

LONDON BOROUGH OF WALTHAM FOREST

Committee/Date:	4 th February 2025
Application reference:	242970
Applicant:	London Square Developments & London Borough of Waltham Forest)
Location:	Lea Bridge Station Sites
Location Description:	<ul style="list-style-type: none"> • Site 1 – Adjoins railway overpass to southern boundary, railway to west and Argall Way to north and east. • Site 2 – Adjoins Orient Way to west, Lea Bridge Road to the north and rear of Elm Park Road properties to east. • Site 3 –Adjoins railway overpass to north, railway to west and Orient Way to south and east
Proposed development:	Variation of Conditions 2 (Approved Plans and Documents) and Condition 4(Floorspace), of planning permission reference 212685, granted 10/02/2023; (as amended by planning reference 231158, granted 12/07/2023 and planning reference 231778 granted 19/07/2023 for the provision of the following amendments: Increase in height to Tower 1 and Tower 2. Increase in quantum of residential homes and updated housing mix. Uplift in affordable housing. Increase in quantum of wheelchair homes. Amendments to elevation treatments. Updated internal layouts. Increase in quantum of cycle parking spaces. Amendments to bin storage to accommodate increased capacity. Reduction in commercial floorspace. Amendments to cores/risers to reflect latest building regulations. Minor amendments to unit entrances to accommodate this. This application is accompanied with an Environmental Statement.
Ward	Lea Bridge
Appendices:	None

1. Recommendation

1.1 That Planning Permission be GRANTED subject to conditions, informatives, Stage 2 Referral to the Greater London Authority (GLA) and completion of a Deed of Variation to Section 106 Agreement dated with the following Heads of Terms to capture the changes:

Affordable Housing Provision

- 100% of homes would be affordable housing.
- 195 London Affordable Rent homes.
- 174 Social Rent homes.
- 18 Shared Ownership homes.

Wheelchair Housing Provision

- Wheelchair accessible units plans updated to reflect amended development

Air Quality Action Plan

- Financial contribution of £61,770 towards mitigating the impact of the development on air quality.

Healthcare Improvements

- A financial contribution of £211,980 is necessary towards capacity enhancements to local healthcare facilities.

Education

- A contribution of £118,000 for capacity enhancement to local early years educational facilities.

Play Space

- Contribution of £401,875 towards capacity enhancements to offsite play space for children over 11 years of age.

Local Labour, Employment and Skills Training –

A payment in lieu contribution to be agreed in writing with the Local Planning Authority to consider the deliverability of apprentices posts and work placements

Transport and Highways

- Walking and Cycling updated financial contribution of £210,000.
- Servicing Parking Enforcement Contribution of £10,000.
- Wind Mitigation works - Four 12m tall evergreen trees with 2m hedging beneath near the existing landscaping along Argall Way
- The following enabling works are also required to facilitate the construction of the development:

Installation of a construction standard vehicle access for all three sites.

- Review of street furniture and the lighting design and potential relocations if required.

- Oversailing license will be required for the proposed wind mitigation panels on Tower 2 at Site 3.
- S38 for Site 1 - To readopt the land for the cycle track that was stopped up
- Wind Mitigation works – associated landscaping and four 12m tall evergreen trees with 2m hedging beneath near the existing landscaping along Argall Way

Sustainability

- A financial contribution of £336,304 towards a Carbon Offset Fund. Payable on implementation.

Epping Forest

- Financial contribution of £242,649 towards SAMMS to mitigate against recreational impacts to the Epping Forest SAC.

Lee Valley Regional Park/SANGS

- Financial contribution of £737,636 towards measures to improve access and biodiversity (including tree planting) and to mitigate against recreational impacts in the LVRP.

Monitoring and Implementation

- Contribution towards monitoring, implementation and compliance of the Section 106 legal agreement.

Legal Fees

- Payment of the Council's legal fees for the preparation and completion of the Legal Agreement.

Schedule 6 – Viability – Early Stage Review

- This Schedule is not required as the development is now seeking to provide a 100% affordable housing scheme.

Minor Amendments

1.2 That authority to be given to the Assistant Director of Development Management and Building Control in consultation with the Council's Legal Services for the sealing of the Legal Agreement and to agree any minor amendments to the conditions or the Legal Agreement on the terms set out above.

1.3 In the event the s106 Agreement is not completed within a reasonable timeframe following the date of Planning Committee, the Assistant Director – Development Management and Building Control is hereby authorised to refuse the application. In the absence of this s106 Agreement, the proposed development would not be able to deliver the development on the site.

1.4 The proposed heads of terms are based on a the Deed Of Variation to the original S106 Agreement to be read alongside this agreement and the financial contributions have been increased proportionately, where justified.

REASONS REFERRED TO COMMITTEE

1.5 The case has been referred to Planning Committee due to the nature of the proposal, significant public interest and scale of the development.

2. SITE AND SURROUNDINGS

2.1 Lea Bridge station lies on the West Anglia Mainline, between Stratford and Tottenham Hale stations. The 3 sites lie to the north of the Queen Elizabeth Olympic Park. The buffer is further reinforced by several bands of industrial uses (many designated as Strategic Industrial Locations (SIL)) which together form an important employment base for the borough. The area benefits from being part of a strategic growth area (the Upper Lee Valley Opportunity Area covers 3,884 hectares shared between the London Boroughs of Enfield, Haringey, Waltham Forest and Hackney).

- 2.2 Site 1 is a grassed area broadly triangular in shape which slopes downwards from east to west. The site currently abuts the bridge over the railway line along its southern boundary and the current entrance to Lea Bridge Station to the north, which is at platform level. The site is currently unoccupied other than a small cycle storage locker structure which serves the station entrance, and several large ornamental stones. A cycle path currently connects Site 1 to Site 3 under the road overbridge, parallel to the rail line and provides a route for cyclists from Orient Way to the station entrance, allowing cyclists to bypass the currently difficult junction of Lea Bridge Road and Orient Way.
- 2.3 Site 2 is currently used as an informal open space with footpaths. The Site is not designated as a park or protected open space. The eastern boundary of the site adjoins the rear gardens of houses fronting Elm Park Road. To the south of the site lies a large industrial unit occupied by a wholesale food distributor.
- 2.4 Site 3 comprises of an open grassed area adjacent to the railway with a significant slope from north to south and east to west of the site. It has a longer triangular geometry and features a service access to the railway and a sloped cycle path which connects Orient Way to Site 1 underneath the road overbridge. There is some tree planting on the site and has steep topography.
- 2.5 The sites forms part of a site allocation within the Draft Waltham Forest Local Plan Part 2 Site Allocation 2024 to provide new fomes, community facilities, town centre uses, a new step free entrance to Lea Bridge Station, new and enhanced public realm and accessible, biodiverse green open spaces. The site allocation sets out that the sites are characterised as a Transformation site which is applicable to sites/areas with a fragmented urban grain, where a transformative approach to intensification and change to existing character can be justified to deliver substantially more development. The site is also designated as an area suitable for tall buildings and noted as a strategic location within Waltham Forest Local Plan LP1 (2024).
- 2.6 The area provides access to significant green space and leisure facilities and has good levels of accessibility through overground rail services, including the rail station at Lea Bridge, providing direct links to Stratford and Tottenham Hale. The area is well served by buses. Lea Bridge Road (A104) is part of the Strategic Road Network (SRN), with the closest section of Transport for London Road Network (TLRN) being Lea Bridge roundabout, located approximately 1.7 kilometres to the west.
- 2.7 The site is situated within an Archaeological Priority Area. The southern and south western portions of Sites 1 and 3 fall within Flood Zones 2 and 3. Lea Bridge Road (A104) is part of the Strategic Road Network (SRN). There are also bus services (Nos. 55, 56, N38, N55 and W19) from along Lea Bridge to central London and other parts of east London. It is a good accessible location with a current PTAL rating of 2/3. The surrounding area is predominantly industrial in nature with residential uses to the north-east. The River Lea and Lee Valley Regional Park (Metropolitan Open Land) lies to the south-west.

3. APPLICATION PROPOSAL

Overview of Changes

3.1 The proposal is seeking to incorporate numerous amendments and modifications to the recent consents Ref: 212178 and Ref: 231158 via a S73/Variation of Condition. The proposed development now seeks to 387 homes of residential accommodation alongside eight commercial / community use units in four buildings. The proposal would comprise of the following changes to the original consent:

- 387 new homes (uplift of 42 homes) all of which will be provided as affordable dwellings
- Increase in height to Tower 1 and Tower 2
- Amendments to elevation treatments
- Updated internal layouts.
- 39 x Wheelchair accessible flats
- 484 sqm Cultural / Community Space (Use Class E / F.2)
- 1,077 sqm commercial space (Use Class E)
- 1,164 sqm of communal amenity space
- 1,702.1 sqm of dedicated play space
- New public realm across the three sites
- 763 x cycle parking spaces;
- Amendments to bin storage to accommodate increased capacity
- Amendments to cores/risers to reflect latest building regulations
- Minor amendments to unit entrances

3.2 The proposal would see the removal of lift access to the roof of the towers. This is replaced with direct stair access and a hatch for replacement parts. The proposal would see minor alterations to elevations to address overheating requirements. In addition to this, updates would occur to the cores/risers to reflect latest building regulations.

3.3 There are amendments proposed to the commercial / community spaces within the proposed development as part of this S73 application. There is an overall reduction to the total commercial floorspace previously approved. This has resulted from the loss of two commercial units from Tower 1 on Plot 1 to incorporate the provision of additional 6 dwellings. Within the Courtyard of Plot 2 the previously approved unit for Use Class E/F2 has been split into two units and allow the provision of a commercial unit that can be utilised as management office in relation to the on-site management of the affordable dwellings. This has resulted in a reduction of the F2 floor space from 637 sqm to approximately 484 sqm. As such this application seeks the update of Condition 4 to reflect the update to residential and non-residential floorspace and unit numbers.

3.4 Play space provision for the under 5 year old provision will be provided across all three sites through a mix of internal and external spaces.

Site 1

3.5 Three additional storeys would be introduced to Tower 1 of the development resulting in an increase of height of approximately 9.45m. The previously approved studios will be modified to now support one bedroom 2 person homes. The proposal would see slight alterations to the façade treatment to address overheating requirements, resulting in minor elevation updates are proposed with the rearrangement of the metal panelling and window configuration. This change would also result in a decrease to the width of south facing

windows to the south and east elevations to address overheating requirements. Attenuators would be removed and replaced with a visually matching metal panel.

- 3.6 A new residential floorplate would be introduced at Level 02 and therefore the previous internal playsapce would be re-positioned from Level 02 to Level 01. This modification would result in an increase in playspace provision as a result of the larger floorplate. Further elevation updates would occur at Levels 01 and 02 to reflect the above changes in use.
- 3.7 Alterations would occur to core elements of the Tower 1 that would require moving electrical risers outside of the protected lift lobby. Further cycle parking would be introduced at UG Level to replace the commercial use.
- 3.8 The ground floor would see an increase in residential bin storage capacity as a result of the additional homes. The substation would be reduced in size and the commercial floorspace would be increased now amounting to 291sqm. Commercial Unit 3 would be removed and replaced by cycle parking facilities to accommodate the uplift in homes. Commercial Unit 1 would see a slight re-configuration, resulting in the location of this unit at a single level only. The lower ground floor would see an increase to residential cycle capacity due to the additional homes. The commercial floorspace on the first floor would be replace by playsapce provision.

Site 2

- 3.9 Elevation updates would be introduced to address overheating requirements. This would result in the removal attenuators and replacing these with visually matching metal panels to the northern, southern, eastern and western elevations. The southern and eastern elevations would result in slight updates to brick reveal depths to tax windows to improve U-values for Part L Building Control compliance. The southern and western elevations would result in pushing the metals from the front brick piers to provide more faced depth.
- 3.10 The northern and western elevations of the Courtyard would feature removal attenuators and replaced with a visually matching metal panel. The metals panels along this elevation would be pushed backed from the front brick piers resulting in further façade depth. The eastern elevation of the Terrace block would also see updates to secure window openings to allow for night time purge ventilation at ground floor level.
- 3.11 Amendments would be introduced to the core elements to move the electrical risers outside of the protected lift lobby. Minor alterations would occur to unit entrances to accommodate this.
- 3.12 Within the Courtyard of Plot 2 the previously approved Use Class E/F2 unit would be split into two units to allow for the provision of a commercial unit that can be utilised as management office in relation to the on-site management of the affordable dwellings. This has resulted in a reduction of the F2 floor space from 637sqm to 484sqm. Additional doors are required to the community use space to ensure suitable fire escape arrangements can be achieved.
- 3.13 The first floor 2b 3p units facing the northern portion of the Courtyard would see the widening of glazing for improving daylight to these units. Both units located to the south at

first floor level would see updates incorporating secure window openings to allow for time purge ventilation.

