

CHATSWORTH ROAD E5

Neighbourhood Plan

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Finsbury Park

Stamford Hill

Leyton

Stoke Newington

Hackney Marshes

Chatsworth Road

Dalston

Hackney Central

Olympic Park

Islington

Victoria Park

Angel

Hoxton

Shoreditch

Old Street roundabout

Bow

1. PURPOSE

Chatsworth Road and the surrounding area have borne witness to significant change in recent years. In the last decade the population has grown by 17%. It is more ethnically diverse, younger, and has more people working in professional occupations.

House prices and rents have risen dramatically; the number of empty shops has dropped as retail rents have also risen steeply. More people cycle, fewer people own a car, more people rent from a private landlord, the number of people who own their home in the area has declined.

The changes to the area have both positive and negative effects. While crime rates have fallen and shops and businesses are flourishing, the Chatsworth Road area still has high levels of multiple deprivation and overcrowding, and many question whether the changes to the area benefit everyone equally.

People can feel powerless about what happens in our neighbourhood. Much is driven by market forces responding to changing demographics and, while local and national government policy has a significant impact, the opportunities for local people to influence this are limited to voting in elections and in responding to formal consultations.

Recent changes to planning policy offer an opportunity for local people to have control over what happens in the neighbourhood.

The Localism Act 2012 includes provisions for planning policies to be developed at a local level via Neighbourhood Plans.

Neighbourhood Plans are Planning Policy documents, developed and owned by Neighbourhood Forums, but implemented by the Planning Authority. The policies in Neighbourhood Plans need to be in conformity with the Local Plan but can add detail and specificity to them. More detail about the planning context can be found in Appendix 1.

We believe that a Neighbourhood Plan can play a role in shaping how the Chatsworth Road area develops in the future. Planning policy cannot deal with every factor and pressure that challenges our neighbourhood, but by determining how space - for housing, for shops, for jobs, for getting around and for our local amenities - is used offers local residents the best chances of countering some of the forces that threaten the character, diversity and sustainability of the area.

That's why the Chatsworth Road Neighbourhood Forum has decided to develop a Neighbourhood Plan. Between us, we reflect and know our local area, and we want to be able to develop policy that meets the hopes and needs of all of our fellow residents now and in the future.

The neighbourhood area is bound by Lea Bridge Road to the north, Lower Clapton Road and Urswick Road to the west, Homerton Road and

Homerton High Street to the south and the Lee Navigational canal to the east, covering an area of approximately 160ha.

These boundaries have been chosen because they provide a legible and identifiable edge to the neighbourhood, they include an area of with a population large enough to support basic neighbourhood facilities and they define an area where everyone is within walking distance of the main local retail centre in the area - Chatsworth Road.

The area falls within the borough of Hackney and crosses three Hackney wards: Leabridge, Homerton and Kings Park.

It is occupied primarily by private Victorian housing with a number of large housing estates at its edges. It has within it approximately 10,000 homes for about 26,000 people. Chatsworth Road runs north-south along its centre where there is a focus of ground floor retail activities in approximately 80 shops. The area includes a number of major institutions such as Homerton Hospital, Clapton Girls' Academy, Homerton Library and The City Academy, Hackney. The area includes two large parks, Millfields and Clapton Park, covering just under 15ha.



Neighbourhood Area

2. PROCESS

The process of developing the Chatsworth Road Neighbourhood Plan has been lengthy and entirely shaped by consultation and research with local residents and traders, to understand local people's concerns and priorities for the present and the future, and respond to those through the kind of actions that planning policy can take.

The process started in earnest in January 2011, when we embarked on a project to identify the common aspirations that local people have for the area. Approximately 300 local residents filled out surveys; we undertook 14 in-depth case study interviews with a hand-picked diverse range of residents; 60% of local businesses gave their views via a trader specific survey; we met with 14 local community group representatives, including religious groups, tenants organisations and elderly and youth clubs, local councillors and police; and took part in a project with students from the City Academy considering the future of the area.

More details about this research, its methodology and findings can be found in Appendix 2.

We consolidated this work and distilled five key aspirations that we believe best reflect local people's values about the area; these are set out in the Vision Chapter below.

The second stage was to set up the Neighbourhood Forum. New powers under the Localism Act allow Neighbourhood Forums to influence the way their area changes by

producing a Neighbourhood Plan which sets out planning policies that Hackney Council will use when assessing any planning application within the area.

On the 16th August 2012 we ran the first public meeting about setting up a Neighbourhood Forum for the Chatsworth Road area. The Forum has to include at least 21 people who are representative of the diverse interests of the local community and is open to anyone who wishes to join.

We ensured that our initial membership of the forum reflected the diversity of the area set out in the Ward Profiles available for the area at the time, and that forum members lived in all parts of the neighbourhood area. We now have 61 forum members, and continue to have a geographic spread of forum members, recruiting them via social media, sign ups via the Chatsworth Road Neighbourhood Plan website and posters in local shops and public buildings promoting forum events, which are always open to the public and we have sign up sheets available at every meeting.

After our initial meeting, we have held a number of meetings. In November 2012, we held a pre-forum meeting, and in January 2013 we held our first Neighbourhood Forum meeting, focused on organising consultation events that we were to run in February and March 2013.

We held four consultation workshops, focused on the key policy areas identified through the vision for the area developed in 2011. These workshops were held in the evening and weekend at Chats Palace (Brooksby's Walk) and the Nye Bevan Hall on the Clapton Park Estate, to ensure they were located and timed conveniently for the broadest range of local residents. We printed 10,000 publicity flyers advertising all the workshops and paid for them to be distributed to every residential address in the Neighbourhood Plan area. We also printed posters and distributed them around a wide range of local shops and public places.

The consultation workshops were successful, with over 160 local residents attending over the four workshops. We had sign in sheets to record postcodes, and attracted residents from across the area. Over 550 comments were made by local residents attending the workshops, which we organised under the headings of Housing, Shopping, Getting Around, Amenities and Jobs. See Appendix X for full verbatim comments recorded at the workshops.

After the workshops our focus shifted to developing policies based on people's comments. We gathered an evidence base, using existing official statistics about health, employment, housing costs and amenities in the area, as well as gathering data from the 2011 census to understand the new make-up of the area, and how it has changed since 2001.

An initial list of policy proposals and outlines were shared at a December 2013 meeting, giving the forum a chance to provide feedback on the proposals for further development. Since then, the management committee of the forum has held roughly bi-monthly meetings to continue developing the policy document further, with forum update emails in April, June, September and October 2014. Representatives of the forum have also presented policy proposals to the King's Park ward Forum in September 2014.

planning decisions within the boundaries of the Neighbourhood Plan area.

Now that a full draft plan has been developed, we are officially consulting on the plan. This is a statutory consultation and lasts eight weeks, closing on XXX. We will gratefully receive feedback from all residents in the Neighbourhood Plan area about how the policies can be improved.

Following the statutory consultation, the final plan will be put to a referendum. All local residents will be able to vote on whether or not the Chatsworth Road Neighbourhood Plan should be implemented. A simple majority of 50% of all votes cast is needed to determine whether the neighbourhood plan becomes planning policy for the area.

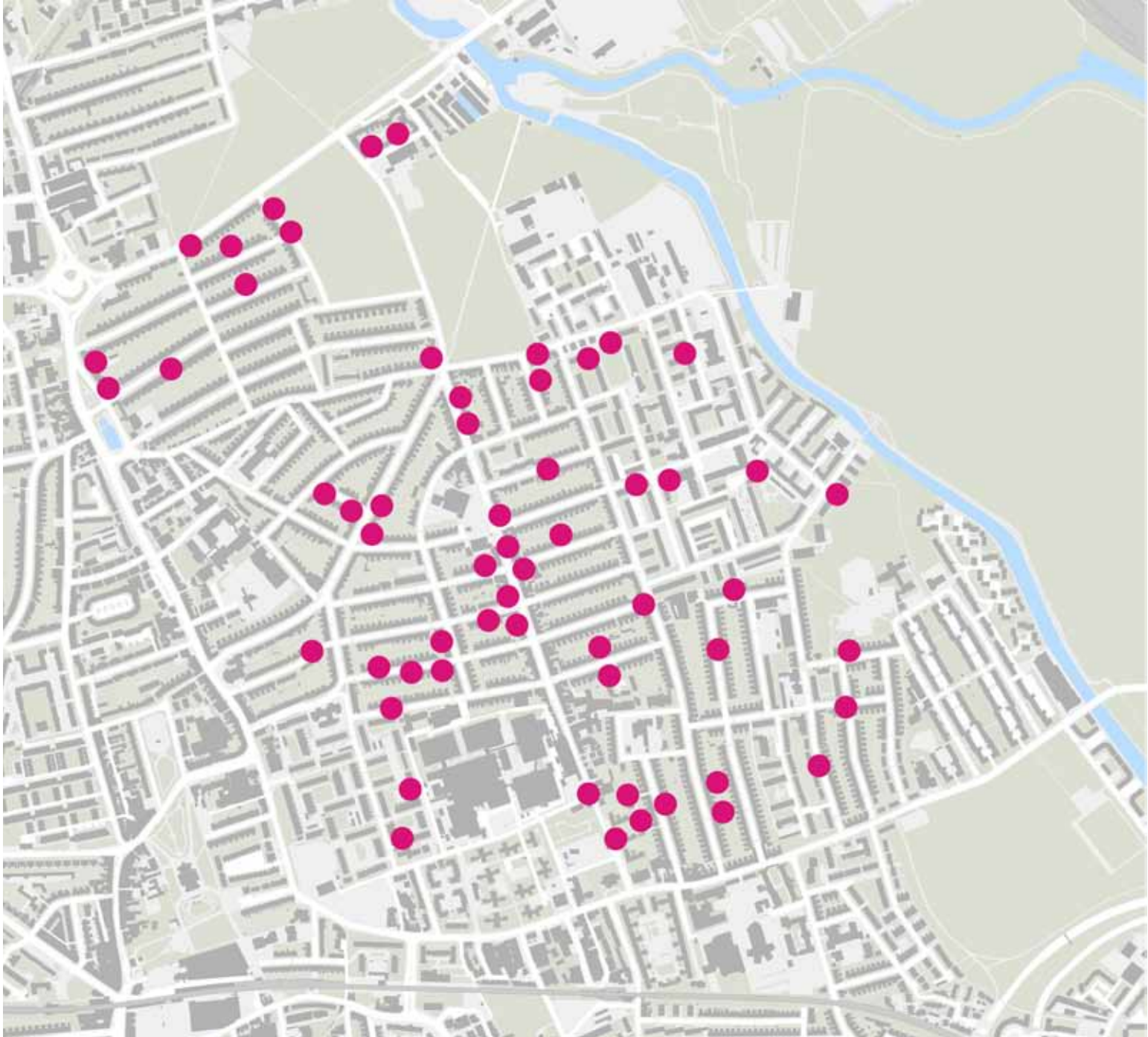
If successful, the Neighbourhood Forum will continue to exist as the guardians of the Neighbourhood Plan. It will be up to the forum to ensure that the council takes into account the policies in the plan when making relevant

NEIGHBOURHOOD FORUM MEMBERS

Adrian Weidmann
Alasdair McNab
Andreas Eckmann
Annemarie Walsh
Aoife Donnelly
Ben
Bethany O'Brien
Candy Horsbrugh
Carol Ackroyd
Cliff Hammond
Cllr Rebecca Rennison
Damian Patchell
Dan Gibbons
Emma Jack
Emma Keyte
Erica
Euan Mills
Georgina Chimmarrides
Gerry Tissier
Gerry Tissier
Gilbert Smyth
Gillian Drinkwater
Gunes Tavmen
Helen Morris
Ian Rathbone
Jean John
Jim Segers

Joanna Wilson
John Little
John Norman
Jon Aldenton
Jon Clifford
Karen Gordon
Kathryn Bromwich
Lara Kinneir
Laura
Laura Marks
Lee Coney
Liam O'Hare
Lila Racht
Liz Blanche
Lorenzo Bakewell Stone
Lorraine Hart
Louisa Ziane
Lynne Troughton
Malgosia Eaden
Margaret Gordon
Maria Chalidze
Marissa Vroom
Mark Whyte
Matthew Brown
Miriam Robinson
Molly Greenwood
Monica Blake

Monique Cherry King
Nicola Helgesen
Peter Young
Phillip Brunner
Remy Zentar
Richard Vaughn
Rob Elliot
Robbie de Santos
Roger Lansdown
Rose Greenwood
Ryan Bowman
Rye A
Saleem Siddiqui
salima walji
Sharon Patrick
Sharon Reid
Sian McLachlan
Siraz Izhar
Susanne Rauprich
Teresa dunne
Tilly Fowler
Tom Rahilly



Approximate distribution of Neighbourhood Forum Members

3. CONTEXT

The Neighbourhood Plan is based on a wide-ranging evidence base, drawn from a range of official statistics and resident feedback. In particular, it draws on analysis of the 2011 Census, using data compiled for every Super Output Area in the Neighbourhood Plan area to understand who lives in the area now, and how it's changed over the last decade.

