees, welcome children and older people, and have stalls (referencing cheaper food and brac-a-brac).

Parking provision

Two respondents commented on parking provision. One felt that too many parking spaces were provided, encouraging car use over other means of travel. The second raised a concern that the existing provision of spaces are already under pressure, that new residents would increase this pressure, and proposed that the parking allocation at Welshpool House should be allocated to Welshpool residents and parking controls enforced.

Traffic management

Two respondents raised concerns about management of traffic, in particular for refuse vehicles and deliveries.

One questioned how the consistent use of Jackman Street and Trederwen Road by refuse vehicles could be guaranteed (rather than the Croston Street/Dericote Street route). They strongly recommended a gate at the junction of Dericote and Welshpool Street.

The second respondent raised a number of concerns:

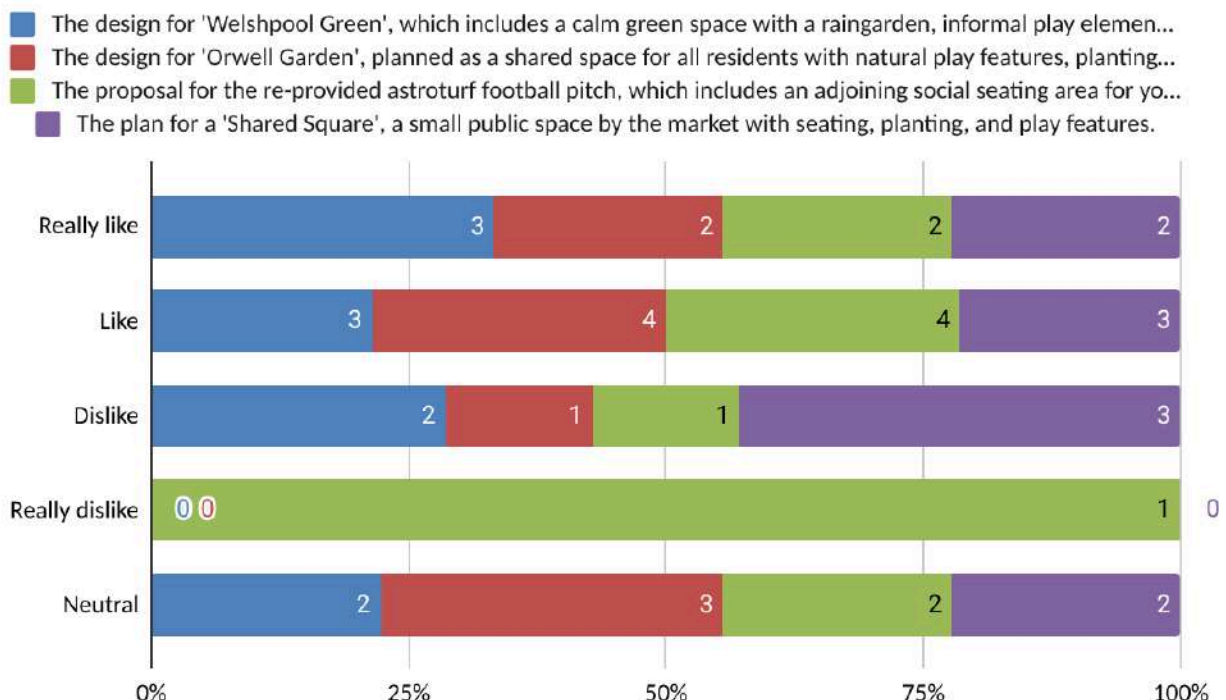
- They feel that whilst domestic refuse trucks for the new townhouses/ Building A & B via Trederwen vehicle gate may be acceptable as a once a week activity, it is not clear how the weekday and weekend commercial refuse trucks for Broadway Market would be able to use Jackman Street to get close enough to collect commercial waste.

- Where the market refuse currently at the bottom of Welshpool would be located.
- That the volume of delivery vans and trucks along Dericote Street (noting that this was only shown for Croston Street on the boards) and the weak road structure due to the historic coal hole beneath the road would prevent increased numbers of refuse trucks.

They comment that the residents group was told a yellow cross hatched 'no parking box' was to be installed at the Welshpool / Dericote Street / Broadway Market junction, noting that this would need to be enforced.

They also feel that the location of the vehicle gate on Trederwen needs to be considered. They note that it is located by the bike hangar and level with the gardens, and accept its use by refuse vehicles, but suggest that the location may result in other vehicles being unaware of the gate and needing to reverse or turn around.

Question 6a. Board 4-Landscape and Public Realm Design - We are proposing several new and improved public spaces. Please let us know what you think about the design concept for each area. but the profit from them will fund the new social housing delivered as part of the wider programme.



| | Really like | Like | Dislike | Really dislike | Neutral |
|--------------------------------------------------------------------------------------------------------------------------------|-------------|------|---------|----------------|---------|
| The design for 'Welshpool Green', which includes a calm green space with a rain garden, informal play elements, and seating. | 3 | 3 | 2 | 0 | 2 |
| The design for 'Orwell Garden', planned as a shared space for all residents with natural play features, planting, and seating. | 2 | 4 | 1 | 0 | 3 |
| The proposal for the re-provided astroturf football pitch, which includes an adjoining social seating area for younger people. | 2 | 4 | 1 | 1 | 2 |
| The plan for a 'Shared Square', a small public space by the market with seating, planting, and play features. | 2 | 3 | 3 | 0 | 2 |

Question 6b. Please tell us more in the space below:

Six respondents provided a response to this question.