Site 3

- 3.14 An additional 3 storeys would be introduced to Tower 2, resulting in an increase in height of approximately 9.45m. Elevation updates would be introduced to address overheating requirements. Additionally, attenuators would be removed and replaced with visually matching metal panel to all elevations. This change would also result in a decrease to the width of south facing windows to the south and east elevations to address overheating requirements.
- 3.15 The previously approved studio homes approved via the original consent would be enlarged and updated to one bedroom 2 person homes. Amendments would be introduced to the core elements to move the electrical risers outside of the protected lift lobby. Minor alterations would occur to unit entrances to accommodate this.
- 3.16 Additional bike storage would be incorporated within the lower ground floor level resulting in the re-positioning of the staircase location. An increase in bin storage provision would be included on the ground floor. Commercial Unit 8 would result in a re-arrangement which would see an uplift of floorspace to 86.5sqm (originally 77.8sqm). An uplift in playspace provision at first floor level would be introduced by removing the previously approved store area.
- 3.17 Summary of Non-Residential Space:

			Proposed Scheme
Site	Unit	Use Class	Floor Area (GIA)
Site 1 Tower 1	Ground – Commercial Unit 1	Use Class E	54 sqm
	Upper Ground – Commercial Unit 2	Use Class E	158 sqm
	Lower Ground Ancillary Commercial Services	Use Class E	79 sqm
Site 1 Total Floorspace			291 sqm
Site 2 Courtyard	Ground – Cultural / Community Unit 3	Use Class E	133 sqm
	Ground – Cultural / Community Unit 4	Use Class E / F.2	484 sqm
	Ground – Shared Services / Ancillary	Use Class E / F.2	202 sqm
Site 2 Terrace	Ground – Commercial 1 Unit 5	Use Class E	116 sqm
	Ground – Commercial 2 Unit 6	Use Class E	67 sqm
	Ground – Commercial 3 – Unit 7	Use Class E	117 sqm
Site 2 Total Floorspace			1,119 sqm
Site 3 Tower 2	Ground – Commercial Unit 8	Use Class E	82 sqm
	Lower Ground – Ancillary Commercial Services	Use Class E	69 sqm

3.18 Residential Accommodation Comparison

Residential Mix	Approved Scheme ref. 231158	Proposed S73 Scheme
Unit size	Total	Total
1B1P	40	1
1B2P	64	119
2B3P	165	191
2B4P	19	19
3B4P	22	24
3B5P	25	23
4B5P	10	10
<u>Total</u>	345	387

Wind Mitigation

3.19 The proposal would see the introduction of two fin panel structures. along the eastern elevation of Tower 2 to facilitate appropriate wind mitigation to the scheme and wider area. Further to this, additional tree planting would be introduced directly south west of the Beck Square development.

Environmental Statement Addendum

3.20 The application is accompanied by an Environmental Statement Addendum. The Council engaged an expert consultant to undertake an independent review of the submitted information. The consideration of the environmental effects of the proposed development is discussed detail within in Section O of the report.

3.21 Several technical topics have been considered as part of the Environmental Impact Assessment process as part of the original consent. The following topics were scoped in the Environmental Statement Addendum supporting the current application:

- Traffic and Transport
- Air Quality
- Noise and Vibration
- Archaeology
- Wind Microclimate
- Daylight, Sunlight, Overshadowing and Solar Glare
- Built Heritage
- Townscape and Visual
- Climate Change
- Health
- Land Contamination, Groundwater and Soils
- Ground Conditions

4. RELEVANT PLANNING HISTORY

4.1 Planning Enforcement: No relevant planning enforcement investigations.

4.2 Planning History Table:

Reference	Description of Development	Decision Date
161597	An application for a prior approval of notification bridge replacement.	Approved 15-06-2016
161532	An application for prior notification of E5 demolition. Demolition of existing bridge	Approved 31-05-2016
202850	Construction of a new Network Rail station entrance at Lea Bridge, including an unmanned ticket hall, provision for future automatic ticket gate lines, a retail unit (proposed as shell and core) and a basement level cycle hub. Installation of bicycle hanger shelters and bicycle stands within the proposed public realm.	Approved 10-02-2021
212685	Location Description-- • Site 1 – Adjoins railway overpass to southern boundary, railway to west and Argall Way to north and east. • Site 2 – Adjoins Orient Way to west, Lea Bridge Road to the north and rear of Elm Park Road properties to east. • Site 3 –Adjoins railway overpass to north, railway to west and Orient Way to south and east --Proposal-- Demolition of existing structures and redevelopment of three land parcels to deliver 345 x residential units (Use Class C3), commercial floorspace (Use Class E) and community floorspace (Use Class F.2) in buildings of up to 26 storeys. Associated development including new public realm areas, tree planting and landscaping, accesses, parking and servicing facilities.	Approved 10-02-2023
231158	Non-Material Amendment to planning permission reference 212685 granted 10/02/23 for provision of the following changes: - Amendments to proposed floorplan layouts to incorporate second staircases and the addition of mechanical smoke ventilation shafts to each lobby - Introduction of lobby doors added to the corridors on residential floors to separate two staircases and lifts - Increase in rear massing to Courtyard Block (Site 3) to provide space for the second staircase - Elevational updates to amend window layouts on the Courtyard Block (Site 3), Tower 1 and Tower 2 - Change to unit mix and size to support internal changes - Alterations to tenure mix with overall provision of 156 affordable homes (83 Shared Ownership Homes and 73 London Affordable Homes) - Reduction to commercial space provision followed by updated wording to Condition 4 - Increase to basement footprint at Towers 1 and 2 - Landscape amendments at Site 1 and 2 with reconfiguration of the car parks and service bays to accommodate commercial bins - Cycle storage and bin storage modifications at Tower 1 and Tower 2 - Playspace layout upgrades within Tower 1 and Tower 2 - Relocation of PV panels and ASHPs to support stairs overrun	Approved 12-07-2023

231778	Non-Material Amendment to planning permission reference 212685 granted 10/02/2023 (as amended under Ref. 231158) for amendment to the description of proposed development as follows - "Demolition of existing structures and redevelopment of three land parcels to deliver residential accommodation (Use Class C3), commercial floorspace (Use Class E) and community floorspace (Use Class F.2). Associated development including new public realm areas, tree planting and landscaping, accesses, parking and servicing facilities."	Approved 19-07-2023
240067	Non-Material Amendment to planning permission reference 202850 granted 11/02/21 for the provision of the following: Rewording of pre-commencement conditions 5(Construction Logistics Plan), 6(Highway Condition Survey), 7(Sustainable Urban Drainage), 8(Technical Approval of Highway Structures), 11(Site Contamination) and 16 (Written Scheme of Investigation)	Approved 07-02-2024
240567	Lawful Development Certificate: seeking confirmation that the implementation of application ref. 202850 (amended under NMA ref. 240067) has been undertaken lawfully.	Approved 12-06-2024

Planning History Background

Application 212685 was originally approved for a mixed used development to deliver 345 homes followed by approximately 2,119sqm of commercial and community space.

A subsequent NMA application was approved via application 231158 to incorporate the following changes:

- Amendments to proposed floorplan layouts to incorporate second staircases and the addition of mechanical smoke ventilation shafts to each lobby
- Introduction of lobby doors added to the corridors on residential floors to separate two staircases and lifts
- Increase in rear massing to Courtyard Block (Site 3) to provide space for the second staircase
- Elevational updates to amend window layouts on the Courtyard Block (Site 3), Tower 1 and Tower 2
- Change to unit mix and size to support internal changes
- Alterations to tenure mix with overall provision of 156 affordable homes (83 Shared Ownership Homes and 73 London Affordable Homes)
- Reduction to commercial space provision followed by updated wording to Condition 4
- Increase to basement footprint at Towers 1 and 2
- Landscape amendments at Site 1 and 2 with reconfiguration of the car parks and service bays to accommodate commercial bins
- Cycle storage and bin storage modifications at Tower 1 and Tower 2
- Playspace layout upgrades within Tower 1 and Tower 2
- Relocation of PV panels and ASHP to support stairs overrun

The amendments agreed within this application required a Deed of Variation to the Section 106 Agreement dated 10th February 2023.

Further to this a further NMA application was submitted to the council for an amendment of the description of development, removing reference to storey heights and unit numbers from the description. This application (ref. 231778) was approved on 19 July 2023.

Application Ref: 202850 was approved for the construction of a new Lea Bridge Station entrance with an unmanned ticket hall, provision for automatic ticket gate lines, a retail unit at ground floor and a basement level cycle hub. The application also seeks to locate bicycle hangars and bicycle stands within the proposed public realm. The Station entrance would be provided from a new public realm plaza via the station concourse and connection to Network Rail's existing footbridge. A subsequent NMA application was approved via planning application 240067 to modify the wording of Conditions 5(Construction Logistics Plan), 6(Highway Condition Survey), 7(Sustainable Urban Drainage), 8(Technical Approval of Highway Structures), 11(Site Contamination) and 16 (Written Scheme of Investigation) associated with application Ref: 202850

Pre-Application

4.3 Prior to the submission of this planning application, the applicant has been involved in an extensive programme of topic-based meetings and workshops held with officers of the Council. This has included, most recently, discussions between the applicant and the Officers concerning the proposed 100% affordable housing offer.

4.4 The following changes have been incorporated through the design evolution and in response to the pre-application feedback:

- Alterations to Materiality and Banding of the Towers.
- Wind mitigation strategy and approach.
- Update to tenure mix to provide an entirely affordable scheme.
- Confirmation of approach to the Crowns of the Towers.

5. CONSULTATIONS

5.1 Public Consultation

Site notices were displayed on 12th December 2024 around the sites. In addition to this, 773 letters of consultation were sent out on 15th February 2024 to residents surrounding the site. A press notice was issued 12th December 2024. The Council received 8 representations from the public consultation objecting to the development.

The planning issues contained within the letters of objection are summarised within the table below:

Objections	Officer Responses
<u>Design, Height, Scale + Massing</u>	
This increase of over 10% from the previously approved plan is unacceptable for the area. It also	The site is identified as suitable for tall buildings and designated as a strategic location in the Local Plan. The overall height and massing is considered

<p>contradicts the “cascading rise” of the building heights, as the new towers will be totally out of scale with the surrounding development - jumping from Site 2 (11 stories), to over double the height at the adjacent Site 3 (26 stories), and Site 1 at 29 stories being 60% taller than the tallest Beck Square tower.</p>	<p>acceptable at this site. The proposal is considered to be of exemplar design quality due to the contextual response, high quality materials, positive environmental and sustainability credentials.</p> <p>The principle of tall building has been established via the original consent on site Ref: 212685. Refer to Part C of the report for a full assessment.</p>
<p>The proposed increase in height for Tower 1 and Tower 2 exacerbates the already significant impact on the local skyline and will overshadow neighbouring properties, particularly on Elm Park Road, detracting from the character of the area.</p>	<p>It is considered that the site can support additional height in design and townscape terms, due to the site being identified as a site for transformation and given the robust contextual and place making analysis that supports this application. Daylight and Sunlight analysis supporting the application demonstrates no significant harm to properties along Elm Park Road when comparing to the original consent on site.</p> <p>Refer to Part D of the report for a full assessment.</p>
<p>Increasing the size of these monstrous towers will increase the impact of the eye sore locally, and there will be a lack of harmony with the design of Beck Square but also the surrounding green environment.</p>	<p>The TVIA has been updated to assess the impacts on the additional height in townscape terms. It is considered that the proposal is appropriate in townscape terms. The tower elements would serve as a defining landmark that serve as focal point and gateway to this portion of Lea Bridge.</p> <p>Refer to Part C of the report for a full assessment.</p>
<p>The proposal is significantly out of step with local surroundings and the public interest in the area in terms of bulk and mass.</p>	<p>The proposed scheme is considered to have an acceptable relationship in terms of height and massing with neighbouring properties. Site 2 would not result in any alterations to height and massing when compared to the previous consents on site.</p> <p>The proposed massing and height changes are considered acceptable in principle and it is noted that the principle of tall buildings has been established as part of the original consent. The applicant has comprehensively tested long-range, mid-range and immediate views. The additional height and massing to Towers 1 and 2 would not dramatically compromise the character of the site and its setting when balancing the overall planning benefits of the scheme as a whole.</p> <p>Refer to Part C of the report for a full assessment.</p>

<p>As according to UK planning guidance any proposal which may have a detrimental impact on nearby conservation areas should be rejected as a matter of course. This development will have significant negative impacts on the nearby conservation areas of Waltham Forest, Hackney Marshes, Forest school.</p>	<p>The HTVIA has considered additional assessments and has considered the updates to the Waltham Forest Local Heritage List. The updated Heritage, Townscape and Visual Impact Assessment (HTVIA) document has been reviewed in full by Officers to comprehensively verify the acceptability of the additional impact related to height.</p> <p>Please refer to Part D of the report for a full assessment.</p>
<p>The proposal would fail to be in keeping with the local residential area. The increase in height will now overshadow the local area significantly. This raises concerns about the impact on the Lea Bridge streetscape, especially given the stark contrast with the Victorian terraces of Elm Park Road. Even the tallest tower of the Beck Square development is approximately 50% shorter than the proposed Site 1 Tower.</p>	<p>It is considered that the site can support additional height in design and townscape terms, due to the site being identified as a site for transformation and given the robust contextual and place making analysis that supports this application. Daylight and Sunlight analysis supporting the application demonstrates no significant harm to properties along Elm Park Road when comparing to the original consent on site.</p> <p>Refer to Parts C and D of the report for a full assessment.</p>
<p><u>Impact on Residential Amenities</u></p>	
<p>There are no calculations concerning the reduction of light to the Beck Square development with the new tower heights - nor any other on the north eastern corner of the Block E Motion building.</p>	<p>Sunlight Daylight and Overshadowing analysis of the nearby residential properties has been undertaken, and where there would be small reductions in some daylight, sunlight and overshadowing these are within the BRE guidelines and are considered to be acceptable.</p> <p>The overall separation distances achieved with the neighbouring properties would resemble that of the current consent on site.</p>
<p>As according to national UK planning legislation, Beck Square has a right to light as passed on from the previous development/collection of buildings on the same site. There has been no explanation of how this right to light will not be infringed, specifically by the tallest tower given it will be casting a very large shadow</p>	<p>Sunlight Daylight and Overshadowing analysis of the nearby residential properties has been undertaken, and where there would be small reductions in some daylight, sunlight and overshadowing these are within the BRE guidelines and are considered to be acceptable.</p> <p>Overall, on a compliance basis, the proposed levels of daylight and sunlight are reasonable and will provide a large number of well daylit and sunlit</p>