The population of the Chatsworth Road Neighbourhood Plan area has grown significantly in the last decade. The adult population was 26,315 in 2011, an increase of 17% from 22,498 in 2001. The number of households was 10,623 in 2011, an increase of 18% from 8,987 in 2001.

The neighbourhood is getting younger. The area has a large young adult population. Some 45% of adults are aged 16 - 34 - a much higher proportion than elsewhere in the country. Over the last decade, the population growth has overwhelmingly come from 35s.

Chatsworth Road is a highly diverse area, and is getting more diverse. The Chatsworth Road area is notable for being home to people of a wide range of ethnicities. White British people are the largest ethnic group, but nevertheless represent a minority of people. Just 29% of residents are White British.

Over the last decade, Clapton has become more diverse - with fewer White British people (down from 32% of the population), more Other White (including Turkish and Eastern European), more

mixed ethnicity (all categories) and more Black British (African, Other).

Policy pressures. As a result of population growth and change, wider market forces, and the impact of local, regional and national government policy, key resources in the Neighbourhood Plan area are facing new and sometimes greater pressures, and need a policy response.

Across these policies, clear tensions exist. Feedback from community workshops, resident and trader research and analysis of census and other official data show that what people want for the future of the area is often in direct contradiction with each other.

Preserving the unique cultural and socio-economic diversity means building enough new homes to keep up with the population growth, and ensuring that they include a number of private, shared ownership and social homes so that they are affordable to people on a range of incomes.

Preserving the cultural and socio-economic diversity also means ensuring that local shops cater for a wide range of households - and can mean ensuring that existing small businesses and small chains serving long-standing residents continue to be viable in the face of increased demand for shop units that's driving up retail rents, whilst also encouraging new businesses that serve a wider, mixed demographic.

Our policies together try to achieve this balance:

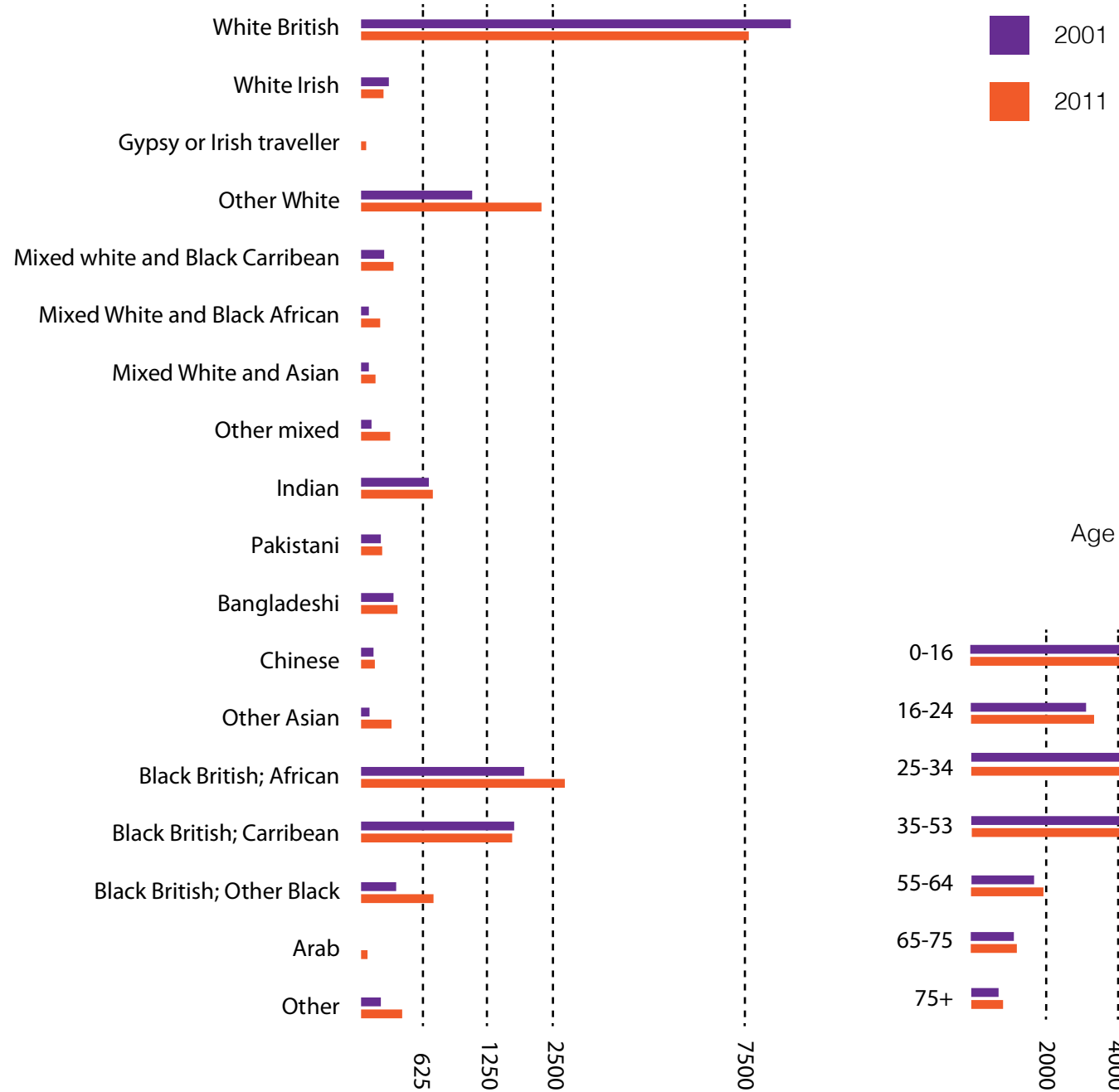
- encouraging enough new development to improve affordability for new generations of low and middle income households to ensure that the area continues to be culturally and economically diverse, whilst ensuring that homes are high quality, adding architectural value and ensuring that there is still good provision of high quality green space for new and existing residents to exercise and grow food;
- encouraging enough retail units to relieve pressure from rising rents on existing businesses that serve a wide range of residents from different cultural and socio-economic backgrounds, whilst ensuring that there is space for new businesses which serve a wide demographic of local residents;
- ensuring that population growth is matched with the necessary provision in transport, amenities and employment space.

Housing

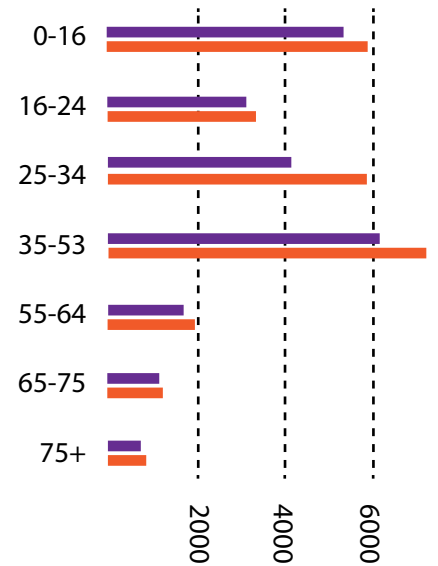
The growth in population has not been matched by a growth in housing. As such, house prices have risen astronomically. Hackney has seen house prices and rental costs increase more steeply than anywhere else in the country over the last few years.

The increase in new households in the area has almost entirely been accommodated by the private rented sector, which has grown dramatically in the last ten years. The number of housing association

Ethnicity



Age



No. of people

homes has increased - primarily through the affordable housing sections of new build developments - but owner occupation has been in steep decline.

Rising house prices mean that people need more cash to put down a deposit, and a higher income to afford the mortgage payments. Private renting has grown in response - because while still expensive, it does not have such high barriers to entry. But private renting means more people are living with little security of tenure, leading to a greater transience, and making it harder for younger residents and those with fewer assets to have a long-term stake in the area.

Jobs

People in the Chatsworth Road area work in a diverse range of occupations and at different levels. There is a disproportionately high number who are unemployed and in low wage, insecure work. There has also been a rise in the number who are self-employed and work in small businesses.

The shift to more self-employed and small business employment patterns could mean more demand for workspace in the Neighbourhood Plan area, and the opportunity for businesses to grow. Meanwhile, while unemployment has decreased in the last ten years, it remains above average, and the proportion of people working in routine (and low paid) occupations has increased too.

Shopping

There has been a significant increase in new businesses opening in the area. Fewer than half of the businesses on Chatsworth Road were on the street in 2008. Rents and premiums for retail units have risen along with the popularity of the area, driven partly by the introduction of the Sunday Street Market.

Some units have seen a 40% increase in rent. Current rental tone is now in excess of £10,000 for an average sized unit. On top of this over the last year, premiums of up to £50,000 have been asked for where existing businesses are currently active.

A number of businesses opened in recent years subject to the new rent levels have since closed down as business levels were not enough to sustain them.

Rising retail rents have an impact on existing businesses, as it means landlords can increase the rents when leases come up for renewal, and the possible increase that the market will now allow could make a number of businesses unviable.

Movement

The growth of the population in the Neighbourhood Plan area has led to growing and changing demands for transport.

The number of households who own a car has only

risen at a fraction of the rate that the population has grown. As such, the proportion of households who own a car has shrunk from 49% in 2001 to 42% in 2011.

At the same time, the proportion of people who cycle to work every day has risen from 7% to 17%, and has more than tripled numerically.

Meanwhile, over a thousand more people from the area are using the buses every day, and just under a thousand more people are going to work on overground or underground trains.

The way that we use our roads and provide transport for the neighbourhood needs to respond to these changes.

Amenities

The recent population growth and projected growth has implications for the future sustainability of the area. We are not isolated from external factors such as climate change and food security concerns; rising energy and food costs would disproportionately affect lower income residents. Meanwhile, Hackney has concerning levels of obesity, which is strongly linked to poverty.

All of these factors make it important to ensure that the Neighbourhood Plan area has adequate facilities for generating renewable energy, for growing food, and providing leisure and exercise space at low cost in the future.

Population growth and the need for more housing of all tenures could put additional pressure from developers on buildings and settings that are currently listed or protected, or have significant historical and architectural value and are worth protecting as a resource to future generations of residents. Both are important, and a failure to build adequate social and intermediate homes could threaten the socio-economic and cultural diversity of the area, so policy is needed to ensure that conservation acts to protect important historical assets whilst not having a disproportionate preventative effect on high quality, affordable new homes.

4. VISION

SOCIABLE

There is more to a great neighbourhood than just people living in the same area. We want a neighbourhood that has a strong sense of community, a place rich in social capital. A neighbourhood where we recognise people who use the same shops, streets and spaces that we do, where we often bump into people we know, and can go to places where we can meet others who might have the same interests as us.

DIVERSE

We want a neighbourhood defined by its diverse mix of people, rather than any single dominant group. A place where people of all ages, incomes and creeds live and work side by side, where we are exposed to different cultures, tastes and beliefs to our own but still feel at home. A place that is open to incomers but values its longer-term residents. We need to encourage this diversity and nurture shops, provide homes and build workplaces that can serve our diverse community.

ACCESSIBLE

We want to live in a neighbourhood that is easy to get around, whether walking, cycling, driving or in public transport. A place where it is safe and attractive to walk to shops, parks and schools, where the less mobile feel they can get around with as much ease as the mobile, where you can cycle without feeling intimidated by motor vehicles. We need a neighbourhood with a simple and legible network of streets. Streets that can accommodate a variety of users whilst prioritising the most vulnerable.

INDEPENDENT

We want a neighbourhood with a healthy and resilient local economy, a place where money remains in the community and profit is measured not solely in pounds and pence. A place not dependent on any single company for goods, services or employment. A place that supports a diverse range of local small and medium-sized business, and provides a nurturing environment where new businesses can flourish. A place that attracts talented, creative and the entrepreneurial people to live and to work.

SUSTAINABLE

We want a neighbourhood that uses resources wisely and actively minimises its ecological footprint. A neighbourhood where all waste is recycled or re-used; where walking and cycling are the primary modes of transport; where the energy we consume is produced in a sustainable manner making buildings energy efficient and delivering energy in the best available manner.

5. POLICIES

We have developed policies to achieve the vision we have identified through in-depth research with residents from across the Neighbourhood Plan area, and in response to the challenges identified through our analysis of evidence about changing pressures in the Chatsworth Road Neighbourhood Plan area.