Noise

One respondent commented “noise that will last for years”.

Leisure spaces and public realm

Three respondents made comments about the sports pitch. One felt that the pitch was too “car-centric”, noting that speeding and dangerous driving presented a danger and that the design didn’t mitigate this and prevented enjoyment of the space. Another raised concerns about potential noise and damage to surrounding properties, asking for netting around the pitch. A third respondent felt that the pitch was far more inclusive for all age groups.

Two respondents commented on elements related to the public realm. One asked for space for younger children, commenting that the park at Welshpool is private leaving London Fields as the only play space. A second noted that whilst the level of design work for the new Orwell Garden was clear, they felt that proposals were more limited than initially presented, being limited to “some hard surfacing and cycle hoops” and one tree. They felt that this was not a good outcome that would mean that space is unappealing. They ask for more planting, texture, and vibrancy.

Specific locations

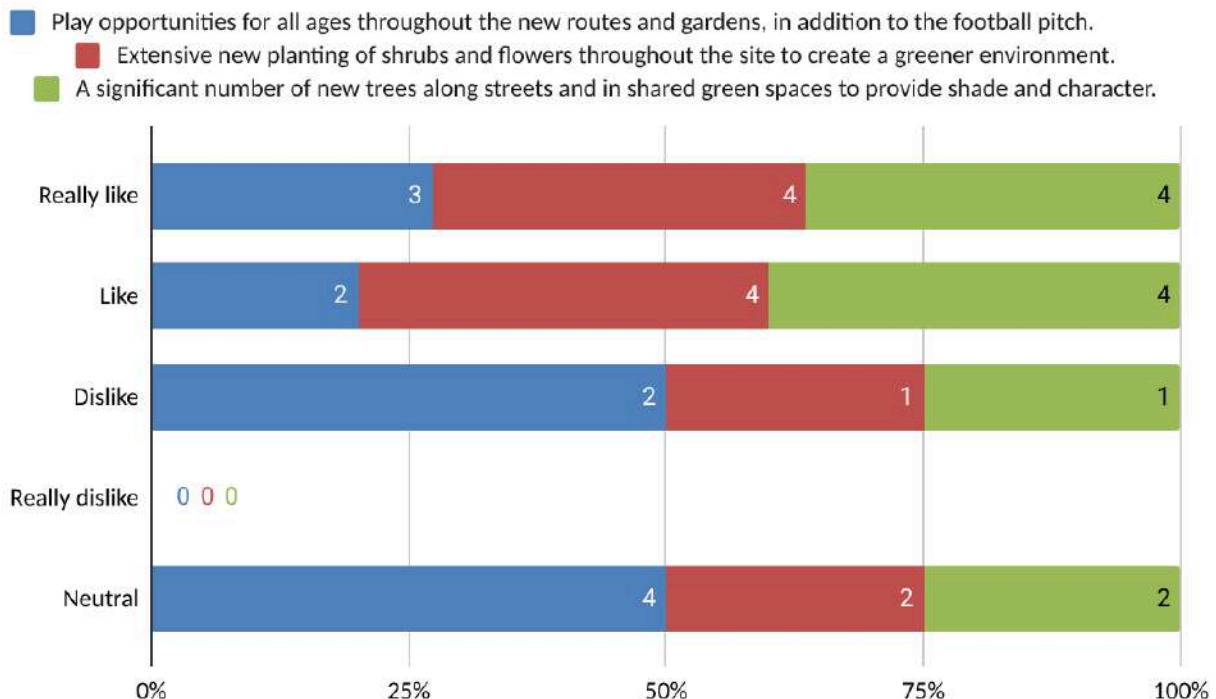
One respondent made comments on specific locations:

- “The Shares Square is beer no its been reduced and will be filled with parked bikes / Lime bikes. but the refuse truck route will need to be kept clear.”
- “Benjamin close will still be used by market stalls and restaurants.”
- “Entrance to building B from Pownall Road will need careful consideration. The space in front of the new Suffolk Estate TMO office and the route through to Benjamin Close will remain a public feeling space.”

Comments raised in public drop-ins

Four comments were noted in the public drop-in sessions concerning refuse management: where the commercial bins would be located; concern that the existing bin housing causes anti-social behaviour; noting a covenant for refuse shoots; and asking that the bins in the alley were tidied.

Question 7a. Board 5-Landscape, Play and Planting: We have a strategy for improving the green spaces and play opportunities across the site. Please let us know what you think about these key proposals.



| | Really like | Like | Dislike | Really dislike | Neutral |
|-------------------------------------------------------------------------------------------------------------------|-------------|------|---------|----------------|---------|
| Play opportunities for all ages throughout the new routes and gardens, in addition to the football pitch. | 3 | 2 | 2 | 0 | 4 |
| Extensive new planting of shrubs and flowers throughout the site to create a greener environment. | 4 | 4 | 1 | 0 | 2 |
| A significant number of new trees along streets and in shared green spaces to provide shade and character. | 4 | 4 | 1 | 0 | 2 |

Question 7b. Please tell us more in the space below:

Three respondents provided comments on this question. One asked for the installation of traffic filters and a reduction in parking spaces to reduce “speeding drivers” and increase safety. Another offered support for the proposals, but commented that these were not applied to the “town square”, stating that this needed as much attention as other spaces. A third respondent simply stated “the more trees the better!!!”