<p>from roughly 12pm to sundown onto the beck square development.</p>	<p>homes. In addition to this, the site benefits from an existing planning consent where the precedent and acceptability of the reduction has already been set.</p> <p>Refer to Part E of the report for a full assessment.</p>
<p><u>Local Infrastructure</u></p>	
<p>The amended plans still do not address the need for increased public and community amenities essential to accommodate population growth, such as NHS primary healthcare, particularly with the increase in the number of properties and the requirements of social rent.</p>	<p>The expected increase in demand for infrastructure facilities, which would result from the development, would be catered for via CIL contributions. The proposal would result in numerous financial contributions that would benefit the area and the uplift in units is considered in the updated financial contributions listed in Section 1 of the report. The Council's Infrastructure Delivery Plan seeks to improve numerous health services initiatives in the area.</p> <p>The proposal would also provide Class F2 space that would serve the local community.</p> <p>The proposal would be required to provide a health contribution that would be used towards capacity enhancements to the local health care facilities.</p>
<p>The increase in residential homes, even with an uplift in affordable housing, will place undue strain on local infrastructure, including schools, healthcare facilities, and transport links, which are already at capacity.</p>	<p>The Infrastructure Delivery Plan (2020) identifies infrastructure requirements across the borough, setting out what is needed, where, and when. It includes projects relevant to waste, transport, education, utilities, health, culture, sports, the emergency services, and green infrastructure. The plan identifies the need for new health care facilities in the area to respond to the future growth in the area.</p> <p>The supporting Environmental Statement Addendum supporting the application highlights that the additional residents would not result in additional impacts when considering the analysis set out in the original planning permission.</p>
<p><u>Air Quality and Health Impacts</u></p>	
<p>The Environmental Statement fails to adequately address the cumulative impact of the increased population density on local air quality and noise pollution.</p>	<p>Chapters 7 and 8 of the Environmental Statement Addendum document reviews air quality and noise impacts. Environmental Health Officers raised no objections to the proposal. An air quality contribution would be secured towards delivering the Council's Air Quality Action Plan.</p>

	Refer to parts L and O of the report for a full assessment.
The Environmental Statement provided by the developer does not adequately address the potential harm that poor air quality could cause to local residents, particularly vulnerable groups such as children and the elderly.	<p>Chapters 7 of the Environmental Statement Addendum document reviews air quality and noise impacts. Environmental Health Officers raised no objections to the proposal. An air quality contribution would be secured towards delivering the Council's Air Quality Action Plan.</p> <p>Refer to parts L and O of the report for a full assessment.</p>
<u>Transport + Parking</u>	
While the increase in cycle parking is welcome, it does not offset the potential increase in vehicular traffic due to the higher residential density, particularly in an area with limited street parking and congestion challenges.	<p>The Transport Assessment supporting the application reveals that the proposed development is expected to generate a relatively low level of vehicular trips to the area.</p> <p>The level of parking numbers proposed on site is low.</p> <p>Refer to Parts H and O of the report for a full assessment.</p>
The proposal would put significant pressure on local transport links.	<p>When considering public transport, whilst the slight increase in residential dwellings will have resulted in an increase in residential trips, this change has been more than counter-acted by the reduction in non-residential uses resulting in an overall net decrease in total trips. The proposed development is expected to generate no more than 3.6 additional passengers per service during either peak hour on the local bus network. The proposed development is expected to generate no more than 21 additional passengers per service during either peak hour on the local rail network.</p> <p>The station improvement planning permission 202850 would be implemented in sequence with the proposed development.</p>
<u>Other Matters</u>	
The environmental impact of wind movement on the Beck Square development at pedestrian level and on the building's balconies have not	A Wind Microclimate assessment is set out in the Environmental Statement Addendum considering the uplift in height to Towers 1 and 2. The proposal would incorporate wind mitigation measures to

<p>been adequately addressed in submission. This is already a considerable problem, and the further increase in height to the towers of the development will make the balconies and surrounding area of Beck Square unsafe and unusable.</p>	<p>ensure the higher wind speed matters are appropriately managed on and off site. The analysis was further reviewed independently by third party consultants.</p> <p>Refer to Part O of the report for a full assessment.</p>
<p>Concerns raised in relation to the reduction in commercial floorspace. The additional density and the reduction in commercial floorspace undermine the balance of residential and employment opportunities in the area.</p>	<p>The uplift in homes is considered appropriate on site and the scheme would also now provide 100% affordable housing.</p> <p>As a result of the uplift in homes the proposal is now seeking reduce the overall provision of commercial space in order to facilitate the additional homes. Officers note the desire of the site allocation (i.e. Site Allocation R19047 of the LBWF Draft Local Plan Part 2) seeking to provide town centre uses of a size and scale that would support the new and local residential population and provide well designed active commercial and community ground-floor frontage onto Lea Bridge Road. The proposal is still seeking to provide balance of commercial space and community use space as per the original consent on site. The proposal would also incorporate suitable levels of active frontages at ground level throughout each of the sites.</p> <p>The application would provide a valuable contribution towards meeting the borough's housing targets and providing high proportion of affordable homes to the borough. As such the reduction in commercial of community floorspace is supported by Officers given that proposed upgrades are required to the support the uplift in homes and affordable housing provision.</p> <p>Refer to Part A of the report for a full assessment.</p>
<p>Disruption will be caused by a huge influx of residents, a decimation of the existing green space that currently surrounds Beck Square, and an increase in pollution from increased congestion.</p> <p>The removal of trees necessary to build the development which will directly increase pollution from cars</p>	<p>The proposal will provide private amenity space on site via private balconies and communal amenity space. The proposal is also provide play space provision. The shortfalls are noted by Officers however a play space contribution towards enhancement to off-site play spaces would be secured.</p> <p>The proposal is not considered to result in increase in pollution that would be detrimental to the area given the air quality and energy performance of the</p>

<p>at what is already a very busy junction and will decrease people's quality of life from a reduction in green space</p>	<p>development and the car –free nature of the proposal. In addition to this appropriate conditions would ensure pollution measures are implemented during the construction period. The proposal is not considered to result in a significant uplift in delivery movements on site when comparing to the original consent on site.</p> <p>Natural England acknowledges that additional contribution is likely to be required and satisfied with the uplift towards SAMM and the SANGs contribution. It is considered, therefore, that with the mitigation in place the proposed development is unlikely to adversely affect the integrity of the two protected sites or impinge upon their conservation objectives.</p> <p>Please refer to Parts F, I, J, L and O of the report for a full assessment.</p>
<p>An influx of residents and plans to increase social housing will also likely impact and increase existing antisocial behaviour and crime in what is a small area with a lack of existing amenities, limited policing and struggling infrastructure.</p>	<p>The Met Police Secure by Design Officer reviewed the application and raised no considerable concerns with general ground floor layout of the proposal. Condition 45 will ensure the development achieve suitable Secure by Design initiatives. The overall layout of the ground floor seek to provide natural surveillance on site to seeking to ensure no anti-social behaviour occurs within the development.</p>
<p>Flood risk for Beck Square and other local housing will be an increased issue, since the proposed site is being built on flood plains.</p> <p>Increased residential density will strain local flood defences and exacerbate flood risks in this vulnerable area.</p>	<p>Given the nature of the proposed alterations the agreed flooding and drainage approach set out in the original application would not be impacted. The Flood Risk and Drainage Statement of Conformity provided with the application confirm the proposed changes to the development would have negligible implications for the assessment of the likely flood risk and drainage effects presented in the Flood Risk Assessment and Drainage Strategy supporting the original application.</p>
<p>The "affordable housing" part of the development is not sufficiently addressing the housing need of the borough because the shared ownership offerings are not genuinely affordable.</p>	<p>The proposed development would now result in a total of 387 affordable homes which now equates a 100% affordable housing scheme and therefore 50% provision has been met and significantly exceeded. The development would now comprise of 195 London Affordable Homes (LAR), 174 Social Rent Homes (SR) and 18 Shared Ownership Homes (SO). This provision would maximise the delivery of Low Cost Rented homes which will</p>

	<p>significantly help the Council towards housing residents on its Housing Register.</p> <p>Refer to Part B of the report for a full assessment.</p>
<p>The proposed 2m tall fence with 50% porous material seems an inadequate solution to a larger wind microclimate problem, raising concerns that the Lea Bridge Sites development will render the pedestrian walkway.</p>	<p>The applicant is not seeking to incorporate this wind mitigation feature. A key part of the wind mitigation involves the planting of four evergreen trees on the public highway in Argall Way, south west of the adjacent Beck Square development. The proposed trees are noted as 12 metre high, evergreen trees planted as a continual linear group. It is assumed that evergreen species are required to provide year-round mitigation and the planting positions are the results of wind modelling. This tree planting would be secured via the s278 works.</p> <p>Refer to Parts I and O of the report.</p>
<p>This consultation has been launched during the Christmas holiday period, continuing a pattern of consultations for major developments being timed when public engagement is likely to be reduced. Previous consultations for related developments have occurred during the Easter bank holidays, raising concerns about the Council's commitment to inclusive and transparent consultation.</p>	<p>The consultation adheres to statutory requirements.</p> <p>Consultation involved letters to neighbours, site notices erected at the site, and an advert in the Press. The applicant also provided a hard copy of the planning submission at Lea Bridge Library for local residents to review in full.</p> <p>The Applicant engaged with the community prior to submission of the current application.</p>

5.2 Other Consultation

Consultees	Comments
<u>Internal</u>	
Urban Design & Conservation	<p>There are considered to be no detrimental effects on the significance of the non-designated heritage assets. As a result, the application therefore satisfies paragraph 216 of the NPPF.</p> <p>The additional height has meant that there is some very negligible additional impact in AVR views, by</p>

	<p>way of increased height. As the HTVIA has outlined and expanded upon in some detail, there is no additional harm to heritage assets identified. As such, the assessment remains consistent with the previous consent.</p> <p>The proposal follows the same footprint as the approved consent and there are no design concerns as a result. Where minor changes are proposed, these are considered to be acceptable.</p> <p>The updated Heritage, Townscape and Visual Impact Assessment (HTVIA) document has been reviewed in full by Officers to comprehensively verify the acceptability of any additional impact to townscape. The HTVIA demonstrates that the additional height is negligible in townscape terms, when compared to the previously consented proposal. As a result, the changes to height, scale and massing are considered to be acceptable in design terms.</p> <p>The architecture and materiality is broadly considered to be acceptable. . It is considered that the proposed mitigation devices, attached to the building façade is the preference as this has been designed holistically with the architecture of the tower and it helps to minimise street clutter in the public highway. The detailed design of these should be secured by condition.</p> <p>The proposed internal layout changes are considered to be acceptable.</p> <p>The principle of the internal play space for children ages 0-5 was established under the original consented scheme and this remains acceptable in design terms.</p>
Employment + Skills	<p>A payment in lieu contribution to be agreed in writing with the Local Planning Authority to consider the deliverability of apprentices posts and work placements.</p>
Education	<p>Based on the number of units provided it would suggest additional child yield of approx. half a class (i.e. approx. 15 children) in each year groups from Reception through to year 11.</p> <p>Current numbers on roll suggest that there would be sufficient surplus places in local primary and</p>

	<p>secondary schools to soak up the additional expected demand for school places.</p> <p>An uplift in the previously agreed Education Contribution will be required to consider the uplift in homes.</p> <p><u>Officer Comments:</u></p> <p>An uplift in the original education contribution would be secured within the legal agreement.</p>
Environmental Health	<p>No objections raised.</p> <p>Updated Air Quality Contribution is required.</p>
Housing	<p>In terms of an overall affordable housing proposal this new scheme is a significant improvement on an already satisfactory level proposed under the consented scheme. We would therefore strongly support this change to a 100% affordable scheme.</p> <p>The tenure split between the Low Cost Rented (London Affordable Rent and Social Rent) and Intermediate (Shared Ownership) is 95% low cost rent and 5% Intermediate. This is a significant deviation from the Council's Local Plan target of 70:30. Nonetheless, we would be supportive of this offer as it maximises the delivery of Low Cost Rented homes which will significantly help the Council towards housing residents on its Housing Register.</p> <p>The unit mix within the low cost rented element of the scheme would see a 31% provision of one beds, 55% two beds, 11% three beds and 3% four beds. Whilst this tenure mix is out of sync with the Council's Local Plan targets we do appreciate that this is primarily due to the change in the overall affordable housing offer.</p> <p>Given the conversion from Market Sale to affordable and the impact it has in skewing the percentages, and the overall substantial increase in the affordable housing offer, we can support the unit mix on this occasion.</p>
Highways	<p>A new planning condition needs to be secured to cover the proposed levels across all three sites, to understand how level changes across each site on</p>

private land and how each development will fit in with the existing public highway level.

Two screens are proposed to be attached to the building, at 3 metres above the ground floor, to over-sail the public highway by 2 metres. Please note any parameters of the over-sail must meet industry standards. The detailed design of these two screens will need to be secured via a planning condition. As the screens will overhang the public highway, an oversailing licence will need to be secured within the new S106 agreement.

Wind mitigation is also proposed on the public highway, via additional tree planting (4x 12-metre-tall evergreen trees) and a 2 metre hedge line within the public highway, adjacent to the Beck Square development.

A Stage 1 and 2 Road Safety Audit on the S278 works is required.

Enabling works are also required to facilitate the construction of the proposed development. This will need to be secured within the revised S106 agreement.

Numerous queries raised in relation to the outline CLP supporting the application.

The applicant needs to confirm whether the 'Proposed highway plan - S73' (from the Transport Assessment) matches the plan used to complete the stopping up process.

The location of these 'cargo bike spaces' must not be located on the public highway and must be relocated to the rear servicing areas.

A parking enforcement contribution was not secured within the S106 agreement for the consented scheme. Therefore, with the increase in residential units increase the number of trips, a S106 contribution of £30,000.