The policies in this Neighbourhood Plan are in conformity with Hackney Council's Local Plans and The London Plan, and add detail as justified under each policy.

Some policies that would make a major difference to our vision and respond to our evidence require laws and regulations that only Central Government can change. Dealing with poverty and inequality can only meaningfully be tackled by co-ordinated and determined government action. Addressing a broken housing market needs wholesale structural reform and significant government investment.

Our planning policies are also developed in the context of strong market forces - the growing desirability of the Chatsworth Road area and Hackney more generally has led to greater pressures on jobs, homes, shops, transport and amenities, particularly where population growth has come from higher income households with more money to spend on housing costs and in shops, bars and restaurants. House prices, private residential rents and commercial rents are largely unregulated.

Neighbourhood Planning Policy cannot fill the gap left by government or seriously undermine the demand for housing and retail space that allow such high prices to be borne. But by understanding the pressures that different types of space are under in the Chatsworth Road area, it can set policies that prioritise and specify how space can and cannot be used to help us meet the vision for the area.

These policies will be used to guide planning decisions and investment priorities. The policies are split into five themes:

- Homes
- Jobs
- Shops
- Movement
- Amenities

Each section starts with the key findings from our background research, sets out the policy, explains why this policy is important, sets out the evidence for it, what relevant policy Hackney Council currently has in place and why the policies we propose in the Neighbourhood Plan will better meet the needs of the local area.

5.1 HOMES

5.1.1 BACKGROUND

Lack of housing is a major issue in the Chatsworth Road area. The average price of homes in the area has more than doubled in just five years. The average price for a flat in 2009 was £174,000, by 2014 it was £357,000. The average price for a terraced house in 2009 was £343,000, by 2014 it was £801,000.

As prices have risen, local residents across the income scale have struggled to afford the size of home to meet their needs, which threatens the stability and living standards of the community.

Owners of small flats, despite the value of their homes increasing, cannot afford a bigger home when their family grows. Private renters struggle to maintain their tenancies as the pressure on the rental market allows landlords to increase the rents. Residents of social housing, themselves under pressure due to cuts to housing benefit, are hindered in providing additional support to family members who struggle to access social housing and cannot afford to rent in the expensive private rented sector, particularly in light of cuts to local housing allowance.

The Chatsworth Road Neighbourhood Plan's housing policies seek to use planning policy to ensure local plans for housing contribute to the

stability of the community. We propose to do this by ensuring that new development contributes to a significant increase in the supply of affordable homes, maximises the number of family-size homes to remove pressure on this part of the housing market, and ensures that new homes built cater for long-term living, not short-term profit.

We've carried out extensive research to understand the current housing situation in the neighbourhood area. We found that:

29% of the population own their home
24% rent from a private landlord
45% rent from a social landlord (of whom 24% rent from a housing association and 21% rent from Hackney Council).

Social housing is primarily concentrated on estates on the eastern and southern parts of the Neighbourhood Plan area as shown in the map opposite, but the area is notable for also having a large number of housing association and council owned homes in Victorian terraces, which play a role in ensuring socio-economic diversity across the area as a whole.

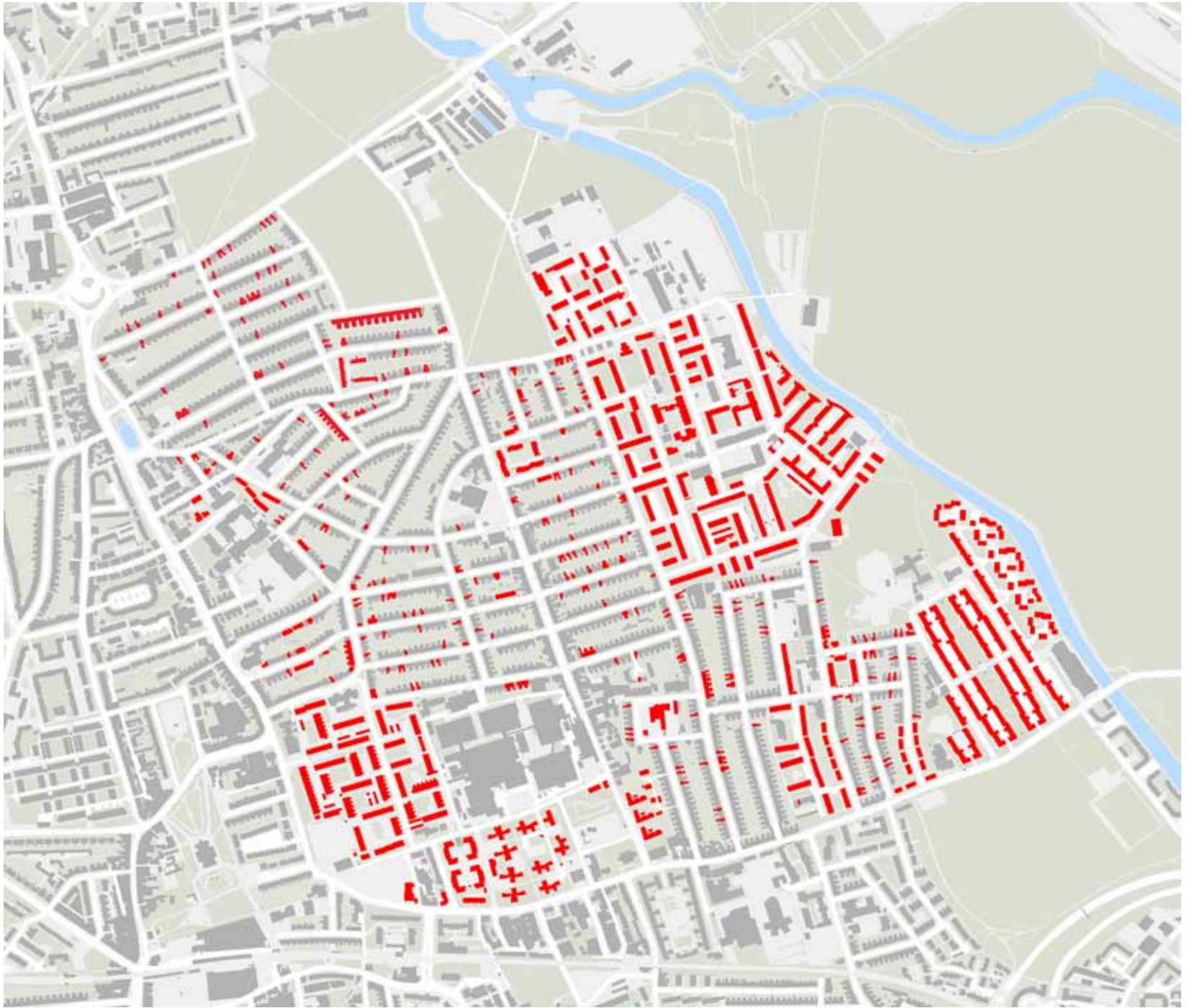
Compared to the rest of the country, people living in the Chatsworth Road Neighbourhood Plan area are less than half as likely to own a home and

almost three times more likely to rent from a social landlord and two thirds more likely to rent from a private landlord.

A greater proportion of people live in smaller homes than in most of the country, with:
57% living in a 1 or 2 bedroom home
43% living in a 3+ bedroom home

Homes are expensive relative to incomes, with the average price of a home in E5 being £460,000, compared to £175,653 across England and Wales. The Hackney average income is £31,304, compared to £27,000 across England.

The policies in the Neighbourhood Plan seek to deal with housing pressures by incentivising sustainable, quality, affordable new development and encouraging better use of existing stock.



5.1.2 POLICIES

H1

All residential conversions must include one three bedroom home of no less than 80sqm, with access to a garden

Why?

To promote better use of existing housing stock, by ensuring residential conversions balance the need to preserve family size units with the need to maximise the overall number of units.

Community workshops identified a widespread level of concern that Victorian houses were being converted to create small flats, losing family size housing stock and putting a premium on this kind of housing that makes it yet more expensive for families to afford a family home in the area.

What does our analysis tell us?

The area currently has a higher proportion of family size homes than in many parts of Hackney. The parts of the Neighbourhood Area characterised by two storey Victorian terraces have a larger proportion of 3+ bedroom homes than the areas with larger 3 to 4 storey Victorian

houses, and those with larger concentrations of social housing, are more likely have more 1 and 2 bedroom homes.

But whilst the area has fewer than the Hackney average of 1 and 2 bedroom homes, it is vital to ensure that the area's housing stock supports the diversity of households that community research has identified as a priority for the area.

Considering that 3 bedroom houses can sell for £900,000 and 4 bedroom houses can sell for £1,200,000, unaffordable for all but the very wealthiest households, the Chatsworth Road Neighbourhood Plan must distinguish between preserving and enhancing the supply of family size units compared to preserving whole houses.

What is Hackney Council's current housing policy in this area?

Hackney Council's Supplementary Planning Guidance (SPG) 2 states that no conversions of homes with under 120 sqm of usable floorspace were permitted, and that homes with between 120 sqm and 180 sqm of usable floorspace must contain one three bed with access to garden. The guidance states that homes greater than 180sqm + should contain one four bed plus with access to garden. Whilst this document has been partly superseded by the new Residential Extensions and Alterations Supplementary Planning Document (SPD), Part 1 of SPG2 relating to residential conversions continues to be a material

consideration.

How will the policy better meet local needs than the existing policy?

This policy will mean that the potential size of converted units, rather than the size of existing units, will determine whether the conversion is allowed. This will encourage developers to make better use of the footprint of each building, encouraging cellar and loft conversions in developments, and ensuring that any residential conversions contribute more floorspace and more family size units to the area.



H2

Basement and loft conversions are strongly encouraged subject to meeting quality standards set out in Policy H4.

Why?

Many local homeowners have too few rooms and too little space to accommodate their growing families, but cannot afford to buy a bigger home in the area. As a consequence they are forced to overcrowd or leave the area, leaving a bigger gap between lower and higher income households. Yet, many will have seen significant enough house price growth that they may be able to refinance to convert a basement or loft to create a more appropriately sized home for their family's needs.

What does our analysis tell us?

We carried out street surveys in a sample of streets of terraced housing, reflecting the different types of period terraces in the area, to quantify how many had loft or cellar conversions.

On Dunlace Road, 5 out of 120 terraced homes had a visible roof conversion, and 4 out of 120 had a basement conversion.

On Trehurst Street, 2 out of 70 terraced homes had a visible roof conversion, and 2 out of 70 had

a basement conversion.

On Mildenhall Road, X out of X terraced homes had a mansard roof extension, and X% had a basement conversion.

This shows that only a small percentage of homes in period terraced streets have had their cellar or loft converted, meaning there is significant scope within the existing stock to better meet people's space needs and increase the number of bedroom spaces in the area.

What is Hackney Council's current housing policy in this area?

Hackney Council has extensive SPG on roof conversions, setting out a clear policy on acceptable roof conversions. This sets out what roof alterations are permissible on different types of housing stock. It implies that mansard or dormer roof extensions will not be permissible on parts of streets where there are no other modern roof extensions, effectively banning them regardless of whether the design can be sympathetic.

The Council's SPG on cellars and basement conversions is highly restrictive. This could deter both owner occupiers and developers from making better use of existing stock.

How will the policy better meet local needs than the existing policy?

Clarifying the circumstances in which basement and loft conversions are permitted could encourage more people who need more space but can't afford to buy a bigger home in the area to convert space below and above their home.

Refining the acceptable roof conversion policies to allow for sympathetic modern roof extensions on streets which don't already have a precedent on roof extensions would remove arbitrary restrictions on households and developers making best use of the existing stock in a sympathetic way.

H3

All new developments of over four units to provide 50% affordable housing, half of which will be social rented and half will be shared ownership housing.

Why?

Housing affordability is a significant concern in the area. With 3 bed flats costing an average of £500,000, 3 bed houses costing an average of £800,000 to buy, and 3 bed homes costing an average of £550 per week to rent, these housing costs are extremely unaffordable for the average Hackney household income.

There was strong feedback in community workshops that new homes should be affordable to people on a range of incomes. Guaranteeing that a significant proportion of homes are affordable in new developments builds public support for new developments.

Addressing the balance of housing tenure through new developments is key to ensuring the area's social mix, and supporting the cohesiveness of local communities.

What does our analysis tell us?

As the number of households who live in the area has grown, the supply of affordable homes has not kept up. In 2011, there were 1,276 more households living in the area than in 2001. Yet, there was only an increase of 351 council or housing association units and 33 more shared ownership units, compared to 1,221 more private rented units. The number of homes in owner occupation has declined by 445.