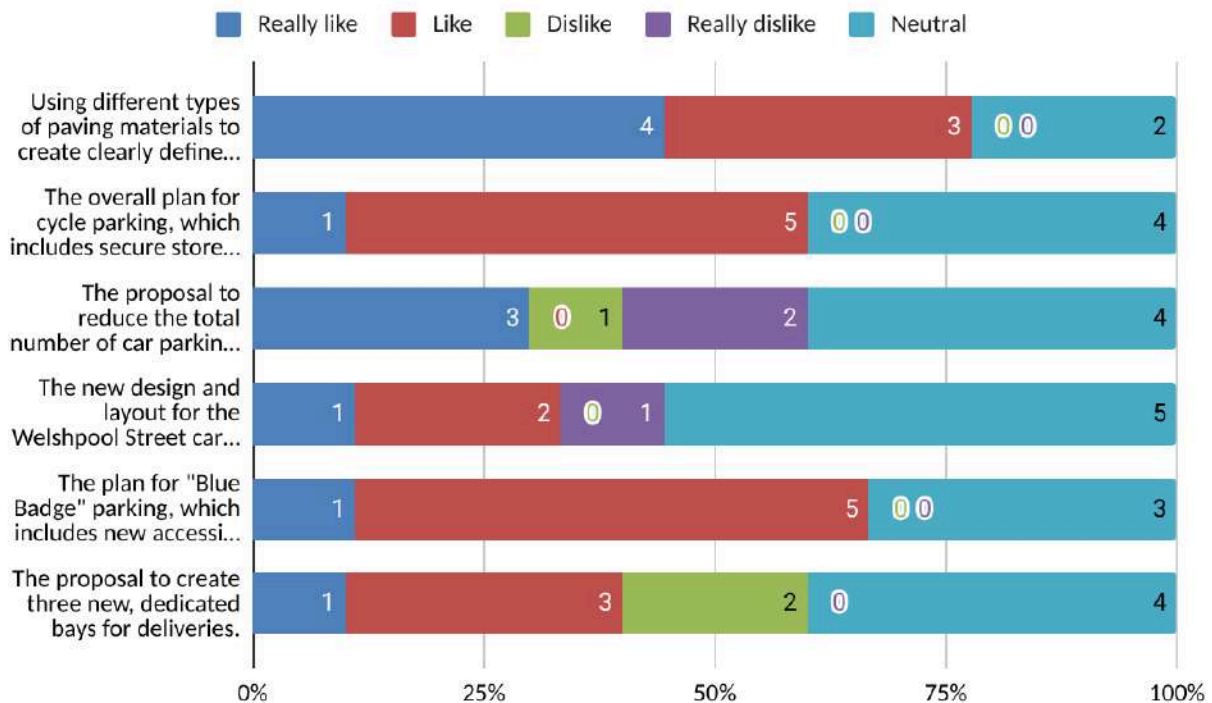
Comments raised in public drop-ins

Nine comments were recorded at public drop-ins.

Six comments were made about the sports pitch. Three comments relate to the capacity and use of the pitch. One expressed concern that the smaller size of the pitch will limit use by different groups simultaneously. Another comment felt that the use of the pitch for Arsenal training was positive, but was concerned about access for casual users’ and whether the Haggerston astro-turf pitches could be made available. The third comment stated that there was a need for a concierge to manage the sports pitch. Three comments raised the location of the pitch. One, from an individual who uses the pitch for monthly Sunday tournaments, stated that young people didn’t want the pitch moved. One asked for the pitch to be dropped further, sharing concerns that it was overlooked by residents. A third comment expressed concern that the pitch was moving, as it might prevent parents from being able to supervise their children from Orwell Court.

One comment related to provision of space during construction, as Gayhurst was likely to be too far for younger children. One comment raised concern that children will have nowhere to climb onto as they currently use garages as informal climbing structures. A third comment expressed excitement about the provision of green space.

Question 8a. Board 6-Landscape - Access and Movement: We have updated our plans for how people will move around and park at the site. Please let us know what you think about the following proposals.



| | Really like | Like | Dislike | Really dislike | Neutral |
|------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------|---------|----------------|---------|
| Using different types of paving materials to create clearly defined routes for pedestrians. | 4 | 3 | 0 | 0 | 2 |
| The overall plan for cycle parking, which includes secure stores for new residents, visitor stands, and replacement stands on Benjamin Close. | 1 | 5 | 0 | 0 | 4 |
| The proposal to reduce the total number of car parking spaces on the site. | 3 | 0 | 1 | 2 | 4 |
| The new design and layout for the Welshpool Street car park. | 1 | 2 | 0 | 1 | 5 |
| The plan for "Blue Badge" parking, which includes new accessible spaces while retaining dedicated spaces for Welshpool House and Orwell Court. | 1 | 5 | 0 | 0 | 3 |
| The proposal to create three new, dedicated bays for deliveries. | 1 | 3 | 2 | 0 | 4 |

Question 8b. Please tell us more in the space below:

Six responses were received to this question.

Cycling and cycle routes

Two respondents commented on cycling. One felt that the route from Benjamin Close to Pownall Rd. should be a cycle route as well, but felt that the route in the current design should be widened to avoid conflicts. They also suggested that the gate on Welshpool street should be a lowerable bollard instead to allow cycle access. The second respondent felt that bikes were a significant problem on Broadway, making children and old people feel unsafe, they suggested that better signage and proper delineation is needed.