A S106 contribution of £188,000 was previously secured toward improving sustainable modes of transport including walking and cycling in the sites vicinity which will directly benefit new residents in this development for the consented scheme. An increase of £22,000 to a total of £210,000 is requested due to the increase in residential.

An AiP (Approval in Principle) is required to be secured as separate planning conditions for both

	<p>Site 1 and Site 3. A separate AiP is also required for the proposed private retaining wall adjacent to the cycle track on Site 3</p> <p>The legal agreement should include S38 works at Site 1 – To readopt the land for the cycle track that was stopped up.</p> <p>Questions were raised regarding cycle parking located on the public highway.</p> <p>Relevant condition requested by officers to consider:</p> <ul style="list-style-type: none"> - Stage 2 and 3 Road Safety Audits - Approval in Principle Details - Level details <p><u>Officer Comments:</u></p> <p>The outstanding CLP matters will be considered as part of the submission of details associated with Condition 29 and the applicant will engage with Highways prior to submission.</p> <p>All deliveries will take place within the site via the dedicated servicing area as described in the Delivery and Servicing Plan and Transport Assessment.</p> <p>The footway/cycle track and land underneath the balconies on site 3 are not within public highway and will remain so. This is to avoid any unnecessary oversailing of highway and was discussed and agreed prior to the determination of the consented scheme.</p> <p>The locations are shown erroneously. All cargo bike facilities will be provided within the servicing areas of each of the three sites mirroring the consented scheme arrangement.</p>
Lead Local Flood Authority/ Drainage	No concerns raised given the nature of the development. A SuDS/Drainage condition will need to be secured as per the consented scheme.
Transport Policy	The quantum and mixture of cycle parking is suitable. When considering the previous application and given the scale of the development, the number of Sheffield & areas for larger bikes that they will provide and will mean that those who want / need to use Sheffield stands will be able to.

Building Control	<p>No objections raised.</p> <p>A building regulations application will be required for the proposed development.</p> <p>Consultation with London Fire Brigade is required.</p>
Waste	No comments received.
Sustainability and Energy	<p>The Standard carbon condition must be placed on the application.</p> <p>An offset payment of £336,304 should be made to achieve net-zero carbon in line with WF policy 85. This should be secured through a S106 with 100% upfront payment (pre-implementation).</p> <p>An Energy use Intensity of 35 and 55 kWh/m²/year and Space Heating of 15kWh/m²/year needs to be demonstrated.</p> <p>The standard BREEAM condition should be placed on the application.</p> <p>Overheating Assessments under DSY2 and DSY3 are also required.</p> <p>Further information indicating how the development will be future-proofed - e.g., drawings showing system schematics, and protected pipework routes through the development (plus designated entry points where applicable) from plant rooms to the edge of the site - is provided / please forward appendix K.</p> <p>The applicant should provide an assessment of whether links to neighbouring developments or buildings is feasible including evidence of consultation with them. Further details of constraints to joining the networks should be provided.</p> <p>Details of how the SCOP is calculated should be provided.</p> <p>The standard S106 Be Seen wording should be included.</p> <p>The standard water use condition must be included.</p> <p>Wastewater Heat Recovery should be considered.</p> <p><u>Officer Comments:</u></p>

Conditions 23 and 25 would request water reduction rates, BREEAM requirements and carbon performance details.

The applicant and team responded to the Sustainability Officer comments highlight the following:

The reasoning behind the development not achieving the Energy Use Intensity is as follows; a development of this type typically will not achieve this figure due to the nature of the development. As there are apartments, this typically tends to mean the floor area is smaller than other types of dwellings, which as a ratio, means the Energy Use Intensity is higher as the units are based on a m2 basis.

The development has utilised a high standard of thermal fabric elements, I.E. low U values. Therefore, decreasing these values further which is improving the thermal efficiency of the development has diminishing returns for the increase in fabric thickness and cost etc. This is also confirmed by the 2025 Future Homes consultation documentation that does not propose any changes to fabric elements.

The Overheating Assessment has currently been written to demonstrate compliance with Part O of the Building Regulations, which requires the use of DSY1 weather file to be reviewed and results to be presented. Part O is based on the principals of CIBSE TM59, which the development has again adhered to and provided compliance with DSY1 weather. CIBSE TM59 does not require DSY2 or DSY3 weather file results to achieve compliance. In addition the Policy contained within the London Plan Policy SI 4 Managing heat risk, states that compliance with TM59 is required. It also does not specifically reference DSY2 and DSY3.

Waste Water Heat Recovery cannot be applied. As the development is utilising a Communal Heating system, the source of heat is remote from the point of showers within dwelling. As such any heat recovered from the showers cannot be utilised as the source is too far away to take account of the delta in temperature to the incoming cold water feed to the heat source. As such Waste Water Heat Recovery cannot be utilised with a communal Air Source Heat Pump hot water system and therefore was not considered within the strategy.

	The applicant provided precise SCOP of 2.5 calculations.
Parks and Open Spaces	<p>The increase in homes could further impact on the local greenspace. It would also increase pressure on council play areas Leyton Jubilee Park and Bridge Road playground. There is a lack of provision for children up to 11 years of age which should be mitigated within the development or through contributions towards increasing capacity at the only two local play sites.</p> <p><u>Officer Comment:</u></p> <p>An uplift to the play space contribution agreed via the original consent would be secured as part of a Deed of Variation to the s106.</p>
Planning Policy	The level of affordable housing is a significant benefit and reduction in commercial floorspace is supportive.
Infrastructure Planning	<p>No objections raised.</p> <p>Updated Health Contribution will be required.</p>
CCTV	No objections raised.
Tree Officer + Street Trees Team	<p>As this is a S73 application in relation to a planning permission approved prior to 12th February 2024, the application is not subject to mandatory BNG required under the Environment Act 2021.</p> <p>The applicant has submitted a biodiversity net gain assessment and states that the development would achieve a net gain of 3.83% for habitat units. This outcome falls short of the 10% expected under Policy 79, though, as there has been no significant change to either the baseline or proposed habitats, this should be line with the BNG achieved under the consented scheme.</p> <p>The revised Habitat Regulations Assessment concludes that, with appropriate mitigation, the consented development and S.73 proposals are unlikely to impact the two statutorily designated sites under consideration.</p> <p>The increase in resident numbers may result in a need to review the existing SANGS strategy.</p>

	<p>Officers agree with the recommendations of the updated PEA, and they should form part of the approved documents if the application is minded for approval.</p> <p>Amendments to the landscaping scheme as part of the S73 application centre on a need to provide wind mitigation. This requirement would impact the landscaping in the following ways. The fin panels proposed for the NE elevation of Tower Three would be positioned next to two proposed trees planted within the public realm. The trees selected for this location are marked on the planting plan as Hippophae salicifolia 'Streetwise' (Sea Buckthorn). As a species, Sea Buckthorn are compact in habit and hardy, noted to be resilient and suitable for planting in urban areas. There is a concern that the newly proposed fins, which would extend out 2 metres from the building elevation, would conflict with the adjacent trees.</p> <p>A key part of the wind mitigation involves the planting of four evergreen trees on the public highway in Argall Way E10, adjacent to Beck Square. The proposed trees are noted as 12 metre high, evergreen trees planted as a continual linear group.</p> <p>The planting of a continuous line of evergreen trees adjacent to the existing flats at Beck Square may lead to complaints if they impact the residents enjoyment of their homes. This could result in the trees having to be reduced on a regular basis and maintained at a specific height.</p> <p>Tree Team raised no objections to the wind mitigation tree planting on the public highway land situated north east of Argall Way. The Trees CAVAT Sum agreed as part of the original consent would remain unchanged.</p> <p><u>Officer Comments:</u></p> <p>The off-site tree mitigation measures would be captured as part of the s278 works. The landscaping condition will consider the tree planting located alongside the proposed wind mitigation measures on Tower 2 at Site 3.</p>
<p><u>External</u></p>	

Sport England	Sport England has reviewed the submitted documentation and raises no objection to condition 2 (Approved Plans and Documents) and Condition 4(Floorspace) being varied on the basis of implementation in line with the submitted details.
GLA	<p>Given the scale and nature of the proposals, conclude that the amendments do not give rise to any new strategic planning issues.</p> <p>It is noted that TfL will provide comments under separate cover.</p>
Active Travel England	Active Travel England (ATE) will not be providing detailed comments on development proposals.
HSE	Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.
Environment Agency	No comments received
Historic England (Greater London Archaeological Advisory Service)	<p>No objections raised.</p> <p>No change is required to Condition 8 of the original consent.</p>
London Fire Brigade	No further observations.
British Transport Police	<p>The proposed amendments to the Lea Bridge Station sites and noted the small increase in residential units. However, this will not increase the footfall significantly at redeveloped Lea Bridge Railway Station.</p> <p>No objections /comments to make in relation to the proposed variation of the application.</p>
Metropolitan Police – Design Out Crime Prevention Officer & Counter Terrorism Advisory Officer.	<p>Condition 47 of the original consent should form part of any decision notice.</p> <p>There are some fundamental design changes on the lower ground and ground levels that could still affect</p>

	<p>security if not suitably discussed, re-designed or mitigated against.</p> <p><u>Officer Comments:</u></p> <p>The applicant and design team reviewed these comments and a meeting took place with SBD Officer. The outstanding matters are minor and clarifications will be agreed as part of the details submitted via Condition 45.</p>
<p>Natural England</p>	<p>Natural England considers the following mitigation measures are required to ensure the application would not have and adverse effect on the integrity of Epping Forest Special Area of Conservation.</p> <ul style="list-style-type: none"> - Strategic Access Management and Monitoring (SAMM) contributions as set out in the applicant's Habitats Regulations Assessment (HRA). - The previously agreed bespoke Suitable Alternative Natural Greenspace (SANG) mitigation package. - The new bespoke SANGs contribution. <p>It is advised that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.</p>
<p>Lee Valley Regional Park Authority</p>	<p>No comments received.</p>
<p>Thames Water</p>	<p>No objections raised in relation to the foul water sewerage network infrastructure capacity and surface water network infrastructure capacity.</p> <p>Requested an informative regarding the requirement for a Groundwater Risk Management Permit from Thames Water.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>A condition is requested for details regarding details of any works within 5m of the strategic water main and information may be required detailing how the developer intends to divert the asset / align the</p>

	<p>development, so as to prevent the potential for damage to subsurface potable water infrastructure.</p> <p>An Infrastructure Phasing Plan is required prior to commencement on site.</p> <p>A Source Protection Strategy should be conditioned.</p> <p><u>Officer comments:</u></p> <p>The appropriate planning conditions would be secured requesting the above information.</p>
Transport for London	<p>Pedestrian, cyclist and vehicular access remains the same, and TfL have no comments on this basis.</p> <p>Car parking provision and arrangement remain the same as per the Approved Development. It is welcomed that the proposal remains car-free except for the provision of 12 disabled car parking spaces, in line with London Plan Policy T6.1.</p> <p>Three spaces will be allocated at Site 1, six spaces at Site 2, and three spaces and Site 3. While the total number of spaces across the scheme is compliant, it is noted that there is a shortfall in Sites 1 and 3, with a surplus in Site 2. This means that disabled users would need to cross the road(s) from Site 2 to their block, before mentioning the distances, way in excess of 50m, and this is not supported.</p> <p>TfL note that 20% of spaces will be fitted with active electric charging points and the remaining 80% of spaces to be passive electric charging points, in line with London Plan Policy T6.</p> <p>Delivery and servicing arrangements remains the same as the consented plans.</p> <p>The Transport Assessment (TA) expects there will be a minor increase in delivery and servicing trips. The proposed increase of 3 servicing trips does not raise any strategic transport concerns.</p> <p>The applicant has updated the trip generation for the non-residential travel demand; the decrease in commercial floorspace, meaning the reduction in non-residential users, would therefore not give rise to the need for additional mitigation, and would not result in significant impact on public transport and the highway.</p> <p>The trip generation section included in the TA has been reviewed and the consideration therein set out</p>

are not agreed. Census 2021 should not be used in this context.

In line with London Plan Policy T5, the minimum quantum of cycle parking spaces for the residential element is 714 long-stay spaces, and 11 short-stay spaces. It is welcomed that this element is in line with minimum requirements.

In line with London Plan Policy T5, the minimum quantum of cycle parking spaces for the commercial element is 9 long-stay spaces and 44 short-stay spaces. The applicant is proposing 11 long-stay and 26 short-stay cycle parking spaces for the commercial element. The applicant should therefore address the shortfall in short-stay cycle spaces allocated to the commercial element of the development.

TfL encourages a mix of cycle parking types to accommodate users of different needs.

The new re-development at Site 1 will determine the removal of the existing cycle hub. From previous submissions we understood that a new cycle hub was going to be provided. It is now unclear from the current submission whether that would be the case, and this should be clarified.

The applicant must provide a detailed Construction Logistics Plan (CLP), in accordance with TfL's guidance and secured by condition.

Officer Comments:

Condition 29 secures a finalised CLP.

The site constraints of each plot do not allow a perfect three per cent provision on each site. Officers were able to accept the distribution of blue badge spaces on the consented scheme on the basis that the distribution of accessible homes on each site was weighted in a similar manner to the blue badge parking provision – roughly a quarter on sites 1 and 3, and half on site 2. The distribution of the blue badge spaces and the accessible homes do largely align, and this allows for a sensible and considered compromise.