This means that an increasingly significant number of people live in insecure and expensive private rented accommodation, and the proportion of affordable homes has declined overall.

While the area still has an overall high number of social rented units, these are highly concentrated in the East of the area. There remain few affordable options for middle income households who wish to settle in the area, with the private rented sector offering little security and high rents that are not sustainable for middle income households over the longer term.

Of new developments over four units built in the last 10 years, the split of affordable homes has been variable.

- Matchmaker's Wharf: 132 open market apartments (63%), 57 shared ownership apartments (27%) and 20 social rented homes (10%)

- Paradise Dock: 77 open market apartments (58%), 55 social rented homes (42%)
- Jack Dunning Community Hall: 41 affordable homes (100%).
- Pond House: 11 open market homes (100%), 0 social or shared ownership homes (0%).
- The George Public house (Glenarm Road): 9 open market homes (100%), 0 social or shared ownership homes (0%).

While the overall number of affordable homes has been relatively high, the affordable housing has been largely concentrated in the Southern and Eastern parts of the Neighbourhood Plan area where there is already a high concentration of social housing.

What is Hackney Council's current housing policy in this area?

Hackney Council's affordable housing SPD, published in 2011, suggests that the overall target that Hackney Council will pursue is the 50% target set out in the 2005 Local Development Framework (LDF), but the splits have been updated:

- 40% of affordable housing will be for intermediate homes of the remaining 60%
- 75% will be affordable rent and 25% will be for social rent

In context of total number of new homes, this means that:

- 20% will be intermediate (rented or shared ownership)

- 7.5% for social housing
- 22.5% for intermediate rent

Hackney Council states that it will develop area by area specific targets due to the different tenure mix across Hackney neighbourhoods. These have not been published.

How will the policy better meet local needs than the existing policy?

By explicitly requiring social housing to be built instead of 'affordable rent', we will ensure that these homes are affordable to low income households in perpetuity, and that households allocated these homes will be less exposed to changes in welfare policy than those with higher priced affordable and intermediate rents may be.

By explicitly publishing the proportions of affordable homes required in developments of four or more units, developers will have clear information on which to calculate the price of land in order to make their developments viable. This will better prevent against situations in which developers argue that the required affordable housing provision is unviable.

By explicitly requiring more shared ownership housing (rather than the generic term 'intermediate housing') across the Neighbourhood Plan area, we will enable more middle income households to stay in the area for the long term, promoting cohesion across the income range across all of the area.

H4

All new homes in the Chatsworth Road area should meet the following 8 design standard:

H3a - All new homes should meet the minimum space standards set out in the London Plan.

H3b - A room's external window should be at least 20% of its floor area

H3c - Clear floor to ceiling heights should not be less than 2.6 metres in any liveable space

H3d - Main entrances should be clearly visible from the public realm

H3e - All bedrooms should be at least 8m²

H3f - Single aspect flats should be avoided other than in exceptional circumstances

H3g - All dwellings should be designed to exceed Part L of the Building Regulations by 35% on energy efficiency alone

H3h- All new dwellings need to provide outside space in the form of balconies,

roof terraces or gardens in accordance with the London Plan

H3i - All new homes should be Carbon neutral according to Government's introduction of Zero Carbon policies

H3j - All new homes should be water consumption neutral

Why?

To ensure that any new additions to the neighbourhood's housing stock is of a high quality, creating homes where people want to live and stay and allow a good quality of life for its residents.

What does our analysis tell us?

National research tells us that poorly designed homes are a major reason that people do not support new house-building. People are more likely to support new homes if they believe that they will be well-designed as long-term homes for residents and if they believe people like them or their family will be able to afford them. The latter will be addressed through Policy H2.

What is Hackney Council's current housing policy in this area?

Most of Hackney's policies on residential quality are contained within Hackney's Supplementary Planning Document on Residential Extensions and

Alterations (2009) and Hackney's Development Management LP. The latter specifies the importance of development being "well laid-out internally, ensuring that proposals would not lead to cramped layouts, and allow for adequate circulation space, storage and installations such as furniture." It also sets out that "Proposals for residential development should comply with the London Plan (July 2011) and the GLA's Housing SPG (November 2012)". Hackney's Residential Extensions and Alterations SPG focuses on and covers aesthetic and stylistic aspects of housing design focusing on the impact developments have on the character of local areas.

How will the policy better meet local needs than the existing policy?

Current policy is not explicit enough about the specific standards which are relevant for the Chatsworth Road Neighbourhood Plan area and as such are lost in a plethora of other guidance. This policy prioritises specific relevant standards and sends a clear message to the development industry of the community's value for housing quality.

H5

Limit purchases of new build homes to owner occupiers.

What?

As a condition of planning permission, all sites with four or more units are required to include in their leases that homes cannot be sold to purchasers who do not intend to live there as their main residence.

Why?

To prevent new homes from creating transient communities with too much short-term renting. To prevent new homes being used primarily as investments. To reduce headline prices by removing investors from the competition.

What does our analysis tell us?

The number of households in the area has increased by 1,160 between 2001 and 2011 censuses. In that time the number of private renting households has increased by 1,221. This means that the entire contribution of new homes and conversions in the last decade has effectively been soaked up (and more) by the private rented sector. With a net decline of 445 owner occupied units and 26 council social rented units in that time,

less than half of the growth of the sector can be accounted for by changing tenure of units (through right to buy, or an owner occupied home being sold). A significant proportion, if not the majority, of the new market homes built in the area are likely to have become private rented homes.

Given the unaffordability of housing in the Chatsworth Road Neighbourhood Plan area in general, and the more stringent deposit requirements of many mortgage lenders on new build homes, the predominance of investors with cash is unsurprising. The median private renter has £398 in savings, while the median private landlord has £20,500 in cash savings.

Analysis by Shelter and KPMG sets out that calculations of prices that new build homes are considered viable to be sold for are based on the amount that developers pay for land, which in turn is based on the expected amount they can sell them for.

With house prices now, in some parts of the Chatsworth Road Neighbourhood Plan area now close to double what they were in 2011, it is likely that the predominance of landlord investors buying new build homes in the area will continue.

What is Hackney Council's current housing policy in this area?

There is no policy restricting the sale of market

homes to owner occupiers.

How will the policy better meet local needs than the existing policy?

This will better ensure that new build market homes are affordable to people on more moderate incomes, by reducing competition from landlord investors and allowing prices to be set by would-be owner occupiers. Developers would know that landlord investors wouldn't be able to purchase their homes, and that reduced competition may mean the homes sell for less, at the time they bid on the price they pay for the land. This will mean that developers have a new basis to calculate viability, and will reduce pressure on developers to sell new build homes at price points that only the very wealthiest can afford.

It will also contribute to more stable and sustainable new build developments. Where new builds are predominantly bought by buy to let investors and let on short-term tenancies, residents don't have the choice to put down their roots or make the same investment in the community. This can lead to greater transience, which can disadvantage children's education, lead to increased costs for families moving, and contribute to reduced social cohesion.



H6

Designate the sites identified in the map opposite for the construction of additional housing.

Why?

To ensure that suitable sites are identified to support the need for new homes in the neighbourhood plan area.

What does our analysis tell us?

The shortage of new housing in relation to the growing population of the Chatsworth Road Neighbourhood area is a key reason that house prices and rents have become increasingly unaffordable for local people.

It is widely that established 250,000 homes a year are needed to keep up with the growing number of households in the UK. This translates to a sustained 1% growth rate in the number of units. In the Chatsworth Road area, the number of households increased by 18% in the ten years between 2001 and 2011, with an average annual household growth rate of 1.8%.

If household growth continues at the current pace, there will be a need for around 190 new additional homes each year in the Neighbourhood Plan area, simply to keep up with population growth. But

reducing the years-long imbalance between supply and demand that has played a role in rapidly rising house prices may take more home building than that.

This policy is complemented by our proposals on the tenure mix and design standards of new developments, which our analysis and resident feedback have shown to be important for ensuring new homes meet existing and future affordability needs.

What is Hackney Council's current housing policy in this area?

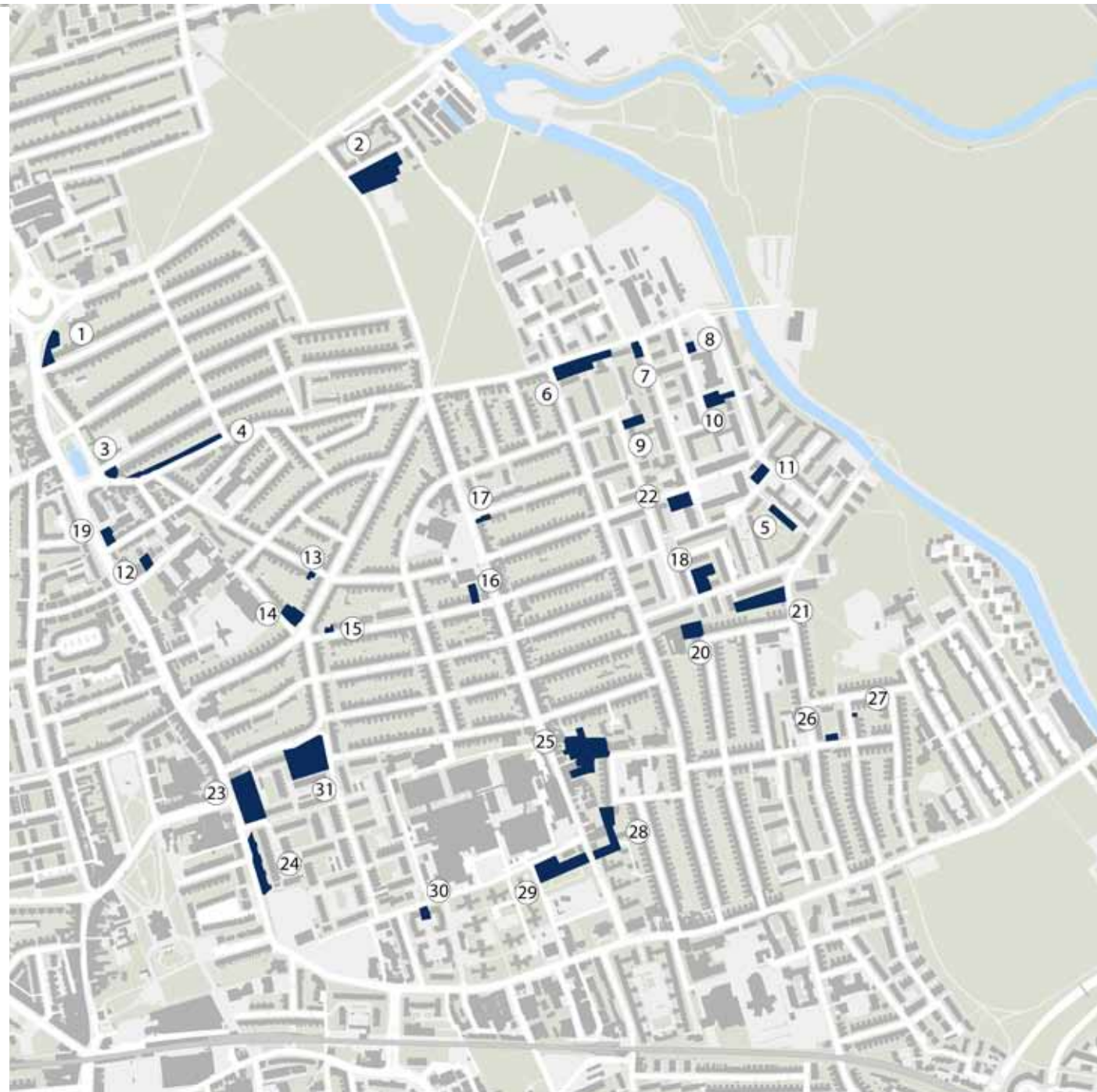
The London Plan identifies the need for the council to build approximately 1600 new homes per year. This is reflected in Core Strategy Policy 19 - Housing Growth, which sets out the need for proposals to reflect and respond to the borough's housing needs.

How will the policy better meet local needs than the existing policy?

The policy will identify specific sites which can accommodate new housing growth. By designating additional sites for housing, and providing specific tenure requirements as set out on other policies in this report, it can help ensure that prospective land purchasers have full information about the affordable housing requirements on the development and do not over-pay on the

price of land and consequently find that the affordable housing requirements set out in the Neighbourhood Plan are 'unviable'.