Parking provision

Two respondents commented on the provision for parking. One commented that too many car parking spaces would encourage driving, impacting safety and the quality of the neighbourhood. Another reiterated previous comments about pressure for car spaces and felt that it was not clear how many parking spaces would cater for electric vehicles.

Deliveries

Three respondents made comments in relation to deliveries. One felt that deliveries should not arrive “all day” as delivery drivers drive too fast and “surprise kids”. Another asked that delivery bays should be usable by residents for supermarket deliveries and not the market. A third respondent made detailed comments: and specific recommendations :

- They felt that the central delivery bay on Duncan Close would be inaccessible on market days, so three would be insufficient.
- They recommend that deliveries to Buildings A and B should be via Brougham Road and not via Dericote Street and Croston Street.
- They felt that there would be capacity for a dedicated delivery bay to the north east of Building B.
- They recommended that deliveries to the new townhouses on Welshpool should be via Trederwen Road rather than via Dericote Street and Croston Street
- They suggest that this is enforced with a gate separating Dericote Street from Welshpool Street, to prevent a clash with other competing deliveries to shops/restaurants on Broadway Market.

Comments raised in public drop-ins

Seven comments were recorded from the public drop-in.

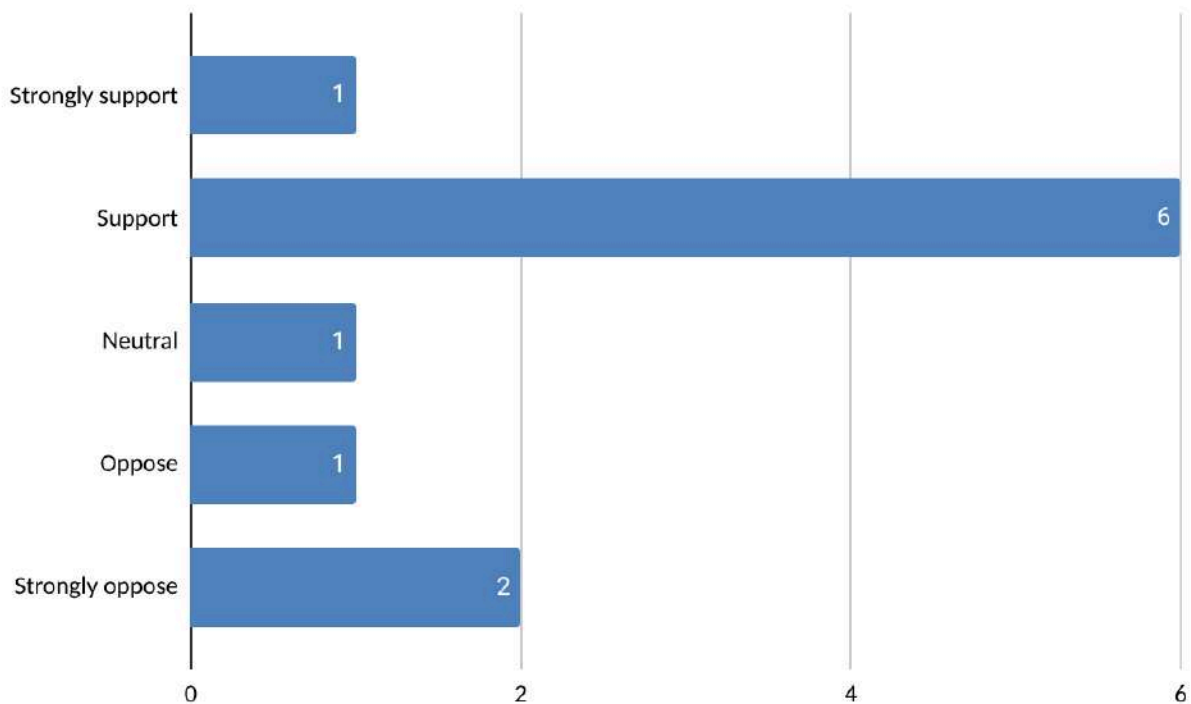
One comment stated there were too many cyclists and asked for the cycle route to be removed. Another asked how deliveries for the market would be managed.

Three comments referred to parking and garages. One asked for two more bays. One asked for the removal of garages (numbers 64 and 69) sooner. A third raised questions about how the reduced number of parking spaces would be allocated and whether there would be designated street parking or for Welshpool House residents only. They suggest that the refuse area could be reduced so as to maintain parking along Welshpool Street and revert to the design option with a straighter community garden edge to provide three more bays.

Two comments related to traffic management. One raised continuing concern about potential additional traffic on Dericote and Welshpool Streets and questioned why a physical gate or bollards on Welshpool Street could not be used to stop drivers using Dericote Street. The second comment raised concern about how close the proposed traffic route from Trederwen Road was to their house.

Overall

Question 9a. Boards 7, 8, 9, 10-Overall, to what extent do you support or oppose the final proposals for new homes on the Welshpool Street site?



| | |
|------------------|---|
| Strongly support | 1 |
| Support | 6 |
| Neutral | 1 |
| Oppose | 1 |
| Strongly oppose | 2 |

Question 9b. Please tell us more in the space below:

Four respondents provided responses to this question.