The applicant is proposing a provision of 11 long-stay spaces and 26 short-stay spaces. The dispute therefore lies within the short-stay cycle provision. The proposals, as described in the Transport Assessment, provide commercial cycle parking based on the proposed end uses of each of the non-

	<p>residential uses and the Gross External Area (GEA) of each unit. Section 4 of the TA, Tables 4.3, 4.4, 4.5 and 4.7 set out the commercial unit GEA by site, end use split, subsequent London Plan requirements and proposed provision by stand type. The TA demonstrates the provision meets the requirements of the London Plan. The method of calculating the required commercial cycle parking is similar.</p> <p>The Transport Assessment does take account of the change in servicing trips as a result of the increase in residential accommodation. This is detailed in Section 3.0 of the TA and in Tables 3.1 to 3.5. The TA demonstrates there is expected to be a net increase of three residential servicing trips per day, one fewer office trip and one additional retail trip.</p> <p>The servicing trip rates and forecasting method is the same as that of the consented scheme. Logic would suggest that a higher proportion of people working from home or working in a hybrid manner would result in a fewer missed and repeat delivery trips. It may also be reasonable to argue that just because the number of home delivery orders may increase, the number of servicing trips does not, since logistics companies are constantly trying to find ways to consolidate deliveries onto vehicles and minimise their trips and mileage.</p>
London Underground Infrastructure Protection	No comments received.
Network Rail	No objections to the proposals.
London Borough of Hackney	No objection.
Epping Forest SAC	No further comments.
NHS – North East London Clinical Commissioning Group	There is a cost of £36,072 arising from the extra 42 homes which, when added onto the original £175,908, comes to a total health contribution of £211,980.
London Wildlife Trust	No comments received.
National Highways	No comment to make on this variation of conditions application.

Public Engagement

5.3 The application was accompanied by a Statement of Community Involvement document prepared by Kanda Consulting on behalf of the applicant. The Statement of Community Involvement provides a record of the engagement carried out on the amendments of proposals for Lea Bridge Station sites which form this application.

5.4 The following activities were undertaken as part of the engagement process.

- An update to the dedicated engagement website, including updated content and a new website tab on 29th November 2024.
- An email newsletter update was sent on 29th November 2024 to 510 people who had signed up to the mailing list via the engagement website.

6. POLICY CONSIDERATIONS

Section 73 of the Town and Country Planning Act (1990)

6.1 Section 73 of the Town and Country Planning Act (1990) allows applicants to submit schemes which include alterations to the approved plans where such amendments are considered to be minor material amendments. Permission granted under section 73 takes effect as a new, independent permission to carry out the same development as previously permitted subject to new or amended conditions. The new permission sits alongside the original permission, which remains intact and un-amended. It is open to the applicant to decide whether to implement the new permission or the one originally granted.

6.2 Permission granted under section 73 should set out all of the conditions imposed on the new permission, and, for the purpose of clarity restate the conditions imposed on earlier permissions that continue to have effect. The approval of any S73 application would maintain the same time limit as set out within the original consent.

6.3 Furthermore, there is no statutory definition of a 'minor material amendment but it is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.'

Development Plan

6.4 The NPPF Section 70(2) of the Town and Country Planning Act (1990) (as amended) sets out that in considering and determining applications for planning permission, the Local Planning Authority (LPA) must have regard to considerations including the provisions of the development plan and any local finance considerations, so far as material to the application, and any other material considerations.

6.5 Section 38(6) of the Planning and Compulsory Purchase Act (2004) makes it clear that "if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

6.6 The Development Plan for the site, at the time of this report, comprises the London Plan (2021), and the Waltham Forest Local Plan 2024 (LP1). The NPPF does not change the legal status of the development plan.

London Plan (2021)

6.7 The London Plan is the overall strategic plan for London and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital from 2019 to 2041. The relevant policies within the London Plan 2021 relevant to this application are considered to include but not limited to:

- GG1 – Building strong and inclusive communities
- GG2 – Making the best use of land
- GG4 – Delivering the homes Londoners need
- GG5 – Growing a good economy
- GG6 – Increasing efficiency and resilience
- SD1 – Opportunity areas
- SD10 – Strategic and local regeneration
- D1 – London’s form, character, and capacity for growth
- D2 – Infrastructure requirements for sustainable densities
- D3 – Optimising site capacity through design-led approach
- D4 – Delivering good design
- D5 – Inclusive design
- D6 – Housing quality and standards
- D7 – Accessible housing
- D8 – Public realm
- D9 – Tall buildings
- D11 – Safety, security, and resilience to emergency
- D12 – Fire safety
- D13 – Agent of Change
- D14 – Noise
- H1 – Increasing housing supply
- H4 – Delivering affordable housing
- H5 – Threshold approach to applications
- H6 – Affordable housing tenure
- H7 – Monitoring of affordable housing
- H10 – Housing size mix
- S1 – Delivering London’s social infrastructure
- S2 - Health and social care facilities
- S3 - Education and Childcare facilities
- S4 - Play and informal recreation
- S5 - Sports and recreation facilities
- E9 – Retail, markets, and hot food takeaway
- HC1 – Heritage, conservation, and growth
- HC3 Strategic and local views
- HC5 – Supporting London’s cultural and creative industries
- HC6 – Supporting the nighttime economy
- G1 - Green Infrastructure
- G4 - Open Space

- G5 – Urban greening
- G6 – Biodiversity and access to nature
- G7 – Trees and woodlands
- G9 - Geodiversity
- SI1 – Improving air quality
- SI2 – Minimising greenhouse gas emissions
- SI3 – Energy infrastructure
- SI4 – Managing heat risk
- SI5 – Water infrastructure
- SI6 - Digital connectivity infrastructure
- SI7 – Reducing waste and supporting the circular economy
- SI8 – Waste capacity and net waste self-sufficiency
- SI12 – Flood risk management
- SI13 – Sustainable drainage
- T1 – Strategic approach to transport
- T2 – Healthy streets
- T3 – Transport capacity, connectivity and safeguarding
- T4 – Assessing and mitigating transport impact
- T5 – Cycling
- T6 – Car parking
- T6.1 - Residential parking
- T6.2 Office parking
- T6.3 Retail parking
- T6.4 Hotel and leisure uses parking
- T6.5 Non-residential disabled persons parking
- T7 – Deliveries, servicing, and construction
- T9 - Funding transport infrastructure through planning
- DF1 – Delivery of the plan and planning obligations
- M1 – Monitoring

Waltham Forest Local Plan LP1 (2024)

6.8 The draft version of the Local Plan underwent Regulation 18 public consultation between July 2019 and September 2019 and consultation on the proposed submission version between 26 October 2020 and 14 December 2020. It underwent examination and consultation on proposed modifications concluded on 21 September 2023. The Waltham Forest Local Plan (LP1) was subsequently adopted 29 February 2024 and therefore now forms a key part of the development plan in determining all planning applications. The previous Core Strategy (2012) and Development Management Policies (2013) are superseded by LP1.

6.9 The relevant policies are:

- Policy 1 Sustainable Development and Mixed-Use Development
- Policy 2 Scale of Growth
- Policy 3 Infrastructure for Growth
- Policy 4 Location of Growth
- Policy 5 Management of Growth
- Policy 6 Ensuring Good Growth

- Policy 7 Encouraging Mixed Use Development
- Policy 8 Character-Led Intensification
- Policy 9 South Waltham Forest
- Policy 12 Increasing Housing Supply
- Policy 13 Delivering Genuinely Affordable Housing
- Policy 14 Affordable Housing Tenure
- Policy 15 Housing Size and Mix
- Policy 16 Accessible and Adaptable Housing
- Policy 24 Supporting Economic Growth
- Policy 31 Workspaces
- Policy 33 Local Jobs, Skills, Training and Procurement
- Policy 39 New Retail, Office and Leisure Developments
- Policy 46 Social and Community Infrastructure
- Policy 48 Promoting Healthy Communities
- Policy 49 Health Impact Assessments
- Policy 50 Noise, Vibration and Light Pollution
- Policy 53 Delivering High Quality Design
- Policy 54 Tall Buildings
- Policy 55 Building Heights
- Policy 56 Residential Space Standards
- Policy 57 Amenity
- Policy 58 Making Places Safer and Designing Out Crime
- Policy 60 Promoting Sustainable Transport
- Policy 61 Active Travel
- Policy 62 Public Transport
- Policy 63 Development and Transport Impacts
- Policy 64 Deliveries, Freight and Servicing
- Policy 65 Construction Logistics Plans
- Policy 66 Managing Vehicle Traffic
- Policy 67 Electric Vehicles
- Policy 68 Utilities Infrastructure
- Policy 70 Designated Heritage Assets
- Policy 71 Listed Buildings
- Policy 72 Conservation Area
- Policy 73 Archaeological Assests and Archaeological Priority Areas
- Policy 74 Non-Designated Heritage Assests
- Policy 75 Locally Listed Heritage Assets
- Policy 77 Green Infrastructure and the Natural Environment
- Policy 78 Parks, Open Spaces and Recreation
- Policy 79 Biodiversity and Geodiversity
- Policy 80 Trees
- Policy 81 Epping Forest and the Epping Forest Special Area of Conservation
- Policy 82 The Lee Valley Regional Park
- Policy 83 Protecting and Enhancing Waterways and River Corridors
- Policy 85 A Zero Carbon Borough
- Policy 86 Decentralised Energy
- Policy 87 Sustainable Design and Construction
- Policy 88 Air Pollution

- Policy 89 Water Quality and Water Resources
- Policy 90 Contamination Land
- Policy 91 Managing Flood Risk
- Policy 92 Overheating
- Policy 93 Waste Management
- Policy 94 Infrastructure and Developer Contributions

7. MATERIAL PLANNING CONSIDERATIONS

National Planning Policy Framework (2024)

7.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It is a material consideration in planning decisions. It contains a presumption in favour of sustainable development, described as at the heart of the framework.

7.2 For decision-taking the NPPF states that the presumption means "approving development proposals that accord with an up-to-date development plan without delay" and where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless "...any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination".

7.3 The NPPF gives a centrality to design policies; homes should be locally led, well-designed, and of a consistent and high-quality standard. Local planning authorities (LPAs) are to make sure that the quality of approved developments does not materially diminish 'between permission and completion, as a result of changes being made to the permitted schemes.

7.4 The specific policy areas of the NPPF considered to be most relevant to the of this application are as follows:

- Promoting healthy and safe communities.
- Delivering a sufficient supply of homes
- Building a strong, competitive economy
- Promoting sustainable transport.
- Making sufficient use of land
- Delivering a wide choice of high-quality homes.
- Achieve well-designed places
- Supporting high quality communications
- Meeting the challenge of climate change, flooding, and coastal change;
- Conserving and enhancing the natural environment.

Waltham Forest Local Plan (LP2) – Site Allocations (Proposed Submission):

7.5 The Site Allocations Document (Draft Waltham Forest Local Plan Part 2: Site Allocations Document (2021 – Reg 19) seeks to ensure that the London Borough of Waltham Forest promotes the right development in the right places at the right scale, creating attractive sustainable neighbourhoods as well as economic opportunities. The Council are in the process of preparing Local Plan Part 2: Site Allocations (LP2). The document has been subject to 3 public consultations, the most recent version of the document was published for consultation in August 2024. The document has now been submitted for examination.

7.6 When adopted, the Site Allocations Document will represent Part 2 of the Council's Local Plan. This would complement the Waltham Forest Local Plan LP1 (2024).

Mayor's Housing Design Standards London Plan Guidance – June 2023

7.7 The Housing Design Standards guidance brings together, and helps to interpret, the housing-related design guidance and policies in the London Plan.

London Plan Affordable Housing and Viability SPG - 2017

7.8 This supplementary planning guidance (SPG) focuses on affordable housing and viability. It includes four distinct parts: background and approach; the threshold approach to viability assessments and detailed guidance on viability assessments.

London Plan the Sustainable Design and Construction SPG – April 2014

7.9 The Mayor published supplementary planning guidance (SPG) on sustainable design and construction.

Mayor's Housing Supplementary Planning Guidance (SPG) – March 2016

7.10 This document provides guidance on a range of strategic policies including housing supply, residential density, housing standards, build to rent developments, student accommodation and viability appraisals.

Mayor's 'Be Seen' energy monitoring guidance (2021)

7.11 This guidance explains the process that needs to be followed to comply with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan.

Mayor's Fire Safety London Plan Guidance – February 2022

7.12 The Fire Safety LPG reiterates that the fire safety of developments needs to be considered from the outset.

Mayor's Urban Greening Factor London Plan Guidance – February 2023

7.13 The guidance helps support boroughs and applicants in meeting the requirements of policy G5. It provides guidance to boroughs to inform the local application of the policy and information to help applicants to apply the UGF to proposed developments.

Mayor's Air Quality Positive London Plan Guidance – February 2023

- 7.14 The guidance provides support to the Air Quality Positive approach by identifying and implementing ways to push development beyond compliance with both the Air Quality Neutral benchmarks and the minimum requirements of an air quality assessment.

Mayor's Circular Economy Statements London Plan Guidance – March 2022

- 7.15 The London Plan Guidance Circular Economy Statements puts circular economy principles at the heart of designing new buildings, requiring buildings that can more easily be dismantled and adapted over their lifetime.

Mayor's Whole Life-Cycle Carbon Assessments London Plan Guidance – March 2022

- 7.16 This guidance explains how to prepare a Whole Life-Cycle Carbon (WLC) assessment in line with Policy SI 2 F of the London Plan 2021 using the WLC assessment template.

Mayor's Air Quality Neutral London Plan Guidance – February 2023

- 7.17 This guidance sets out the benchmarks for an Air Quality Neutral development.

Mayor's Optimising Site Capacity: A Design-led Approach – June 2023

- 7.18 This guidance sets out how the design-led approach, set out in Policy D3 of the London Plan, should be applied. This approach is the process of setting site-specific design parameters and codes for development sites to provide clarity over the future design.

Mayor's Control of Dust and Emissions During Construction and Demolition

- 7.19 This SPG provides guidance on a range of policies that deal with environmental sustainability, health and quality of life.