1. Land opposite Clapton Hart
2. Magnet site
3. Toilet Block corner on Millfields Road
4. Millfields Garages
5. Garages opposite Melbourne Green
6. Garages on Lower Millfields Road
7. Garages on the corner of Millfields and Glyn Road
8. 20 Oswald Road
9. Nye Bevan Community Hall
10. Land adjacent to Mandeville School
11. Land behind 1 Gilpin Road
12. Car park behind Salvation Army Laura Place
13. Powerscroft and Rushmore Road site
14. Hackney United Services Club
15. Site opposite 2 Blurton Road
16. 45 Blurton Road
17. Tyre shop Lockhurst Street (in use)
18. Garages adjacent to Redwald Road
19. Hackney Homes office site
20. Ice Cream factory site
21. Daubeny Road Garage Site
22. District Heating System site Gilpin Square
23. Lower Clapton Health Centre and adjoining land
24. Land adjacent to Urswick Road and Jack Dunning Estate
25. Car park behind Homerton Express
26. Land adjacent to 24 Ashenden Road
27. Garage site opposite Charles Burton Court
28. Car Park behind and adjacent to Chats Palace
29. Land adjacent to Homerton Grove Adventure Playground
30. Hospital Tavern site
31. Median Road Resource Centre



5.2 JOBS

5.2.1 BACKGROUND

The Chatsworth Road Neighbourhood Area suffers from a significant undersupply of employment space.

The area has a higher than average rate of unemployment. According to the 2011 census, more than 2,200 working-age adults were unemployed in the area, equivalent to 8.4% of the working age population. Unemployment is highest in the Homerton High Street (10.5%) and Clapton Park (10%) parts of the area. This compares with unemployment levels of 4.4% across England, 5.2% across London and 7% across Hackney.

Despite high levels of unemployment, there are also strong indications of entrepreneurialism in the area. Almost 3,200 (12.1%) people in the Neighbourhood Plan area are self-employed, rising to 16.4% in the part of the area between Chatsworth Road and Lower Clapton Road and dropping to 6.9% in Clapton Park. This compares with 9.8% across England, 11.7% across London, and 12.4% across Hackney. The proportion of people who are self-employed or who are working for small businesses has increased by 52% between 2001 and 2011.

New company registrations are increasing at a faster rate in the Neighbourhood Plan area than elsewhere in Hackney. Between 2013 and

2014 the number of new company registrations increased by 12% in E5 and by 26% in E9. Elsewhere in Hackney, they increased by 9% in E8, 8% in E2, 3% in N16, 18% in EC2A. Across London, company registrations increased by 3%.

Despite high and growing levels of entrepreneurial activity, there is a low supply of workspace in the area. According to Hackney's 2010 study of workspace in the borough, there are only four small areas recommended to be designated as employment space in the area - Chatsworth Road, Lower Clapton Road South, Furrow Lane and a site on the corner of Atherden Road and Lower Clapton Road, which has a number of long-term vacant (and not advertised) units.

High and rising residential house prices, residential rents and retail rents create a strong incentive for owners of employment spaces to convert them to residential or retail reducing the capacity for employment space, and the variety of employment types, that the area is able to support.

The employment policies in the Neighbourhood Plan aim to protect existing employment space from market forces that could reduce their viability, and promote the establishment of new employment space to increase employment opportunities for the disproportionate number of

local residents who are unemployed, working from home and catering for a variety of skills. Boosting local employment also increases weekday footfall for local businesses, building a stronger local economy.



5.2.2 POLICIES

J1

All sites currently in employment uses (B1 to B8) shall be retained in this use and no reduction of floorspace will be permitted.

Why?

To protect employment space in the area, reducing the need to travel to work and increasing footfall on Chatsworth Road during work hours.

What does our analysis tell us?

Over the last two years there has been substantial pressure to convert units in employment use classes across Hackney. A total of 44 planning applications were lodged which proposed a change of use away from an employment use class. Of those, a quarter were withdrawn, but nevertheless demonstrate a demand for the conversion of employment space.

Of the 33 applications that were maintained, three quarters (24) of them were granted, leading to substantial loss of employment space. While only a handful of these were in the Chatsworth Road Neighbourhood Plan area, it is clear from

the rapidly rising house prices and residential and commercial rents that there is significant risk that owners of buildings with employment space will seek to convert it into retail, residential or other uses.

Given the disproportionate rise in the number of new business registrations in the E5 and E9 postcode areas which are covered by the Neighbourhood Plan area, the above average unemployment and self-employment rates, it is vital to ensure that there is sufficient employment space to support local job creation.

What is Hackney Council's current policy in this area?

Hackney Council designates employment zones to protect employment space. These currently cover Shoreditch, Kingsland Road, Hackney Central and Hackney Wick. There are only a handful of sites in the Neighbourhood Plan area that are designated employment spaces - the artists' studios at Matchmakers Wharf, a site near Paradise Works, and a site near the recycling depot on the Clapton Park estate.

The Council's Local Development Framework states that it will protect employment land and floorspace last used for employment purposes anywhere in the borough.

Redevelopment of existing employment land and floorspace may be allowed, as provided

for in Policy 17 (Economic Development), when it will clearly contribute to "addressing worklessness; improving business function and attractiveness; enhancing the specification of business premises; improving the immediate area; increasing the take-up of existing employment floorspace; and meeting the identified up-to-date needs of businesses located, or wishing to locate, in the borough."

How will the policy better meet local needs than the existing policy?

The proposed policy would better protect a wider range of employment space. Without specifically protecting employment use classes, it would be possible to convert a wide range of employment spaces into retail by demonstrating that it would address worklessness. There is already a significant provision of retail space, and a more diverse range of local employment types is needed to provide opportunities for people who are unemployed.



J2

Any redevelopment on the sites identified need to provide at least 30% floorspace as B1-B8 Use Class.

Why?

To secure more employment space in the area reducing the need to travel to work and increasing footfall on Chatsworth Road during work hours.

The designated sites have been identified as particularly suitable for a focus on employment uses due their sustainable location, their unsuitability for residential uses and to create a cluster of employment uses in the Neighbourhood Plan area.

What does our analysis tell us?

The rapid growth in new company registrations in the neighbourhood plan postcodes and a significant increase in the number of self-employed people living in the neighbourhood plan area indicates potential for the area to have more of an employment infrastructure. Better employment infrastructure could encourage sole traders and small businesses to grow their businesses locally and create opportunities for local unemployed people to find work.

What is Hackney Council's current policy in this area?

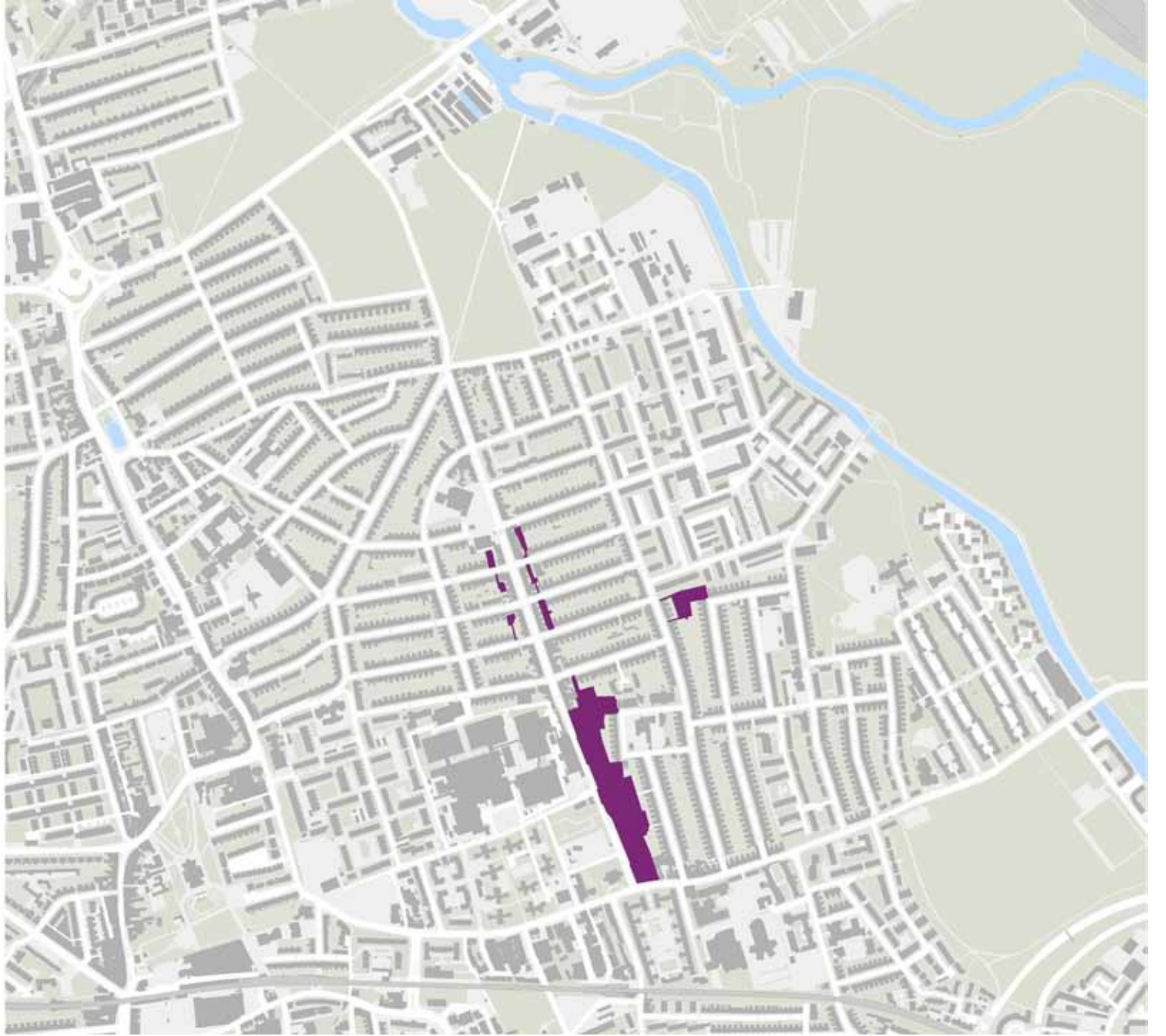
Hackney Council designates employment zones to promote employment space. These currently cover Shoreditch, Kingsland Road, Hackney Central and Hackney Wick.

The Council's Local Development Framework states that new employment floorspace provided should contribute to the economic objectives of the borough, be of high quality, flexible, have natural light and be easily adaptable to the modern needs of businesses.

Hackney Council sometimes secures employment space as a planning obligation in major new developments, as it did with the Matchmakers Wharf development.

How will the policy better meet local needs than the existing policy?

The proposed policy would create a clearer and more active impetus for Hackney to promote employment space through planning, formally recognising the Chatsworth Road area as more than just a residential area, but as a retail destination and hub of small businesses. Promoting employment space would lead to a more diverse range of local employment types, and would better provide opportunities for people who are unemployed.



5.3 SHOPPING

5.3.1 BACKGROUND

Over the last few years the role of high streets has been changing dramatically. After decades of decline driven by the emergence of supermarkets and shopping malls, the internet has pushed our high streets even further from their traditional role in our communities.

However, our high streets continue to play a critical role in our neighbourhoods. They are one of the only places where neighbours regularly come together, encouraging interaction, fostering tolerance, combating loneliness and creating a sense of community critical to residents' quality of life.

Chatsworth Road is the main shopping centre in the Neighbourhood Plan area. There are currently 78 commercial units on Chatsworth Road between Brooksby's Walk and Rushmore Road adding up to an estimated 7,000 square metres of commercial floor space. Whilst there are other commercial units in the neighbourhood, this is the biggest concentration of retail units in the area, and is the only one designated by Hackney Council as a Local Centre. This cluster of commercial units is located centrally in the neighbourhood so that it's no more than about a 10 minutes walk for approximately 30,000 people.

Of the 78 units on Chatsworth Road only 4 are

currently vacant, which is approximately 5% of the high street. This is significantly lower than the national average which is currently at approximately 10%. It is important to note that high streets are unlikely to ever have 0% vacancy rates as it is expected that as businesses come and go, there will always be a small number of units that are between occupiers.

The businesses in the Local Centre offer a range of services and goods from day to day convenience goods such as food and medicine; comparison goods, such as clothes and furniture; services such as hairdressers and estate agents; and leisure uses such as cafes and restaurants. The current balance between these is approximately 25% leisure uses, 25% classified convenience uses, 28% service providers, 19% selling comparison goods. The remaining 3% are social uses such as dentists.