Design

Two respondents expressed support for the proposals, although both go on to raise caveats. One praised the design, noting the stepped rear facade, the omission of second floor windows, the palette of materials and the balance of textures and openings. However, they also asked for clarification on the size of the windows on the rear first floor bedrooms, suggested that the boundary wall to the Dericote Street gardens be maintained and to ensure that the current enclosure and privacy is maintained for old and new homes and gardens. Whilst they welcomed the new homes having ASHPs, they recommended that these are located to ensure that the existing garden walls can be maintained. The second respondent stated their preference for the two-block design over the 3-block design, but was concerned about loss of light and balconies overlooking other areas.

Two respondents raise concerns about the potential for balconies to overlook other areas. One commented that there is not enough information about the design of balconies in Terrace B and felt that balconies were not necessary. Another stated (mentioned above) that they were unhappy that the balconies overlooked other areas.

Two respondents raised concerns about impacts on existing listed buildings on Croston Street. Both commented that the height of the proposed buildings (higher than the existing depot) could impact the setting of these listed buildings and the conservation area and reduce light for these buildings. One noted that the proposals did not reflect RSG feedback from Croston Street residents. One felt that the proposed buildings could be redesigned to be lower whilst still providing three bedrooms.

Construction

One respondent raised concerns about the impact of demolition works and construction traffic. They suggest that traffic would use the access road that links to

Trederwen Road and that vibrations from heavy vehicles could damage houses on Croston Street.

Comments raised in public drop-ins

Eleven comments were recorded at the public drop-in.

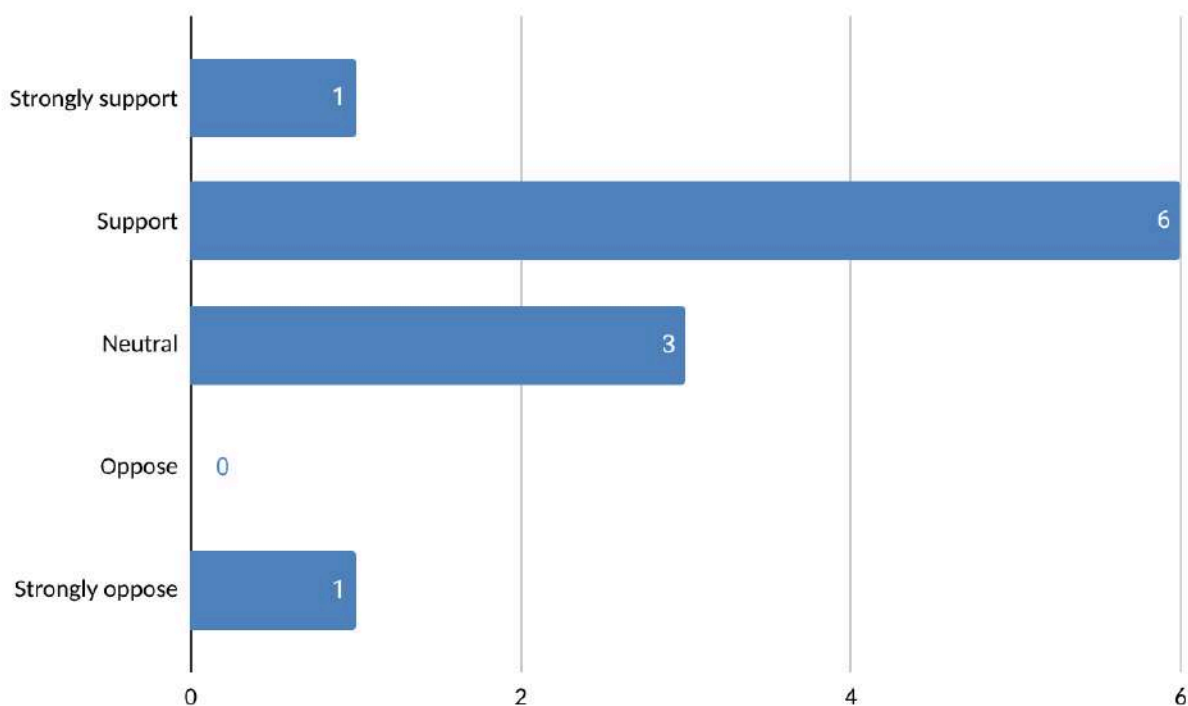
Three comments expressed support for the proposals, noting the potential for these to improve the area and their preference for Hackney building homes rather than developers.

Five comments echoed concerns about the height of the proposed buildings, potential for these to overlook other areas and the potential for loss of light from the new buildings.

Two comments related to landscaping, with one asking for a raised flower bed for Welshpool Community Garden and another raising a concern that the tree closest to her property would overshadow her garden.

One comment raised concern about noise and dust from construction and asked if existing homes could be double glazed. Another comment asked for four brown bins for garden waste for Welshpool House.

Question 10a. Boards 11,12,13- Overall, to what extent do you support or oppose the final proposals for new homes on the Orwell Court garages site?



| | |
|------------------|---|
| Strongly support | 1 |
| Support | 6 |
| Neutral | 3 |
| Oppose | 0 |
| Strongly oppose | 1 |

Question 10b. Please tell us more in the space below:

Three responses were received to this question. One respondent stated that they did not support the football pitch due to concerns about anti-social behaviour and drug use. Another stated that they felt there were too many car parking spaces.