Mayor's Sustainable Transport, Walking and Cycling LPG – November 2022

- 7.20 The guidance helps support planning authorities and applicants in meeting the requirements of Policy T3, as well as also supporting delivery against other policies including T1 Strategic approach to transport, and T2 Healthy Streets.

London Plan Guidance – Affordable Housing – Consultation Draft May 2023

- 7.21 Delivering more genuinely affordable housing remains a key strategic issue for London and is integral to Good Growth. The LPG provides guidance on the threshold approach and other London Plan policies related to affordable housing.

Waltham Forest - Urban Design SPD – 2010

- 7.22 This document has the aim of raising the quality of design within the Borough. The core principles underlying the advice in the SPD are Inclusive Design and the social model of disability.

Waltham Forest - Affordable Housing & Viability SPD – 2018

- 7.23 This supplementary planning document (SPD) has been prepared to provide further detailed guidance on affordable housing and viability. The document provides further guidance on how the Council will take viability into account when considering planning applications and what supporting information applicants will be required to produce. The Council does not intend to apply this guidance retrospectively to any planning applications being processed or determined.

Waltham Forest - Planning Obligations SPD – 2017

- 7.24 This document seeks to provide transparent, clear, and consistent information for the negotiation of planning contributions and Section 106 Agreements and how these work alongside the Community Infrastructure Levy (CIL) to help deliver necessary infrastructure in the Borough.

Waltham Forest - Waste & Recycling Guidance for Developers (2019)

- 7.25 The Waste & Recycling Guidance for Developers is to help those involved in designing new developments to ensure safe and secure refuse and recycling storage and collection.

The Conservation of Habitats and Species Regulations (as amended) 2017

- 7.26 The Conservation of Habitats and Species Regulations (as amended) 2017 (the Habitat Regulations) lay down rules for the protection, management and exploitation of important habitats and species. The objective is to protect biodiversity through the conservation of natural habitats and species of wild fauna and flora.

Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019

- 7.27 This document explains the changes made to the Habitats Regulations 2017 as a result of Brexit. Most of the changes involved transferring functions from the European Commission to the appropriate authorities in England and Wales. All other processes or terms in the 2017 Regulations remain unchanged and existing guidance is still relevant. The obligations of a competent authority in the 2017 Regulations for the protection of sites or species do not change.

Department for Communities and Local Government Technical Housing Standards – Nationally Described Space Standard (2015)

- 7.28 This standard deals with internal space within new dwellings and is suitable for an application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

BRE Guidance – Site layout planning for daylight and sunlight – A guide to good practice – 2022

- 7.29 This guide gives advice on site layout planning to achieve good sunlighting and daylighting, both within buildings and in the open spaces between them. It is intended to be used in conjunction with the interior daylight recommendations for new buildings in the British Standard Daylight in buildings, BS EN 17037.

Historic England Advice Note 4: Tall Buildings (2022)

- 7.30 The purpose of this Historic England advice note is to support all those involved in dealing with proposals for tall buildings in implementing historic environment legislation, the relevant policies in the National Planning Policy Framework (NPPF), and the related guidance given in the Planning Practice Guidance (PPG).

Historic England Advice Note 3: The Setting of Heritage Assets (2017)

- 7.31 This document sets out guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes.

Sport England Playing Fields Policy and Guidance (2018)

- 7.32 This document sets out Sport England's Playing Fields Policy and the five exceptions tests a proposed development needs to demonstrate in order to meet the requirements for playing pitch loss.

Natural England – Epping Forest Special Area of Conservation

- 7.33 Natural England issued interim advice on 6th March 2019 in relation to the Epping Forest Special Area of Conservation (SAC) Mitigation Strategy and the Habitats Regulations. The advice applies to all residential development within the extended Zone of Influence, which includes the Local Planning Authority's area. The development is therefore liable to mitigation measures on any impact on the Epping Forest SAC which will be secured by an appropriate financial contribution.

Epping Forest Special Area of Conservation

- 7.34 Natural England issued an Interim Advice Letter on 6th March 2019, in relation to the Epping Forest SAC (Special Area of Conservation), which is based on updated research on the impacts on the SAC and proposed measures to mitigate those impacts with particular reference to those understood to arise from the recreational impact generated by occupiers of new development. The Local Planning Authority is a "competent authority" under the Habitat Regulations and is legally obliged to take Natural England's advice into account in decision making and attach great weight to it.
- 7.35 Waltham Forest shares a boundary with the Epping Forest Special Area of Conservation and following research in the form of a visitor survey by Footprint Ecology, has been found to fall within a wider Zone of Influence (ZOI) based on the distance the majority of visitors will travel to visit Epping Forest SAC. This report identified that 75% of visitors travelled up to 6.2Km to the SAC and as result of the whole of the London Borough of Waltham Forest falls within this ZOI for recreational pressure. All new residential development within this ZOI constitutes a LSE (Likely Significant Effect) on the sensitive interest features of the SAC through increased recreational pressure, either when considered 'alone' or 'in combination'. According an "Appropriate Assessment" has been carried out on this application.
- 7.36 The Council as Local Planning Authority is obliged to ensure that any grant of planning permission would have sufficient mitigation measures in place so as to ensure that there

would be no harmful impact on the Epping Forest SAC arising from LSE. For schemes comprising one or more units of residential accommodation a new package of costed Strategic Access Management Measures (SAMM) has been prepared by the City of London Conservators of Epping Forest. This Mitigation Strategy has been agreed by all of the partners in the agreement and is in the process of adoption. A new SAMM levy is now in operation which requires a contribution of £627 per unit from all new residential schemes. Natural England is supportive of this approach, provided the total expected contribution is delivered to the City of London Conservators to support the delivery of SAMM in Epping Forest SAC.

Accelerating Housing Delivery Planning & housing Practice Note December 2024

7.37 This document sets out various measures to incentivise and support the delivery of housing.

8. ASSESSMENT

8.1 The main issues relate to the following:

- A. Principle of Development and Density
- B. Affordable Housing – Tenure and Mix
- C. Tall Buildings, Design and Townscape
- D. Impact on Heritage Assets
- E. Impact on Residential Amenity
- F. Standard of Accommodation
- G. Secure by Design
- H. Transport, Highways and Servicing
- I. Trees, Landscaping and Ecology
- J. Energy Efficiency and Sustainable Design and Construction
- K. Flood Risk and Drainage Considerations
- L. Environmental Impact Considerations
- M. Fire Safety
- N. Health Impact Assessment
- O. Environmental Statement
- P. Planning Obligations/Contributions

A) PRINCIPLE OF DEVELOPMENT

8.2 The National Planning Policy Framework (NPPF) (2023) sets out the principles and objectives that are required to underpin approaches to plan-making and development management. Central to this is the “presumption in favour of sustainable development”, intended to ensure that sustainable development is pursued in a positive way. These principles are reflected adopted Waltham Forest Local Plan LP1 (2024), ensuring significant increase in the supply, choice and mix of high quality new homes, in particular delivering genuinely affordable homes to enable and encourage residents to stay in the borough and strengthen communities.

8.3 In accordance with the NPPF, the key strategic priorities that the Waltham Forest Local Plan must address include the following:

- The homes and jobs needed in the borough;

- Retail, leisure and other commercial development;
- Infrastructure provision for transport, telecommunications, waste management, water, flood risk and energy;
- Provision of health facilities, community and cultural infrastructure and other local facilities;
- Climate change mitigation and adaptation; and
- Conservation and enhancement of the natural, built and historic environment.

8.4 London Plan Policy D2 sets out that development densities should be proportionate to a site's connectivity and accessibility by walking, cycling, and public transport to jobs and services. It also generally requires that suitable levels of infrastructure are or will be in place to support the proposed density of developments.

8.5 London Plan Policy D3 states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. It does not set out a prescriptive approach but rather seeks to ensure that all schemes achieve an appropriate density that responds to a site's context and capacity for growth, setting out considerations relating to form and layout, user experience, and quality and character.

8.6 London Plan Policy H3 states that to ensure housing targets are achieved, boroughs should optimise the potential for housing delivery on brownfield sites, especially the sites with existing or planned PTALs 3-6, located within 800 metres distance of a station or a town centre boundary.

8.7 Policy 1 of the Waltham Forest Local Plan LP1 (2024) sets out a key desire to deliver sustainable growth whilst ensuring that development and growth are positive, work to the benefit of residents and businesses, and enhance the existing physical environment.

8.8 Policy 2 of the Waltham Forest Local Plan LP1 (2024) highlights that over the Plan period (2020-2035), the Council will maximise opportunities for economic growth by promoting significant levels of housing and employment development involving net increases of: 27,000 additional homes and 52,000 sqm employment floorspace.

8.9 Policy 7 of the Waltham Forest Local Plan LP1 (2024) reveals that in contributing towards the supply of homes and jobs, mixed use development proposals will be encouraged across the borough particularly in Strategic Locations.

Site Allocation

8.10 The site has been identified in the LBWF Draft Local Plan Part 2, Site Allocations Document (August 2024). Site R19047 Lea Bridge Station Sites is allocated for a mixed used development to provide new homes, community facilities, town centre uses, a new step free entrance to Lea Bridge Station, new and enhanced public realm and accessible, biodiverse green open spaces. The site is located within Lea Bridge Strategic Location and the site is designated an area potentially suitable for tall buildings. The site allocation identifies an indicative capacity of 345 homes and identifies that character-led intensification approach as Transformation. The site allocation also outlines an indicative capacity of 2,425sqm of non-residential uses.

8.11 The allocation sets out the following objectives as part of any planning application:

- Optimise the capacity of the site to deliver approximately 345 high quality, accessible, sustainable homes, including affordable housing.
- Provide town centre uses of a size and scale that would support the new and local residential population.
- Provide new high quality, inclusive community facilities on site.
- Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway.
- Enhance the existing public realm on Lea Bridge Road, Orient Way and Argall Avenue.
- Provide a new integrated station entrance, which incorporates step-free access.
- Enhance existing pedestrian and cycling connectivity along Lea Bridge Road, Orient Way and Argall Avenue.
- Deliver new and enhanced greening and biodiversity throughout and around the site. Development should plant 5 new trees for every 1 tree lost.
- Mitigate the impact of any localised poor air quality from Lea Bridge Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers.
- The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the western boundary of the site.
- This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough.
- Ensure that the overall integrity and efficacy of the adjacent Lea Bridge Gateway industrial area, and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis

8.12 The overall principle of a mixed use development at the three sites is already established via the current consent on site (i.e. planning permission 212685). The current proposal would result in an uplift of 42 homes bringing a total of 387 homes to the development. The application is significantly revising the level of affordable housing to a 100% affordable housing development. The scheme would still maintain commercial floorspace (Use Class E) and community floorspace (Use Class F.2) as per the original consent on site.

8.13 The application site is identified as a Transformation site within the LBWF Draft Local Plan Part 2 and is identified as a Strategic Location within Policy 4 (Location of Growth) of the Waltham Forest Local Plan LP1 (2024). In these areas, new development will be expected to provide a well balanced mix of economic, social and environmental benefits to support the development with a network of well-connected, sustainable, high quality, attractive, locally distinctive and healthy places. Focusing growth in the identified Strategic Locations will reduce the pressure for substantial incremental development in predominately established residential and more sensitive areas.

8.14 Policy 9 (South Waltham Forest) of the Waltham Forest Local Plan LP1 (2024) identifies Lea Bridge Strategic Location supporting approximately 1,640 new homes. Growth and development will be directed to Strategic Locations as they are sustainable locations for development with access to facilities including shops, social and community infrastructure, open spaces and parks and public transport.

8.15 The uplift in homes is supported by officers and would further optimise the site and would provide new homes to the Borough. As result the principle of additional homes within the development is strongly supported by planning policy and the shift to a 100% affordable scheme is supported by officers.

Commercial Floorspace

8.16 The proposal would result in an overall reduction in commercial floorspace provision granted as part of the original consent. While considering the previous NMA application Ref:231158 the development currently secures the following commercial floorspace breakdown amounting to 2,119sqm.

- Site 1 – 821sqm Class E
- Site 2 – 1,139sqm Class F/E
- Site 3 – 159sqm Class E

8.17 The proposal is now seeking to deliver a total of 1,561sqm commercial floorspace of which 484sqm would be provided.

- Site 1 – 291sqm Class E
- Site 2 – 1,119sqm Class E/F.2
- Site 3 - 151sqm Class E

8.18 Site 1 would see the removal of Commercial Unit 3 as this would be replace to facilitate additional cycle parking facilities. The commercial floorspace on the first floor would be replace by playsapce provision.

8.19 Within the Courtyard of Plot 2 the previously approved unit for Use Class E/F2 has been split into two units and allow the provision of a commercial unit that can be utilised as management office in relation to the on-site management of the affordable dwellings. This has resulted in a reduction of the F2 floor space from 637 sqm to 484 sqm.

8.20 As a result of the uplift in homes the proposal is now seeking reduce the overall provision of commercial space in order to facilitate the additional homes. Officers note the desire of the site allocation (i.e. Site Allocation R19047 of the LBWF Draft Local Plan Part 2) seeking to provide town centre uses of a size and scale that would support the new and local residential population and provide well designed active commercial and community ground-floor frontage onto Lea Bridge Road. The proposal is still seeking to provide balance of commercial space and community use space as per the original consent on site. The proposal would also incorporate suitable levels of active frontages at ground level throughout each of the sites.

8.21 The reduction in the community floorspace at Site 2 is required to support on-site management space for the proposed affordable housing. As such the reduction in community floorspace on this occasion is considered acceptable given that the alterations would support the required on-site management for the 100% affordable housing scheme. Likewise, the reduction of commercial floorspace throughout the development is considered acceptable given that these modifications are required to support cycle parking, refuse and playspace provisions to support the overall uplift of homes. The site is not within designated town centre location and therefore reduction in overall commercial floorspace is acceptable given the distance from the local retail parades positioned further west of Lea Bridge Road.