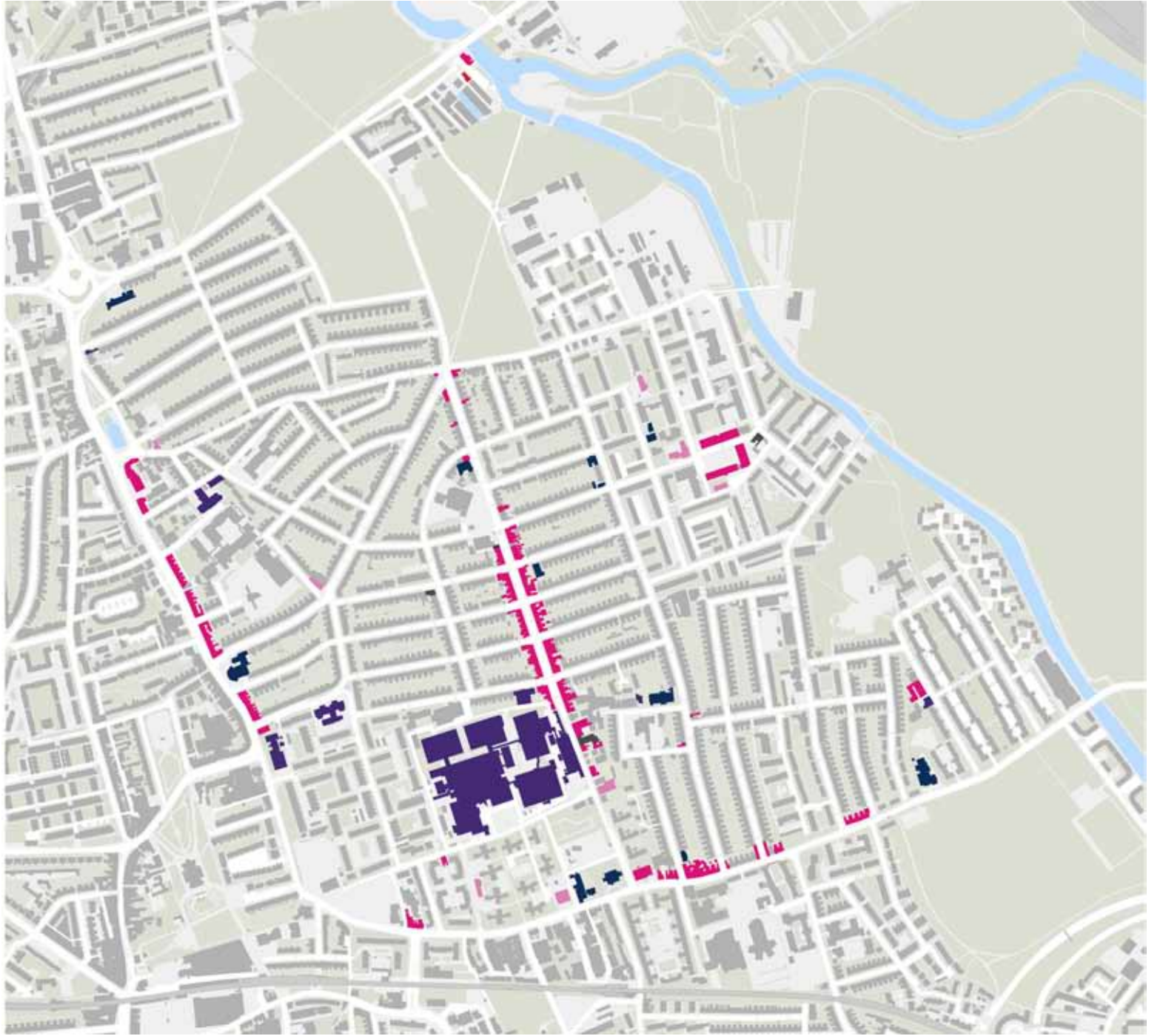
Despite a strong trend towards new businesses targeting wealthier demographics, through new delis, boutiques, cafes and restaurants, a number of businesses on the street continue to cater for specific ethnic groups and a wide cross-section of local residents.

The businesses in the Local Centre employ an estimated XX people. This shows it to be an

important employment centre, as well as retail and community hub. The high employment figures are a result of the large number of businesses located in the centre. The number of businesses are a result of the large number of self-contained commercial units on the street, and as such this number is an important factor in maintaining these employment rates.

But there are a number of issues with retail that give cause for concern. In the last few years the rents for units have risen dramatically, with some units seeing a 40% increase in rent. Current rental tone is now in excess of £10,000 for an average sized unit. On top of this over the last year, premiums of up to £50,000 have been asked for where existing businesses are currently active. This rapid rise in values is a direct result of the significant increase in demand for units due to the rising popularity of the location, partly fuelled by the introduction of the Sunday Street Market and the area's rising population.

A number of businesses opened in recent years subject to the new rent levels have since closed down as business levels were not enough to sustain them. Given that only about 50% of businesses currently on the street were there before 2008, this suggests an alarming situation where nearly half of businesses on the street may



struggle to afford new rent levels.

Changes in lease times are also evident. Older leases in the street extend up to 10 years, with controlled rent reviews. Current leases on the street are significantly shorter, with many limited to one year. This provides no security for long-term businesses and encourages more short-term businesses as evident in a number of units which have had over three occupiers in a single year.

These factors could mean that only businesses aimed at more affluent residents and visitors will be able to flourish, making it harder for businesses aimed at lower income residents and those that are able to be more creative due to lower rents to survive.

Meanwhile, there is currently a very low proportion of commercial units open in the evening in the Local Centre. Only 17% of units are open after 7pm, resulting on the street feeling underused and unsafe in the evenings. However, the current increase is nearly double the number of late opening businesses than in 2008.

For these reasons we believe that we need to retain and enhance the role of Chatsworth Road as a mixed-used centre that serves all sectors of the local community. To achieve this we need to protect the businesses which attract people to it, and ensure that the diverse demographic of people living in the area is encouraged to use it.

Whilst planning policy is undoubtedly a blunt tool

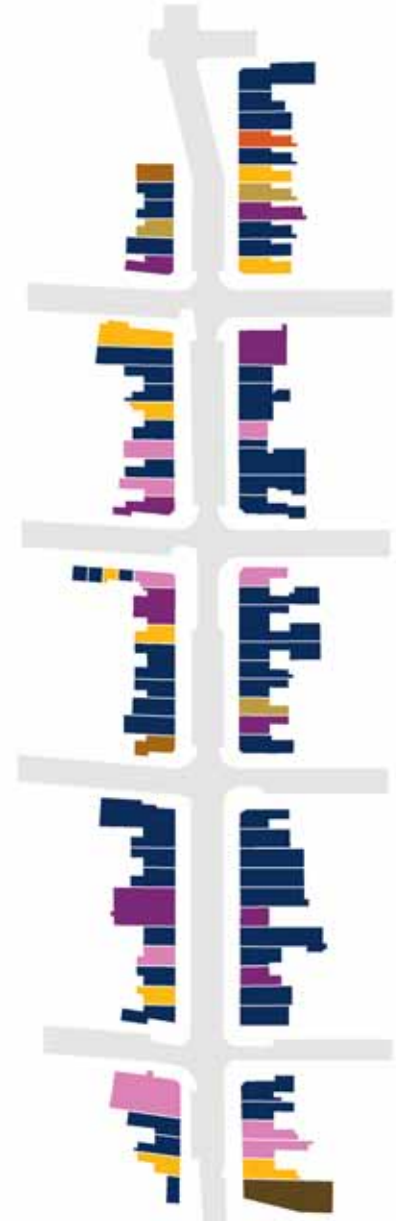
to try and influence the make-up of the high street in this way, the policies in this section have been designed to attempt to influence the way the high street is changing and encourage its diversity and vibrancy.

We believe the most effective way of meeting these aims through planning policy is to maximise the available number of units and floor space, as well as preserving the mix of use classes as far as possible, to provide a counter to market forces that drive up rents and make the diversity of businesses which currently exist and serve a wide range of customers on Chatsworth Road unviable.

- A1
- A2
- A3
- A4
- A5
- C3
- D1
- SG



Chatsworth Road 2008



Chatsworth Road 2014

5.3.2 POLICIES

S1

Ground floor commercial space within the Neighbourhood Plan area should be protected for A1, A2, A3, A4, A5 B1, D1 and D2 uses. No change of use away from these should be permitted.

Why?

To preserve the amount of commercial floorspace on Chatsworth Road to ensure a more sustainable balance between supply and demand and prevent rents from increasing to yet more unaffordable levels for a diverse range of businesses.

What does our analysis tell us?

Commercial floorspace in the area is approximately 3 times less valuable than residential floorspace. This means there is a significant pressure from owners of commercial premises to convert them into residential. This would lead to the closing down of all but the most profitable shops on Chatsworth Road. Demand for conversion is evident in the high number of planning applications for change of use from commercial to residential Use Classes.

What is Hackney Council's current policy in this area?

Core Strategy Policy 13 seeks to safeguard and enhance the vitality and viability of all Hackney's shopping centres by encouraging diversity of uses, including mixed uses with residential on upper floors, and resisting loss of shops.

It sets out that changes from A1 will only be allowed in Local Centres where the proposal will not result in the number of units in retail (Class A1) use falling below 50% within the local centre.

The Council will protect existing social and community facilities including places of worship and public houses by resisting their loss, unless a replacement facility that meets the needs of the community is provided, or the community facility is no longer required.

How will the policy better meet local needs than the existing policy?

The proposed policy combines and clarifies a number of existing Hackney policies protecting non-residential, covering retail, employment and night time economy uses. It applies local authority policies on a finer grain to more specific areas, therefore providing stronger, clearer instructions to planners considering applications which may lessen the commercial floorspace in the area.

S2

Planning permission for changes of use should not be given if the Use Class takes up more than 25% of the amount of frontage in the Local Centre.

Why?

This ensures a diverse mix of uses on the high street, limiting the extent that any single use will become dominant, ensuring the high street's resilience. It will also put a limit on the number of fast food takeaways and drinking establishments that are allowed on the street which could conflict with residential uses.

By limiting the proportion of different use classes we can ensure the high street retains a multi-functional use, retaining its retail, convenience, leisure and social infrastructure role. However, planning cannot influence the exact types of businesses or who their target market is.

Whilst limiting the number of units of each Use Class may constrain supply and inflate their rents, the 25% limit allows for just under 20 units of each Use Class, which we believe is enough of a surplus to counteract this. In addition the policy aimed at allowing flexible change of uses means that the value will not be attached to an individual unit, removing the possibility of a landlord exploiting their existing unit's Use Class.

What does our analysis tell us?

The current balance of uses on Chatsworth Road is a result of the historical role of the high street and no longer reflects the current needs of a contemporary high street. 61% of units are designated as A1, and A2, A3 and A5 units each take up 10%.

Since 2008 there has been a noticeable demand for A3 units with the most common change of use being from A1 to A3.

What is Hackney Council's current policy in this area?

The only policy Hackney Council has that tries to balance the mix of uses in Local Centres is policy DM9 that sets out the "proposals to change the use of ground floor Class A1 retail unit will not be permitted where the proportion of A1 units would fall below 50%."

How will the policy better meet local needs than the existing policy?

The policy looks to influence the proportion of uses other than A1. This is particularly relevant for Chatsworth Road given the viability of A1 units, the pressure for A2 and A3 units. It also encourages and safeguards the availability of D1 units.

S3

All ground floor properties within the local centre will be allowed to change use between A Use Classes subject to them not exceeding the quotas set out in Policy S2.

Why?

This will make it easier for businesses to locate on the street without being tied to the existing Use Class of an individual unit. It will also increase flexibility of where different Use Classes can locate along the street and prevent landlords unfairly pricing and exploiting the permitted Use Class of their property.

What does our analysis tell us?

The distribution and proportion of uses on Chatsworth Road is a result of its historical role and no longer reflects the needs of a contemporary high street.

Whilst 41 units have had a change of business since 2008, only 6 have changed Use Class. This shows how a unit's permitted Use Class has a significant impact on the types of business that will locate on the street, as well as fixing the location and distribution of uses within the high street.

What is Hackney Council's current policy in this area?

Hackney Council currently has no policies aimed at increasing the flexibility of occupation of commercial units.

How will the policy better meet local needs than the existing policy?

The increased flexibility and clarity this policy will create will allow Chatsworth Road to better respond to the changing role of high streets in the UK and not be constrained by arbitrary allocation of Use Class to unit.

S4

Any granting of Change of Use will be accompanied by a condition requiring planning permission to be sought for the future amalgamation of units into larger premises.

Why?

This will allow planning officers more control over the total number and size of self-contained commercial units on Chatsworth Road. It will allow officers to ensure a diverse and resilient high street where no single unit has a disproportional impact on the overall character and role of the street.