The third made a number of comments:

- They stated that they support new social housing in Hackney and attempts to mitigate some of the increase in physical mass, bulk and overshadowing of the buildings. However, they felt that the increase in residents could put pressure on existing facilities and social infrastructure, impacting the existing community. They express disappointment that the boards did show local

facilities or refer to current and expected capacity or impact on facilities and social infrastructure, in particular with the impending completion of the gasholder blocks and the planned bus garage homes.

- They raised concerns that all but one of the one bed flats appear to be single aspect and that dark internal circulation routes would provide poor living conditions lacking cross ventilation. They felt that the totally internal, dark circulation core suggested blocks were too dense and too deep and noted that best current practice was to enable views and natural daylight into shared circulation.
- They commented that increased floor to ceiling heights on the 6th floor contribute a “slightly boxy / cliff face appearance overlooking the Benjamin close homes”.
- They expressed concerns about the market storage proposed in building A, asking if this would result in stalls or trolleys going past the MUGA and their concern about resulting noise for the flats above.
- They raised concern that they could not identify where the commercial bin stores formerly by Welshpool House have been located.

Comments raised in public drop-ins

Nine comments were recorded at public drop-ins.

Five comments offered support for the proposals, with one highlighting the garden and that Building A would block the football pitch.

Two comments raised questions about parking provision. One commenter noted that they currently park on the garages site and has a street parking permit and asking what would happen on parking. The other comment asked if, as a blue badge holder, they would still be able to park in front of Orwell Court.

Two comments raised concerns about the provision of storage for those who currently have garages, with one asking for cycle storage.

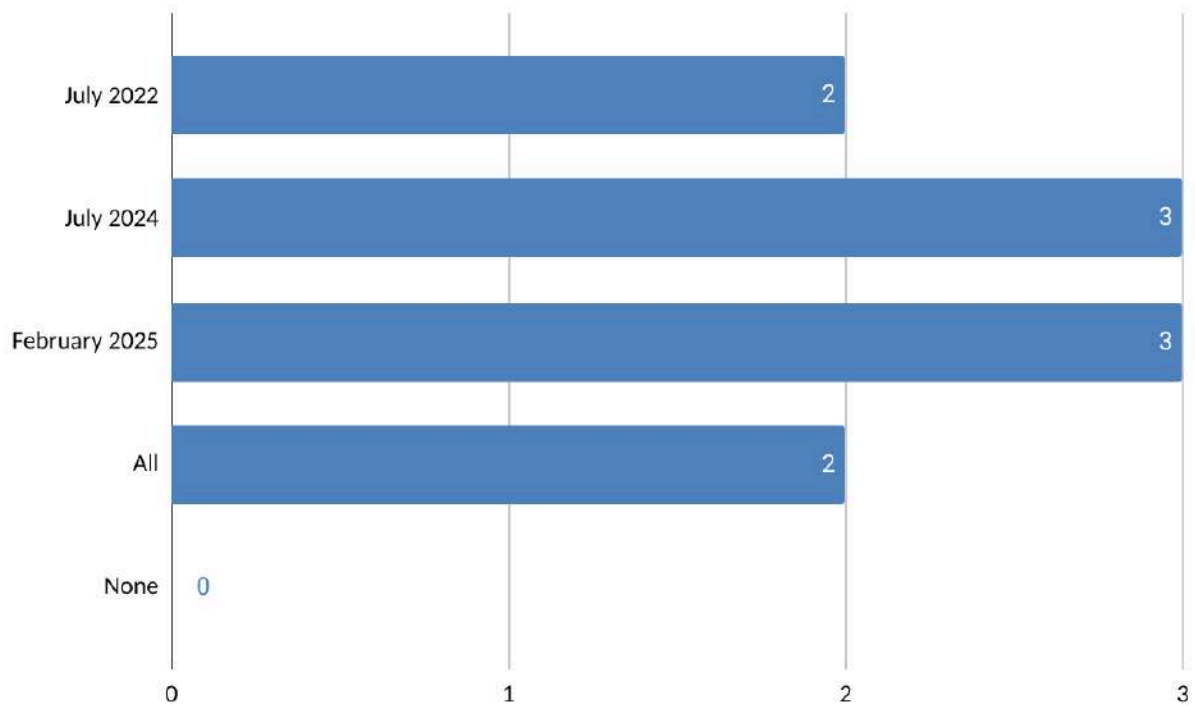
Help Name the New Buildings and Public Spaces

Question 11. Can you suggest a historical figure, community member, activist, or innovator connected to Hackney and this area whose story deserves to be celebrated?

One respondent proposed William Morris, noting that he spoke about equality on Broadway and his contribution to “beauty, craft and socialism”.