8.22 Overall, the application would provide a valuable contribution towards meeting the borough's housing targets and providing high proportion of affordable homes to the borough. As such the reduction in commercial of community floorspace is supported by Officers given that proposed upgrades are required to the support the uplift in homes and affordable housing provision.

Strategic Industrial Location (SIL) Land

8.23 It was noted during the assessment of the original application that a small portion of Site 1 alongside Argall Way was within the Rigg Approach Strategic Industrial Location (SIL). The SIL extended across Argall Way to the boundary of the Motion development as a projecting area of SIL from the main area to the northwest. It was concluded as part the assessment of the original planning consent that the that the road layout was altered in the late 1990s, resulting in Argall Way passing through this projecting area of SIL; however, the SIL boundary was not amended in subsequent updates of the Local Plan. As part of the new Waltham Forest Local Plan LP1 (2024), the SIL boundary was updated to remove the overlap within Site 1 and as such none of the site currently falls within the SIL designation.

B. AFFORDABLE HOUSING AND TENURE MIX

8.24 The London Plan supports the building of more homes through Policy GG4, which promotes the delivery of genuinely affordable homes and the creation of mixed and inclusive communities, with good quality homes that meet high standards.

8.25 London Plan (2021) Policy H4 sets a strategic target for 50% of all new homes delivered across London to be genuinely affordable. For surplus public sector land (such as the application site) the policy requires delivery of at least 50% of proposed units as affordable housing. London Plan (2021) Policy H5 states that planning applications for proposals following the viability tested route should include detailed supporting viability evidence, which should be scrutinised to ensure the delivery of the maximum level affordable housing. It also sets out the requirement for early-stage, late-stage, and mid-term stage (for larger phased developments) viability reviews post planning permission for viability tested schemes. The Affordable Housing and Viability SPG sets out additional guidance on the implementation of these policies.

8.26 London Plan (2021) Policy H6 sets out the requirements for affordable housing tenure. It states that when affordable housing is more than 35% then the tenure would be flexible provided that homes are genuinely affordable, taking in account the need to maximise affordable housing provision along with any preference of applicants to propose a

particular tenure. The GLA's Affordable Housing and Viability Supplementary Planning Guidance (2017) sets the threshold at 35% of habitable rooms as affordable provision. In addition to this, this approach is also set out in the draft London Plan Guidance – Affordable Housing document.

8.27 Policy 13 (Delivery Genuinely Affordable Housing) of the of the Waltham Forest Local Plan LP1 (2024) seeks to deliver 50% of all new homes to be genuinely affordable housing. In addition to this the threshold level of affordable housing is 50% for public sector land where there is no portfolio agreement with the Mayor. Policy 13 outlines that developments will be required to adopt threshold approach to viability. Where proposals meet the following criteria, they will not be required to provide a viability assessment at application stage. Development should meet or exceed the threshold level of affordable housing on site without public subsidy. The threshold requires a minimum of 35% and the percentage of affordable housing on a scheme is to be measured in both habitable rooms and homes, with the habitable room measurement to be used with reference to Part C of Policy 13 'Delivering Genuinely Affordable Housing' of the of the Waltham Forest Local Plan LP1 (2024) to determine whether the threshold has been met.

8.28 Policy 14 (Affordable Housing Tenure) of the Waltham Forest Local Plan LP1 (2024) states that development for schemes of 10 or more homes should seek to provide the following tenure mix: 70% low cost affordable rent and 30% intermediate housing products.

8.29 The proposal would provide the following affordable housing mix:

Proposed Affordable Housing Table:

<u>Proposed Unit Mix</u>	London Affordable Rent	Social Rent	Shared Ownership	Total
1-bed	56	60	4	120 (31%)
2-bed	96	108	6	210 (54%)
3-bed	33	6	8	47 (12%)
4 bed	10	0	0	10 (3%)
Total	195 (50.38%)	174 (43.82%)	18 (4.65%)	387 (uplift of 42 homes)

Consented Scheme - Ref:212685:

<u>Proposed Unit Mix</u>	London Affordable Rent	Shared Ownership	Market	Total
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1 bed 1 person/Studio		1		1 (0.28%)
1-bed	11	31	76	118 (34.2%)
2-bed	23	35	81	139 (40.28%)
3-bed	29	20	28	77(22.31%)
4-bed	9	1		10 (2.89%)
Total	72(20.86%)	88(25.5%)	185(53.62%)	345(100%)
(46.3%) Affordable Total = 160 homes	(45%)	(55%)		

NMA Consented Scheme - Ref: 231158

<u>Proposed Unit Mix</u>	London Affordable Rent	Shared Ownership	Market	Total
Studio/1 bed 1 person	0	5	35	40 (11.59%)
1-bed	11	21	32	64 (18.55%)
2-bed	23	49	112	184 (53.33%)
3-bed	29	8	10	47 (13.62%)
4-bed	10	0	0	10 (2.89%)
Total	73 (21.15%)	83 (24.05%)	189 (54.78%)	345
(45%) Affordable Total = 156 units	(46.79%)	(53.20%)		

Habitable Room Tenure Proposed via Current Application:

- London Affordable Rent – 52.5%
- Social Rent – 42.3%
- Shared Ownership - 5%

8.30 The proposed development would now result in a total of 387 affordable homes which now equates a 100% affordable housing scheme and therefore 50% provision has been met and significantly exceeded. As illustrated in the tables above the development would now comprise of 195 London Affordable Homes (LAR), 174 Social Rent Homes (SR) and 18 Shared Ownership Homes (SO). The proposal would now provide a provision of 50% LAR homes, 44% SR homes and 5% SO homes by unit basis which would exceed tenure split provisions set out in Policy H6 of the London Plan (2021) and Policy 14 (Affordable Housing Provision) of the of the Waltham Forest Local Plan LP1 (2024). This provision would maximise the delivery of Low Cost Rented homes which will significantly help the Council towards housing residents on its Housing Register. The 2024 NPPF supports schemes that mainly or entirely affordable.

8.31 156 SR homes would be located on Site 1. The Terrace at Site 2 include 5 LAR homes and 18 SO homes, the Courtyard East at Site 2 would facilitate 18 LAR homes and Courtyard West would support 50 LAR homes. Tower at Site 3 would provide 122 LAR homes and 18 SR homes.

8.32 Site 1 would support Social Rent homes, while Site 3 would support Social Rent and LAR homes. The Courtyard element of Site would include LAR homes. In addition to this, the Terrace portion of Site 2 would facilitate both Shared Ownership and LAR homes.

8.33 Overall the application would provide a significant improvement on an already satisfactory level affordable homes proposed under the consented scheme. This is strongly supported and weighs heavily in determining the planning balance of this scheme.

Unit Mix and Housing Tenure

8.34 Paragraph 71 of the NPPF states that a mixed tenure sites can provide a range of benefits, including creating diverse communities and supporting timely build out rates, and local planning authorities should support their development through their policies and decisions (although this should not preclude schemes that are mainly, or entirely, for Social Rent or other affordable housing tenures from being supported).

8.35 The NPPF recognises that in order to create sustainable, inclusive and diverse communities, a mix of housing types, which is based on demographic trends, market trends and the needs of different groups, should be provided.

8.36 Policy H10 of the London Plan (2021) advises on the range of considerations that need to be considered in determining the appropriate mix of unit size, this includes the nature and location of the site and the aim to optimise housing potential on sites. Supporting text to Policy H10 confirms that flexibility should be applied in determining unit size mix for a scheme.

8.37 Policy 15 (Housing Size and Mix) of the Waltham Forest Local Plan LP1 (2024) seeks to capture a diverse range of housing and suggests the following mix of dwelling sizes across all tenures. The priorities for dwelling size and tenures are based on the Strategic Housing Market Assessment (SHMA) and the borough's housing waiting list.

Bedroom Size	1 bed	2 bed	3 bed plus
Preferred dwelling mix – Social Rent / London affordable rent	20%	30%	50%
Preferred dwelling mix – Intermediate Rent	20%	40%	40%
Preferred dwelling mix - Intermediate Ownership	30%	50%	20%
Preferred dwelling mix - Market	20%	50%	30%

8.38 The proposed development would provide the following home size mix:

<u>Proposed</u>	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	Total
London Affordable Rent	56(29%)	96(49%)	33(17%)	10(5%)	195
Social Rent	60(34%)	108(62%)	6(3%)	0	174
Shared Ownership	4(22%)	6(33%)	8(44%)	0	18

Consented Scheme Mix - Ref:212685:

<u>Original Consent</u>	1 bedrooms	2 bedrooms	3 bedrooms	4 bedroom	Total
London Affordable Rent	11(15%)	23(32%)	29(40%)	9(12%)	72
Shared Ownership	32(36%)	35(40%)	20(23%)	1(1%)	88
Market	76(41%)	81(44%)	28(15%)	0	185

NMA Consented Mix - Ref:231158:

<u>Original Consent</u>	1 bedrooms	2 bedrooms	3 bedrooms	4 bedroom	Total
London Affordable Rent	11(15%)	23(31%)	29(40%)	10(14%)	73
Shared Ownership	5(6%)	21(25%)	49(59%)	8(10%)	83
Market	67(35%)	112(59%)	10(5%)	0	189

8.39 Policy 15 of the Waltham Forest Local Plan LP1 (2024) allows for variations to the dwelling size mix where it can be fully justified based on the tenures and type of housing proposed, site location, area characteristics, design constraints, scheme viability; and where shared ownership is proposed, the ability of potential occupiers to afford the homes proposed.

8.40 The NMA consent (Ref: 231158) resulted in a reduction from 77 3 bedrooms to 47 3 bedrooms allowing for a 14% provision of 3 bedrooms to the scheme as a whole. This was required with the introduction of the additional second staircase to Towers 1 and 2. This was considered acceptable given that these changes would ensure the development met relevant fire legislation requirements and therefore allow the scheme to come forward.

8.41 The current application would maintain a total of 57 family sized homes on site. In addition to this, the proposal provide an additional 4 3 bedroom LAR homes. It is noted that the proposal would see the loss of 8 x 3 bedroom SO homes however the scheme would now provide 6 x 3 bedroom SR homes. As such this change is considered acceptable by Officers.

8.42 The proposal would not comply preferred tenure mix set out in Policy 15 (Housing Size and Mix) of the Waltham Forest Local Plan LP1 (2024). The scheme would however support a 100% affordable mix and the previous consent provided 50% affordable housing. The units mix within the shared ownership tenure will see a 22% provision of one beds, 33% provision of two beds and a 44% provision of three beds. This is slightly out of sync with policy targets however, it should be noted that the shared ownership element makes up 5% of the overall affordable housing offer.

8.43 Given the site's close proximity to Lea Bridge station means it is accessible and an entirely appropriate location for smaller sized units (studios, 1 and 2 bed units). The proposal would ensure that the number of family homes aligns with that previously approved under the extant permission. Additionally the current application would reduce

the number of studio flats and provide additional larger 1 bedroom units. Given the conversion from Market Sale to affordable and the impact it has in skewing the percentages, and the overall substantial increase in the affordable housing offer it is considered that the unit mix is considered suitable on this occasion.

- 8.44 Overall the unit mix of the proposed homes sizes would be acceptable, particularly as the development would deliver a substantial uplift in affordable homes when compared to the original consent. Officers consider the proposed unit mix to provide a sustainable mix of accommodation in this strategic location. The proposal would continue to support family-sized units provided in the social rent tenure.

C. TALL BUILDINGS, DESIGN AND TOWNSCAPE

- 8.45 London Plan (2019) Policies D1, D2 and D3 seek to ensure that new developments are well-designed and fit into the local character of an area. New buildings and spaces should respond to the form, style and appearance to successfully integrate into the local character of an area, with a positive relationship with the natural environment and respect and enhancement of the historic environment.

- 8.46 Local Plan Policy 53 of the Waltham Forest Local Plan LP1 (2024) highlights that it is a key priority of the Council to ensure that all new development delivers exemplar architectural and design quality. This Exemplar Design approach builds on the London Plan position in relation to high quality, sustainable and inclusive design, to ensure development also considers community safety, local character and health, encourages neighbourliness and achieves resource efficient buildings that create environmental value for the borough. Exemplar Design also requires development to respond positively to the existing character and context of the local area.

Tall Buildings:

- 8.47 London Plan Policy D9 places several criteria for tall buildings, such as following an identified location in the development plan, scrutinising the impact on views in general and historic views in particular, their architecture and appearance, safety and internal design, their servicing, accessibility of the site and transport capacity, their environmental impact in terms of wind, daylight and sunlight, air movement and quality, noise. Policy D3 of the London Plan encourages the optimisation of site capacity through the design-led approach and sets policy guidance to shape the form and layout, experience, quality and character of the new development.