What does our analysis tell us?

The street currently benefits from a range of unit sizes, with a number of larger units able to accommodate national multiples. However, rent levels are directly proportionate to unit size, so the smaller the unit the more affordable the rent.

The very low vacancy rates on Chatsworth Road is evidence that the current mix and size of units is not a constraining factor to attracting businesses to the street and ensuring a high occupancy rate.

However, the growing popularity of the street

is attracting the interest of national multiples, in particular estate agents, that are looking to establish their presence in the neighbourhood. These businesses are particularly attracted to larger unit sizes, so they can have more street frontage. They can also afford significantly higher rents than smaller independent businesses which would raise overall rents to levels which would be unsustainable for many smaller businesses.

Any increase in the average size of units will lead to a reduction in number and diversity of businesses on the street, and increase in rent levels, a reduction in affordable units and displace small local businesses.

What is Hackney Council's current policy in this area?

Policy DM8 sets out that the "The Council will prevent the amalgamation of individual shop units incorporating A Use Classes". This is reinforced by London Plan Policy 4.9 which encourages small shops.

How will the policy better meet local needs than the existing policy?

Whilst policy DM8 strives to achieve the same aims as this policy, this one is more specific to the current trends on Chatsworth Road and shows a clear way in which amalgamation can be prevented.

5.4 AMENITIES

5.4.1 BACKGROUND

Development pressures in the Neighbourhood Plan area, driven by population growth, have put significant pressure on amenities, such as green spaces, energy, social infrastructure (healthcare, education and leisure) and existing heritage assets.

With expected population growth of 20% over the coming decade, almost three million more megawatt hours (Mwh) of energy will be consumed in the Neighbourhood Area. To enhance energy security and reduce energy bills it is important to look at ways to save and generate local energy.

Data shows that 26% of Year 6 children in the Neighbourhood Area are obese and 43% are overweight. Adult obesity levels are also a problem with more than one in nine adults registered with a GP classed as obese. There is often a link between diabetes and obesity, with diabetes becoming more prevalent as obesity levels rise. Prevention is possible in many cases with the Department of Health estimating that people who engage in moderately intensive exercise such as walking and cycling can reduce their risk of developing health problems. Promotion of active travel and increased use of the urban environment coupled with good sports facilities is significant and will help to improve physical/mental health and well being for all participants. The community

clearly values its local parks and open spaces and feels it's what makes the Neighbourhood Plan area special. There is a strong desire for improved health and activity, richer cultural life and leisure opportunities within a safe environment where reducing the perception and fear of crime is achieved through improving the environment.

Climate change and food security issues make it important to ensure adequate facilities to grow food locally and to generate renewable energy. These are particularly important for low income households, whose food and energy bills make up a disproportionate amount of their income. The Energy Savings Trust say that based on a 4kWp solar PV system eligible for a generation tariff of 13.39p/kWh households could generate savings of £610 - £740 per year and if a quarter of households in the Neighbourhood Area installed solar photovoltaics/solar water the carbon dioxide saving would be 2,125 tonnes per year.

There are important considerations about balancing the need to preserve assets of historical value, whilst also preserving the Neighbourhood Plan area's cultural and socio-economic diversity. Both are important to current residents, but the actions needed to address them can be seen in conflict. Preserving the unique cultural and class diversity means building enough new sustainable

homes and social infrastructure to keep up with the population growth, and ensuring they include a number of private, shared ownership and social homes so that they are affordable to people on a range of incomes.

Preserving the cultural and class diversity also means ensuring that local shops cater to a wide range of households - and can mean ensuring that existing small businesses serving long-standing residents continue to be viable in the face of increased demand for shop units, whilst also encouraging new businesses that serve a wider demographic.

The policies in this section seek to ensure that our local amenities respond to the future pressures on the Neighbourhood Plan area and stand us the best chance of sustainability. Policies which aim to enhance the protection of historical assets should be read alongside policies to improve the supply, quality and affordability of homes and decrease pressure on retail rents that both threaten the cultural and socio-economic balance in the Neighbourhood Plan area.



5.4.2 POLICIES

A1a

Incidental green spaces need to be enhanced with seating, food growing, wild flower meadows, fruit bushes and covered areas.

A1b

Food growing spaces should be protected from development unless:

- i) there is no longer sufficient community interest in upkeep*
- ii) a developer offers an alternative space of better quality and equally accessible.*

Why?

Incidental green spaces within the Neighbourhood Plan area are generously proportioned but under-used. They are a valuable asset to the area, not only serving the 45% social renters in the neighbourhood, but also with the potential to have wider community benefit.

Like all green spaces, incidental amenity space has the potential to perform a multitude of functions: providing spaces for leisure and play, enhancing biodiversity, and being a pleasant antidote to buildings and busy roads. These functions all help the Council to meet its objectives e.g. improving health outcomes, increasing biodiversity. Furthermore, while these spaces are bound to be smaller than parks, their proximity and distribution is an advantage.

By improving the design and encouraging a wide range of uses on incidental green space, their usage will increase, improving access for communities who may not benefit from investment in larger open spaces.

Particular attention should be paid to designing spaces that can be used by as broad demographic as possible, i.e. accessibility issues. This will ensure that the spaces are as diverse as possible.

What does our analysis tell us?

Incidental green spaces tend to be poorly used. A CABE report from 2010 found that less than 1% of people living in housing estates use their green spaces, due to personal safety concerns, lack of facilities and poor quality (Community Green, 2010, p.40). The same study revealed a number of barriers to black and minority ethnic communities using parks, further demonstrating the importance of good quality estate spaces (p.5).

Other residents will have access issues preventing them from visiting their local park.

Food growing is a use of estate green space with a range of demonstrable benefits, including health and well-being, green infrastructure, biodiversity and community cohesion. Hackney Council's allotment waiting list has been closed since 2008 due to such high demand. The neighbourhood's generous number of spaces could be part of the solution, offering space for residents and potentially the wider community to grow their own produce. Therefore the existing spaces on Clapton Park, Banister House and Kingsmead estates and elsewhere in the Neighbourhood should be protected and enhanced.

What is Hackney Council's current policy in this area?

The Core Strategy recognises the importance of the overall green space network, from larger parks down to small amenity spaces:

Core Strategy Policy 26 sets out that "All open and green spaces should be well-managed and enhanced to improve quality, capacity and public accessibility, to support a diverse and multi-functional network of open spaces."

The Parks Strategy has a number of key aims and projects for protecting, developing and enhancing the borough's parks, but none of these are aimed at small incidental open spaces. The following aim

MAP OF INCIDENTAL OPEN SPACES

is particularly relevant:

“To ensure that Hackney residents of all ages and abilities have the opportunity to enjoy a range of activities and events in Hackney’s Parks & Open Spaces of major outdoor events.”

Current policy permits development on amenity green space where:

- “replacement and/or enhancement of open space of better or equivalent quality is provided either on site or a location within the vicinity of the site, especially in the identified areas of deficiency or high density, and
- “wherever possible any replacement connects to the network of open space infrastructure including the green links or green corridor, or
- “it can be shown that the relationship between buildings and associated open space(s) can be improved in terms of use, security, setting and landscape quality”.

Support for local food growing is also made clear in Hackney’s Development Management Plan. Policy DM33 sets out that “The Council supports the provision of new, improved and expanded allotments, and local food growing initiatives and operations on existing open spaces within housing estates, and temporary derelict land where short or medium-term development is not planned.”

It is also worth pointing out that Hackney Homes, which manages 4 out of 5 housing estates in the area (Clapton Park, Banister House, Priory Court and Jack Dunning) encourages people to use

estate green space for food growing.

How will the policy better meet local needs than the existing policy?

Existing policy and strategy looks at designated parks, but not small incidental green spaces. By focusing on the design and accessibility of these spaces, this policy will help them become better used, with positive health, education and biodiversity outcomes for the borough.

Although current policy says “better or equivalent quality” spaces must be offered by developers, this does not go far enough, nor is it clear. In this case, equivalent quality is not sufficient, as food growing spaces develop over time and cannot simply be recreated somewhere else.

Therefore, if development is to happen on one, the alternative growing space needs to be better. This will better protect the growing spaces from development, thus increasing the likelihood that people are inspired to create similar spaces elsewhere in the borough.



A2a

Promote the development of a sustainable neighbourhood wide, energy generation and distribution network.

Why?

To ensure that the Neighbourhood Plan area takes sufficient steps to deal with the consequences of climate change and the prospect of rising energy prices, as well as mitigate the effects of a growing population. In particular, to protect lower income households from rising energy bills, and reduce the risk of pollution.

What does our analysis tell us?

The carbon dioxide emissions for London Borough of Hackney were 958 ktpa (thousand tonnes per annum) in 2005. Of this the domestic sector accounted for 414 ktpa (43.2%), commercial/ industrial 308 ktpa (32.2%), transport 236 ktpa (24.6%) and land use change 0.8 ktpa (0.1%).

Hackney has a lower than average consumption of energy per person compared to the rest of London and the rest of England. An equivalent of 13.3 MWhs is consumed by each Hackney household (16.6 MWhs average in Greater London, 20.8 MWhs average in Great Britain).

For the Neighbourhood Plan area, where 10,263 households live, this means 13,372,689 MWhs are consumed each year.

But with population growth of around 20% expected between 2011 and 2021, the total amount of energy consumed - if nothing else changes - will reach 16,047,227 MWhs.

Meanwhile, the perimeter roads in the Neighbourhood Area have pollution levels of 55-80 $\mu\text{g}/\text{m}^3$ (micrograms per cubic metre) and are well above the annual mean air quality objective across Hackney of 40 $\mu\text{g}/\text{m}^3$.

What is Hackney Council's current policy in this area?

Hackney Council's Climate Change Strategy (2009) has set a long-term emissions reduction target of 60% by 2050 against 2005 levels, which is the recommended baseline year by DEFRA.

The Core Strategy sets out that Hackney Council will meet this target through adhering to high sustainability standards for new developments, by promoting district heating networks in Woodberry Down, Hackney Central and Dalston. The Core Strategy also promotes sustainable transport - namely public transport and cycling - as a means to reduce the borough's carbon emissions.

How will the policy better meet local needs than the existing policy?

This increased population growth will mean more demand for energy; increased renewables and sustainable development planning in the Neighbourhood Plan Area will help LBH achieve its long-term carbon reduction target of 60% by 2050.

This policy provides additional specificity to Hackney Council's policies - by promoting district heating networks in the Neighbourhood Plan area, and more stretching requirements for on-site renewable energy on large new developments, increasing the imperative for them being implemented.



A3a

Any development that affects the setting of either the conservation areas or any of the listed buildings must preserve and enhance them through high quality design and materials. These heritage assets and their settings should receive the highest possible levels of protection and care, in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990. The listed buildings will be retained as heritage assets to the area.

A3b

The Old School House (Grade II at risk) at 146A Lea Bridge Road will be protected as a Heritage Asset of Community Value and any development should seek to conserve, preserve and restore the building to its original condition rendering it habitable and enabling community use activities to take place to complement the building's intrinsic historic interest and heritage value.

Why?

To enable learning from the past; conservation and preservation of historic building assets and settings.

What does our analysis tell us?

The Chatsworth Road Neighbourhood Plan covers an area with a number of buildings of historical significance. The area is associated with three conservation areas. It includes a small part of Clapton Square Conservation Area (the Round Chapel to the former Lord Cecil PH and the eastern part of Urswick Road), about half of Clapton Pond Conservation Area and the whole of Lea Bridge Conservation Area.

The conservation areas have proven successful at preserving significant buildings and assets, and providing a focal point for raising finances and working with developers to restore sympathetically these assets.

The Clapton Square Conservation Area was designated in 1969 and extended in 1991 and 2000. It contains the distinctive and historic Grade II* listed Round Chapel. Built by Henry Fuller in 1869-71 to replace the Old Gravel Pit Chapel in Morning Lane, it was once considered to be one of the finest non-conformist centres in East London. However, the church congregation decreased as the composition of the neighbourhood changed.

In 1991, Hackney Historic Buildings Trust (HHBT) was given the Round Chapel United Reform Church in a derelict condition. The Trust raised almost £1 million to repair and conserve the whole complex, including the Old School Rooms which were retained by the Church. The refurbishment of the Round Chapel received a Civic Trust Award in 1998. HHBT now runs the Round Chapel as an arts and community venue.

The Clapton Pond Conservation Area was designated in 1969, and its boundaries were revised in 2004. Clapton Pond, which was first dug in the early 17th century, is the remnant of the old Clapton Village Green. During the 18th century it was a reservoir. In 1898 a public park was created and railings put up. As a result of a restoration project by Clapton Pond Neighbourhood Action Group in 2004, Clapton Pond has become a vibrant and well used community garden park with an arched wooden bridge, fountain, play area, duck houses, beetle habitat and island.