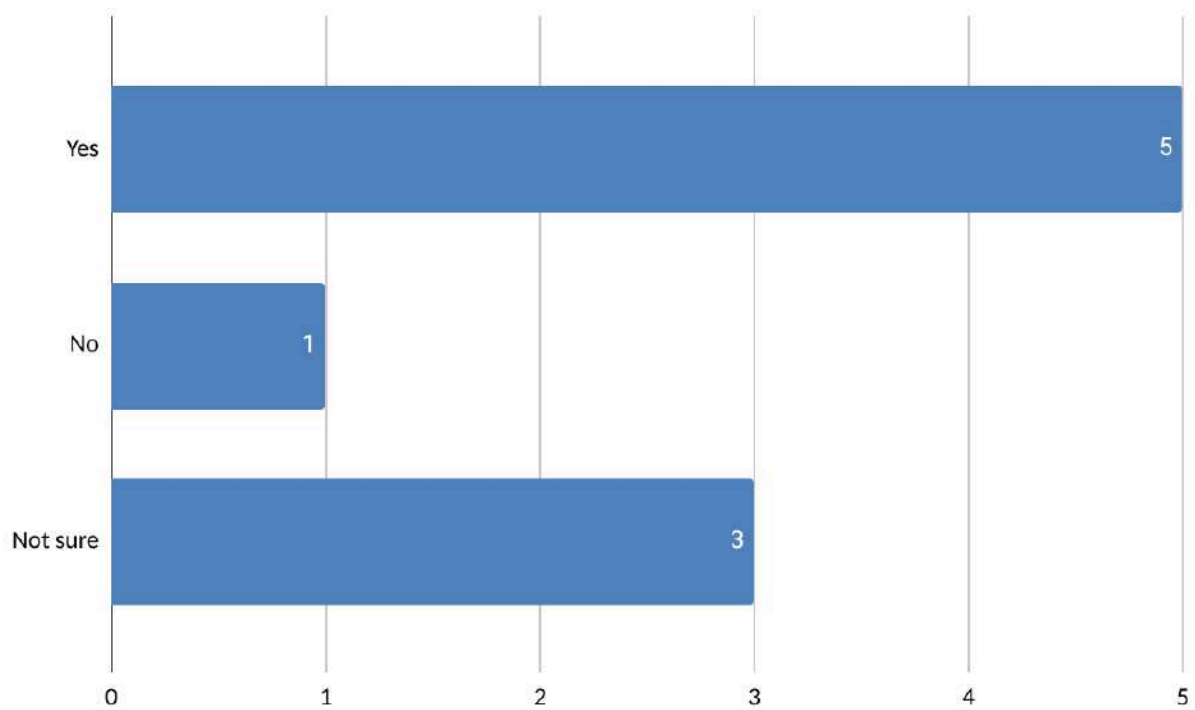
Engagement process

Question 12. Did you attend any of the previous consultation events that we held earlier in the project? (tick all that apply)



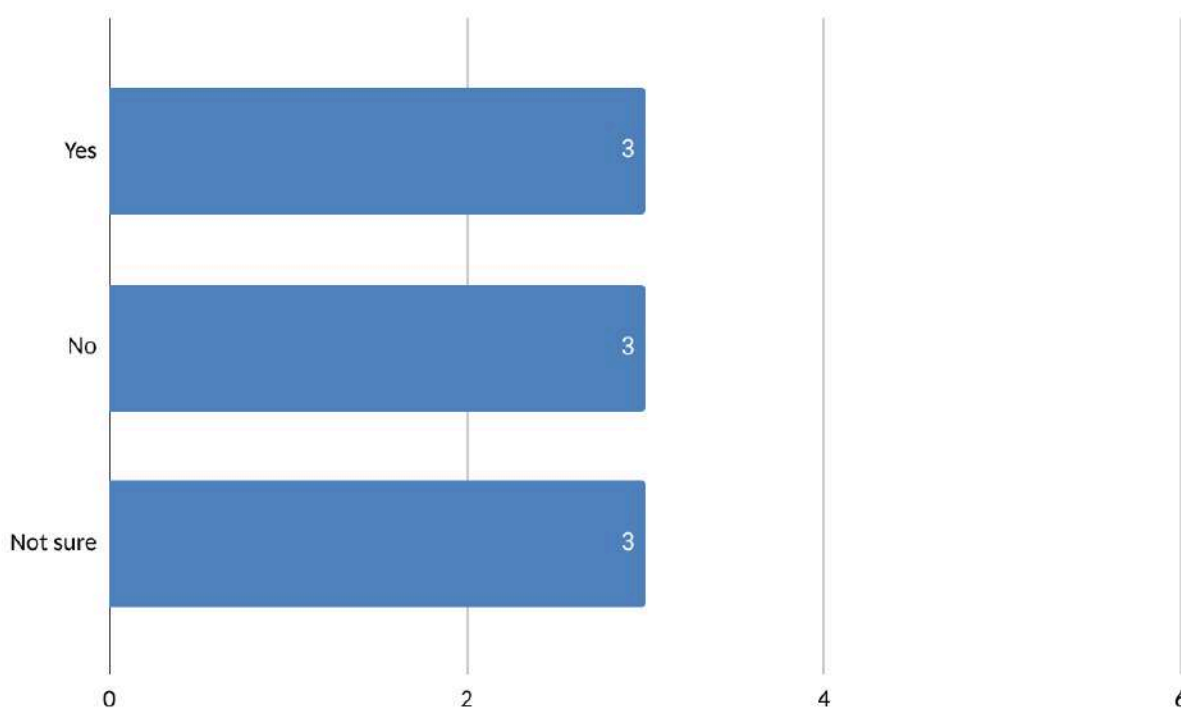
| | |
|---------------|---|
| July 2022 | 2 |
| July 2024 | 3 |
| February 2025 | 3 |
| All | 2 |
| None | 0 |

Question 13. Have you found the consultation and resident engagement events useful?



| | |
|----------|---|
| Yes | 5 |
| No | 1 |
| Not sure | 3 |

Question 14a. Do you feel that we have incorporated or addressed your feedback?



| | |
|----------|---|
| Yes | 3 |
| No | 3 |
| Not sure | 3 |

Question 14b. Please tell us more in the space below:

Three responses were provided to this question.