A number of significant buildings are included in the conservation area. Bishop Wood's Almshouses were founded in 1665 by Thomas Wood, Bishop of Lichfield and Coventry and restored in 1888 and 1930. The chapel added in the 19th century had pews only for the ten resident widows; it is England's smallest chapel. The tall chimneys are part of the 1888 restoration. The buildings are currently under threat of development into residential accommodation.

Pond House is one of Hackney's finest late

Georgian houses with its timber-fluted Doric columns, adjoining double coach house, stabling for four horses and “a handsome carriage approach enclosed with iron gates and palisades”. It was built for Benjamin Walsh, a stockbroker, soon after 1800. It was used as a home until the 1880s, a school until 1904, then a clothing factory. From 1939 to 2001 it was occupied by the Hackney Volunteers Social Club. In 2014 it was converted into flats.

Once part of St James Terrace, 158 and 160 Lower Clapton Road date from the early 19th century. Four similar houses in the terrace were demolished to make way for Millfields Road.

The Lea Bridge Conservation Area includes a core of buildings, mainly from the 19th century, reflecting the historic uses of the River Lea. This includes former industrial buildings, the Grade II listed former St James’s Mission School (the Old Schoolhouse) and the line of the former Lea Bridge Dock, still evident in the open spaces and building plots of the remaining development.

St. James’s Mission School is the most important feature of the Lea Bridge Conservation Area as it is the only nationally listed building at this location. The location of the Old Schoolhouse on the banks of the River Lea at the site of an ancient river crossing also has significance for the history of the borough. The building’s riverside location has further historical significance, as the River Lea marked the historic boundary between the Mid Saxon and East Saxon kingdoms. At the time of

the Vikings, the east bank of the river was ruled by Danelaw.

St James’s Mission School was designed by the architect Arthur Ashpitel and built in 1841 on land donated to the local Anglican church of St James by his father, surveyor and architect W.H. Ashpitel. It functioned as a church school until the 1880s when it became a mission room ministering to the spiritual and welfare needs of those whose livelihoods depended upon the River Lea. The mission room closed in 1922 when the building was converted to industrial use. The building has been on the English Heritage “Buildings at Risk” register for some years and is now in a state of dilapidation and requires complete renovation, with extensive repair work to the stonework of the walls, windows, tiled roof, bellcote, chimneys and doors.

The London Borough of Hackney Libraries, Heritage and Culture Department, Hackney Council Conservation Department, the Learning Trust, the Lea Valley Regional Park Authority and the Hackney Society have all indicated their support for the project and their wish to collaborate in future projects. The significance and importance of the building to the local community has also been indicated by support from faith groups and local tenants’ and residents’ organisations.

The area has a number of listed buildings as illustrated in the map below.

What is Hackney Council’s current policy in this area?

The London Borough of Hackney’s Core Strategy recognises the importance of listed buildings such as the Old Schoolhouse to the heritage of the borough. In the “State of Hackney’s Historic Environment”, published in 2005, the Mayor of Hackney Jules Pipe says in his Introduction: “The borough’s historic identity is a social, economic and cultural asset”.

(Adheres to National Planning Policy Framework paragraphs 126 to 141 inclusive which relate to conserving and enhancing the historic environment)

On its website, Hackney Council states: “Conservation is a very important aspect of planning policy in Hackney. In line with our aspirations for a high quality environment for a sustainable community, we strive to preserve the historic built fabric and encourage good contemporary design”.

How will the policy better meet local needs than the existing policy?

By re-stating at a neighbourhood plan level the importance of protecting buildings of historical value, it will be clearer to developers considering

purchasing such buildings or building in - or affecting the setting of - local conservation areas the importance of high quality design in their calculations. Read alongside housing policies on the tenure and design quality requirements of new developments, this should encourage developers to pay less for the land in order that developments are viable.

Grade II*

- The Round Chapel, 1D Glenarm Road
- Pond House, 162 Lower Clapton Road

Grade II

- St Barnabas Church, vicarage and forecourt wall
- The Plough Inn, Homerton High Street
- Old Library Building (Chats Palace), Brooksby's Walk
- 26, 28, 126, 128, 158, 160 Lower Clapton Road
- Stable Building to north of 162 Lower Clapton Road
- Left forecourt wall to 162 Lower Clapton Road
- Sunday School to north of Round Chapel
- Verger's House, 1A Glenarm Road
- 8, 13 Laura Place
- Clapton Portico + gates and forecourt walls, Linscott Road
- St James's Mission School (Old Schoolhouse)
- Caretaker's Lodge, Millfields Road
- Shelter House, Millfields Road
- Hackney Borough Disinfecting Station, Millfields Road
- Clapton Park Lower School (Mandeville Primary School), Oswald Street
- Daubeny Junior School + forecourt railings, Daubeny Road
- Daubeny Infants' School, Daubeny Road
- Bishop Wood's Almshouses

In addition, several buildings are locally listed:

- 109, 155 Homerton High Street (Adam and

Eve)

- 52-62 Brooksby's Walk
- Chatsworth House, Brooksby's Walk
- Clapton Girls' Academy
- 46 Millfields Road
- Former Hackney United Services Club, 69 Powerscroft Road
- 148 Lower Clapton Road

MAP OF LISTED BUILDINGS

5.5 MOVEMENT

5.5.1 BACKGROUND

The growth of the population in the neighbourhood area has significant implications on the demand and use of the transport network. However, not only are demands increasing - they are changing in key regards.

The number of households who own a car has only risen at a fraction of the rate than that of the population. As such, the proportion of households who own a car has shrunk from 49% in 2001 to 42% in 2011. At the same time, the proportion of people who cycle to work every day has risen from 7% to 17%, and has more than tripled numerically. Meanwhile, more than a thousand people from the area are using the buses every day, and just under a thousand more people are going to work on overground or underground trains.

Reliance on different modes of transport varies across the Neighbourhood Plan area. 42% of people living in the Clapton Park and Kingsmead Estates use buses as their principal method of transport to work, compared to 25% of people living in the streets between Chatsworth Road and Glyn Road, immediately to their west, where a lower proportion of households are deprived (65% compared to 79%).

The way that we use our roads and provide transport for the neighbourhood needs to respond

to these changes, and ensure that people living in more deprived and remote parts of the area have access to decent transport options. The Neighbourhood Plan will do this by improving cycling and walking routes throughout the Neighbourhood Plan area to make it safer and quicker for people on foot and on bike to get through the area to access wider transport links. We also propose improving bus links to the eastern parts of the neighbourhood.

MAP OF TRANSPORT PROPOSALS

5.5.2 POLICIES

M1a

Improve pedestrian crossings at the following locations as identified in the transport map:

- 1. Chatsworth Road, linking the eastern and western sides of South Millfields park.*
- 2. Homerton High Street, to Mabley Green*
- 3. Lower Clapton Rd, at northern end of Clapton Pond between Thistlewaite Rd and Newick Rd*
- 4. The junction of Churchill Walk/ Median Road/Powerscroft Road*
- 5. The junction of Kenworthy Road/ Homerton High Street*
- 6. The junction of Brooksby's Walk/ Homerton High Street*
- 7. The junction of Urswick Road/Lower Clapton Road*
- 8. The junction of Chatsworth Rd/ Powerscroft Rd/Millfields Rd*

M1b

Improve and provide pedestrian and cycle routes at the following locations as identified in the transport map :

- 1. Between the Lea Navigational and Leabridge Road*
- 2. Homerton Hospital through Homerton Grove park, St Barnabas church yard and across Homerton High and then south along Mackintosh Lane to Homerton Station*
- 3. Across Leabridge Roundabout*
- 4. Homerton Road*
- 5. Redwald Road and Daubeney Road*

M1c

Provide cycle parking at the locations identified in the Proposals Map

M1d

Allow contraflow cycling on all streets identified in the proposals map

Why?

Improving these junctions would make it safer for pedestrians and cyclists to use. Developing more pleasant and convenient walking and cycling thoroughfares to bus stops and train stations, retail and leisure destinations would help encourage people to travel by foot or by bicycle.

What does our analysis tell us?

70 percent of residents travel to work on public transport, by foot or on bicycle. And the number has increased significantly compared to those using cars since 2001:

- 1,822 (17%) people cycled to work in 2011, compared to 543 (7%) in 2001 (+1,279)
- 974 people walked to work in 2011 compared to 755 in 2001 (+219)
- 3,446 took the bus to work in 2011, compared to 2,416 in 2001 (+1,030)
- 2,856 took the train or overground or underground, compared to 1,867 in 2001. (+989)
- 1,852 by car in 2011, compared to 2,220 in 2001. (-368)

Most of the street network layout in the area derives from the gridded layout of Victorian development. This creates a permeable and legible network of roads. Many of these are one-way streets, and so while perfectly good for walking, can make it complex for cycling,

encourage speeding and increase the distances that vehicles travel.

These one way systems are a legacy of previous bus routes and are now unnecessary. Manual for streets recommends that these streets are avoided (MfS 4.2.8) and the CTMS review of 2004 identified the need to re-visit the one way system throughout the entire area.

The perimeter roads are principally TFL red routes, with heavy traffic flow and intimidating junctions. There are also a number of unsafe junctions within the area itself. Many pedestrians and cyclists use a number of these junctions daily in order get around the area and make their journey to work. It is therefore vital that these junctions are safe to use.

As many of the junctions are on TFL red routes, which have not been earmarked for a 20mph limit as with main roads elsewhere in Hackney. This creates a greater importance for ensuring that the junctions are safe.

There was strong feedback from residents, particularly from parents of young children, during the community workshops that the safety of road crossings was a concern.

What is Hackney Council's current policy?

- Hackney Council's Core Strategy states it will

aim to improve the quality of an area and the way it functions in transport terms (among other things) by:

- Seeking reductions of through traffic,
- Promoting public transport improvements, including rail,
- Maximising accessibility for pedestrians, cyclists and public transport users,
- Reallocating road space to sustainable modes of travel where appropriate.

How will the policy better meet local needs than the existing policy?

This policy would provide additional specificity to Hackney Council's broader policies on cycling and walking, making it easier and safer for people to get around the area, and reducing the impact of traffic in the neighbourhood plan area.

M2

Improve bus routes to the King's Park ward and the eastern part of the Neighbourhood Area, by:

- *extending route 30 from Hackney Wick to Homerton Road*
- *re-routing route 55 via Morning Lane and Chatsworth Road.*

Why?

To improve the connectivity of to main transport hubs and employment centres

What does our analysis tell us?

There is a strong link between poverty and reliance on buses as a primary mode of transport. This is partially driven by the lower £80.70 cost of a monthly bus pass, compared to £123.30 for a Zones 1 - 2 monthly pass.

42% of people living in the Clapton Park and Kingsmead Estates use buses as their main mode of transport to work, compared to 25% of people living in the streets between Chatsworth Road and Glyn Road, immediately to their west, where a lower proportion of households are deprived (65% compared to 79%). This may also be driven by the greater distance from addresses in the Clapton Park and Kingsmead Estate to overground and

underground stations. The areas to the east of the Neighbourhood also have Public Transport Accessibility Levels (PTAL) as low as 1, the lowest in the scale.

One of the results of high transport costs and poorer connectivity is that people in the Clapton Park and Kingsmead estates are significantly less likely to take up job opportunities further afield in London. 33% of people in the King's Park ward work in Hackney, compared to 22% in the Leabridge ward. Just 5% of people in King's Park work in the City of London, compared to 8% in Leabridge; and 13% in King's Park work in Westminster compared to 17% of those who live in Leabridge.

The 242 is a well-used bus with a helpful route for people on the Clapton Park estate. But it is the only major bus route that goes close to the area, takes 17 minutes longer than the 55 and 21 minutes longer than the 38 to reach Tottenham Court Road (242 starting at Homerton Hospital; 55 and 38 from Millfields Road stop).

There is therefore a strong case to improve direct bus routes to the Clapton Park estate and major employment centres.

What is Hackney Council's current policy?

Hackney Council's Core Strategy states it will aim to improve the quality of an area and the way it

functions in transport terms (among other things) by:

- Promoting public transport improvements, including rail
- Maximising accessibility for pedestrians, cyclists and public transport users.

How will the policy better meet local needs than the existing policy?

This proposal offers a specific improvement to public transport to increase public transport accessibility to a less-well connected part of the Neighbourhood Plan Area, where a greater concentration of low income residents live and depend more significantly on buses as a more affordable form of public transport.