One shared their view, also shared in their response to question 15, that the access and movement strategy was flawed and that the increase in residents would exacerbate existing issues. They commented that these concerns had been raised at RSG meetings and previous requests for a transport consultant to input into the design. They express concern that no analysis of current issues and impacts had been shared and that an alternative route proposed at RSG meetings (Pownall Road to Benjamin Close to Welshpool Street to Trederwen Road) did not appear to have been considered.

A second felt that the proposals remained focused on motorists and enabling car driving and disregarded the impacts on safety resulting from “car-centric

neighbourhoods” and suggesting that promoting car use would result in “the majority” of residents feeling disenfranchised.

The third respondent stated that they were providing feedback now.

Additional feedback

Question 15. Do you have any other comments or questions about the project proposals? Please include your contact details if you would like us to get in touch to answer any questions. (This is optional and your information will not be used for any other purpose.)

Four respondents provided comments to this question.

Two respondents raised concerns about car use and the access and movement strategy. One felt that the proposals would encourage higher car use and dangerous driving, counter to their understanding that the proposals would lower car use and traffic volumes. The other expressed their view, also shared in their response to question 14b, that the access and movement strategy was flawed and that the increase in residents would exacerbate existing issues. They commented that these concerns had been raised at RSG meetings and previous requests for a transport consultant to input into the design. They express concern that no analysis of current issues and impacts had been shared and that an alternative route proposed at RSG meetings (Pownall Road to Benjamin Close to Welshpool Street to Trederwen Road) did not appear to have been considered.

One respondent expressed their serious concerns about the impact of the new development on local infrastructure and, in particular, local health facilities and primary schools. They requested that an assessment of impacts be shared, noting the potential cumulative impacts from the development of the gassometer site and the proposed development in Sheep Lane.

One respondent asked whether residents living in Orwell Court would be given the option to move into the new properties.

Comments raised in public drop-ins

Twelve comments were recorded at public drop-ins. Five comments expressed support for the proposals, with identifying thoughtful design. .

Three comments raised concerns about the impact of additional residents from this development and other local developments on local facilities, highlighting health facilities and schools.

One comment stated that the area was becoming less family-friendly and that families and teachers were leaving. Another comment asked how to join the list for one of the new homes.

Two comments asked for further information, with one asking what the increase in footfall on the north-south route would be and the other about the party wall and alignment of the building wall and garden wall.

Three comments referenced the engagement process. One raised diversity in the images, another noted that an address may not have been engaged with, whilst a third praised the engagement with the community.

About You

Gender: Are you...

| | |
|-------------------|---|
| Female | 6 |
| Male | 3 |
| Non Binary | 0 |
| Another term | 0 |
| Prefer not to say | 0 |

Are you transgender or do you have a history of being transgender?

| | |
|-------------------|---|
| Yes | 0 |
| No | 9 |
| Prefer not to say | 0 |

Age: what is your age group?

| | |
|----------|---|
| Under 16 | 0 |
| 16-17 | 0 |
| 18-24 | 0 |
| 25-34 | 1 |
| 35-44 | 2 |
| 45-54 | 2 |
| 55-64 | 2 |
| 65-74 | 2 |
| 75-84 | 0 |
| 85+ | 0 |

Disability

| | |
|-----|---|
| Yes | 1 |
| No | 8 |

Caring responsibilities

| | |
|-----|---|
| Yes | 2 |
| No | 7 |

Ethnicity: Are you...

| | |
|------------------------|---|
| Black or Black British | 0 |
| White or White British | 6 |
| Other ethnic group | 0 |
| Asian or Asian British | 0 |
| Mixed background | 2 |

Religion or belief: Are you or do you have...

| | |
|-----------------------------|---|
| Christian | 2 |
| Atheist/no religious belief | 6 |
| Muslim | 0 |
| Secular beliefs | 1 |
| Jewish | 0 |
| Buddhist | 0 |
| Hindu | 0 |
| Sikh | 0 |
| Charedi | 0 |

Sexual orientation: Are you...

| | |
|-------------------------------|---|
| Heterosexual | 6 |
| Lesbian or Gay woman | 0 |
| Queer | 0 |
| Prefer not to say | 1 |
| Bisexual | 2 |
| Gay man | 0 |
| All other sexual orientations | 0 |
| Pansexual | 0 |
| Asexual | 0 |

Housing Tenure:

| | |
|---------------------------------------|---|
| Rented (Local Authority/Council) | 2 |
| Being bought on a mortgage | 3 |
| Owned outright | 2 |
| Rented (Housing Association/Trust) | 1 |
| Rented (private) | 1 |
| Shared ownership (part rent/part buy) | 0 |
| Don't know | 0 |

Next steps

The views of residents and local stakeholders are very important to the Council and the design team, and that this should be a transparent process. Concerns raised will be responded to and where appropriate changes to the design will be made, or other actions taken and explanations given where it is not considered appropriate or possible. The feedback summarised in this report will be issued to the Residents Steering Group (RSG), and attached to the project Statement of Community Involvement (SCI) as part of the planning application submitted in November 2025.

If you have any questions regarding this project please contact Jake Arnfield, Development Manager at jake.arnfield@hackney.gov.uk.