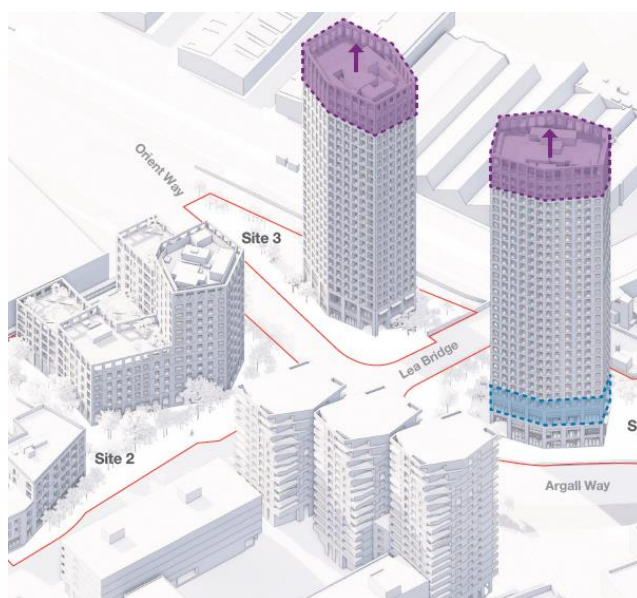
- 8.48 Local Plan Policy 54 of the Waltham Forest Local Plan LP1 (2024) has similar criteria to the London Plan in relation to tall building design considerations. It states that they would only be supported in identified strategic location and opportunity sites. This policy describes "Taller" buildings as those that are taller than their prevailing context and the typical shoulder heights proposed in a development. "Tall" buildings are substantially taller, making a significant impact on the skyline of the borough. Subject to their impact on local character and context, Taller and Tall buildings will generally only be supported in identified Strategic Locations and Opportunity Sites. Such buildings come forward as positive design intentions, such as marking a location of civic, cultural or landmark importance, rather than

solely to increase density. They should contribute positively to their context and be part of a successful composition of building heights. This site is located in the Lea Bridge Strategic Location and identified as suitable for tall buildings.

8.49 For the purposes of these policy tests, the definition of a tall building in the borough is any building of 10 storeys or more, or any building that measures 30m or more from ground level. Tall buildings will only be supported on certain sites identified for a Transition or Transformation approach to character intensification, in line with Policy 8 of the Waltham Forest Local Plan LP1 (2024). In general, the appropriate range of heights for new tall buildings is between 10 and 17 storeys in height. On some Transformation sites however, there may be the opportunity to exceed this and, subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policy tests, buildings of 18 storeys or more may be acceptable. Indicative ranges of potentially acceptable heights for these sites will be provided in Local Plan Part 2 - Site Allocations.

8.50 Policy 55 of the Waltham Forest Local Plan LP1 (2024) highlights that appropriate building heights for new development will vary in response to the prevailing character and building heights of that part of the borough, in line with the approach to character-led intensification set out in Policy 8 'Character-Led Intensification'.

8.51 The Draft Local Plan Part – Site Allocations (LP2) identifies the intensification approach of the site as “Transformation” which allows for the introduction of tall buildings to the site. The site allocation also identified as an area potentially suitable for tall buildings given that buildings of 26 and 23 storeys were previously tested and approved as part of the original consent on site.



8.52 The is seeking to increase the heights of the Towers 1 and 2 by an additional 3 storeys. The increase in heights would see Tower 1 changing from 26-29 storeys and Tower 2 from 23 to 26 storeys. This would create an increase in height of Towers 1 and 2 by approximately 9.45m. The building heights of the buildings occupying Site 2 would remain unaltered to that agreed as part of the original planning permission.

- 8.53 An updated Townscape and Visual Impact Assessment has been undertaken as part of the Environmental Statement (ES) Addendum assessing the proposed amendments through a series of townscape views which demonstrate that the architecture is of the highest quality. The analysis within the document provides a detailed assessment against relevant tall building policies and considers the proposed increase in height associated with the proposed developments established through the extant permission, and considers the site's prominent location.
- 8.54 A townscape assessment was identifies five townscape character areas and tests the visual impacts to the character of these areas:
- Character Area 1: Leyton Infrastructure and light industrial
 - Character Area 2: Walthamstow Marshes, Hackney Marshes & Lee Valley Park
 - Character Area 3: Lea Bridge
 - Character Area 4: Leyton Industrial Park
 - Character Area 5: Lower Clapton
- 8.55 The assessment considers in total 19 views within the vicinity of the application site and wider area. The analysis concludes that the proposed uplift in heights to Towers 1 and 2 would continue to have beneficial effects in long, mid range and immediate views and these updates would continue help to identify the location of the station and improve wayfinding in the area. It is identified within the townscape analysis that the proposal would not result in significant likely effects.
- 8.56 The proposed development will create and mark a new high-quality gateway into the Borough (when approached from the neighbouring London Borough of Hackney) This has been achieved through the high quality architecture proposed and the creation of a focal marker scheme adjacent to Lea Bridge station. There are no changes to the findings of effects on the townscape receptors as a result of the cumulative schemes.
- 8.57 The submitted Townscape, Heritage and Visual Impact Assessment concludes that the additional massing would not result in changes to the likely effects previously identified within the original application and set out in Environmental Statement for consented application (ref. 212685). The additional height proposed is not considered to have any further effect on previous conclusions drawn and considers that no further assessment is required. In addition, the principle of delivering tall buildings on-site has already been established through the extant permission.
- 8.58 The proposed massing and height changes are considered acceptable in principle and it is noted that the principle of tall buildings has been established as part of the original consent. The applicant has comprehensively tested long-range, mid-range and immediate views. The additional height and massing to Towers 1 and 2 would not dramatically compromise the character of the site and its setting when balancing the overall planning benefits of the scheme as a whole. The updated Heritage, Townscape and Visual Impact Assessment (HTVIA) document has been reviewed in full by Officers to comprehensively verify the acceptability of any additional impact to townscape. The HTVIA demonstrates that the additional height is negligible in townscape terms, when compared to the previously consented proposal. As a result, the changes to height, scale and massing are considered to be acceptable in design terms.

Architecture and Materiality

- 8.59 The building occupying Sites 1 and 2 would incorporate slight alteration to the façade treatments to address overheating requirements, resulting in minor elevation updates are proposed with the rearrangement of the metal panelling and window configuration. These changes would also incorporate width alterations to windows to address overheating requirements. Attenuators would also be removed and replaced with a visually matching metal panel. Site 1 would see elevation upgrades to replicate the internal floorplate at Levels 01 and 02 with updates to the window configurations.
- 8.60 Site 3 would incorporate the introduction of wind mitigation measures in light of the findings of the microclimate analysis. The proposal now requires the inclusion of two wind mitigation panel screens mounted to the north eastern lower portions of Tower 2. Each of these panels would contain a height 5.7m and width of 2m. These features would be situated 3m above the public realm and requires 50% permeable/open space. The panels would comprise of a metal material with a light bronze/brown appearance that would resemble the windows and balcony features on this block. The design of the features seeks to replicate the materiality of the approved block and would ensure high quality design will still be achieved. It is noted that both structures would incorporate considerable heights but this required to ensure these additions serve the main purpose to preclude potential wind microclimate issues. Further to this, canopies would be introduced on the northern elevation of Tower 2 at first floor level. These would be minor additions to the facade and would blend with the proposed window design. Overall, the proposed wind mitigation features are considered suitable on this occasion to ensure the deliverability of the development and as a result on balance this is considered to be acceptable. The detailed design of these would be secured by condition.
- 8.61 Site 2 would also include elevation updates to address overheating requirements. Attenuators would also be removed and replacing these with visually matching metal panels to the northern, southern, eastern and western elevations. The southern and eastern elevation would result in slight updates to brick reveal depths to tax windows to improve U-values for Part L Building Control compliance. The eastern elevation of the Terrace block would also see updates to secure window openings to allow for night time purge ventilation at ground floor level. The northern and western elevation of the Courtyard would feature the removal of attenuators and replaced with a visually matching metal panel. The metals panels along this elevation would be pushed backed from the front brick piers resulting in further façade depth. The eastern elevation of the Terrace block at Site 2 would also see updates to secure window openings to allow for night time purge ventilation at ground floor level.
- 8.62 The order of Base, Lower Middle, Upper Middle and Top of Tower 1 and Tower 2 is consistent with the consented proposals, helping to ensure a slenderness and verticality that helps to ground the towers, whilst ensuring they appear slender and have architectural interest when viewed at street level and wider areas. The design of the base of the building would ensure the tall buildings would maintain a sense of human scale at ground floor level and this design approach would ensure an acceptable appearance for the public and building users at street level.
- 8.63 The façade updates to each of the buildings have ensured that high quality design principles have been applied maintaining sufficient depth of the façade treatments and securing important overheating requirements.

8.64 In terms of materiality, brick is dominant across the sites to achieve robust high quality buildings and would ensure the scheme achieves exemplar design quality. Stone and metalwork features are proposed to complement the surrounding character of the area. The materials previously agreed via the original consent will not alter and finalised details would be secured via a planning condition.

Layout and Public Realm

8.65 Numerous modifications are required on ground floor of Tower 1, Tower 2 and Courtyard building resulting additional bike, refuse and re-configurations primarily steered by the uplift in homes and fire legislation requirements. The ground floor layouts to each of the building would preserve suitable levels of active frontages to each façade ensuring the development provides good activity onto the adjoining roads and pedestrian links within close proximity to each site. The proposal would retain commercial uses on the ground floor of the buildings occupying all three sites. This in turn would maximise natural surveillance and create positive footfall to each site and surrounding areas.

8.66 The proposal would not feature any landscaping or public realm updates to the surrounding areas of each building. In summary, the proposed site layout is in keeping with the approved approach outlined in the previously consented application on site. It is considered to fit with the surrounding context and provides new active frontages that would benefit the area. Overall the layout changes at ground floor levels are acceptable and considered minor changes that would ensure active frontages will be retained as part of the development.

Conclusion

8.67 For the reasons set out above, the development would be acceptable under design, visual and massing terms. Officer consider the uplift in height to the towers occupying Sites 1 and 3 suitable and the development would still act as gateway to this strategic site and wider area. The increase in height is not considered to create additional impacts in design terms. The proposal also seeks to fulfil the aspirations of the site allocation (site R19047) of Waltham Forest's draft Local Plan Site Allocations (LP2). As per the recent consent on site (Ref: 212685) the development would reinforce a sense of place and would serve as visual landmark when viewed from public vantage points throughout the area.

8.68 The proposal is therefore consistent with the objectives of Policies D3 and D4 of the London Plan (2021) and Policies 53, 54 and 55 of Waltham Forest's Local Plan LP1 (2024) in achieving high quality design.

D. IMPACT ON HERITAGE ASSETS

8.69 The NPPF states when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the assets' conservation and the more important the asset, the greater the weight should be. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

8.70 Policy HC1 of the London Plan highlights that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets. Any harm must be given considerable importance and weight.

8.71 Policy 73 of the Waltham Forest Local Plan LP1 (2024) stipulates that where proposals affect Archaeological Assets and Archaeological Priority Areas, measures are required protect or where appropriate, better reveal remains of archaeological importance by ensuring acceptable methods are considered.

Built Heritage

8.72 There are no listed buildings, designated or undesignated heritage assets within the site or the immediate surrounding area. The site is not situated within a Conservation Area. The submitted Townscape, Heritage and Visual Impact Assessment highlights that there have been no changes to the heritage baseline since the 2021 ES and the baseline presented remains accurate and valid.

8.73 The document considers the following heritages assets within the area/wider areas:

- Nos. 7 & 11 Argall Avenue (Locally Listed Building)
- Vicarage, St Saviour's Church, Markhouse Road (Locally Listed Building)
- Early Education Centre, Verulam Avenue (Locally Listed Building)
- Bridge Court, Lea Bridge Road (Locally Listed Building)
- 3 Marsh Lane (Locally Listed Building)
- 24 Cambrian Road (Locally Listed Building)

8.74 Nos. 7 and 11 Argall Avenue forms part of Waltham Forest's Local Heritage List and is located approximately 375m north west of the site to the north side of Argall Avenue. Bridge Court forms part of Waltham Forest's Local Heritage List and is located approximately 620m west of the Site to the south side of Lea Bridge Road. The buildings have local architectural interest derived from its Art Deco influenced architecture and historic industrial use. The analysis reveal no impact on these buildings.

8.75 3 Marsh Lane forms part of Waltham Forest's Local Heritage List and is located approximately 650m south east of the Site to the south side of Marsh Lane. The property has local historical interest as surviving building from the late nineteenth century. The external appearance of the building has some local aesthetic value, in red brick with stone detailing including bay windows at ground and first floor level.

8.76 The Parish Church of Emmanuel (Grade II) is located 500m to the south-west on Lea Bridge Road. The analysis reveals that the increase in height proposed would be de minimis over this distance and would not make the amended proposed development any more impactful on the appreciation of the church. The proposal is not considered impede on this building.

8.77 The Carnegie Library is identified as a heritage receptor of Medium value and is a Grade II Listed Building. The assessment within the HTVIA the proposed increase in height would not harm the setting of this heritage asset given that the principles of the development remain the same: two tall buildings and a lower block that would change the setting of the receptor by appearing in the long views provided by Lea Bridge Road. There

has been no change to the contribution that this setting makes to the receptor, and the susceptibility is judged to remain Low and the sensitivity remains Low-Moderate.

- 8.78 Springfield Park, LB Hackney (located over 1km north west of the wider area) is identified as a heritage receptor of medium value. The assessment of the sensitivity of the heritage receptor provided in the 2021 ES would not change as a result of the Amended Proposed Development because the principles of the development remain the same: two tall buildings and a lower block that would change the setting of the receptor by introducing two tall buildings in the views out of the Park. There has been no change to the contribution that this setting makes to the receptor, and the susceptibility is judged to remain medium and the sensitivity remains moderate. The increase in height proposed would be de minimis and would not make the amended proposed development any more visible or impactful on the appreciation of the Park.
- 8.79 The Lea Bridge Conservation Area, LB Hackney, is identified as a heritage receptor of medium value. This Conservation Area is situated approximately 1km south west of the site. The views demonstrate that the increased height proposed on Site 1 and Site 3 would have a de minimis impact compared to the consented development, and the findings on the 2021 ES remain valid in respect of the conservation area. The analysis set out in the HTVIA illustrates that the magnitude of impact would remain very low and the likely effect would remain negligible neutral. This effect is unchanged from the 2021 ES and remains valid. This likely effect is not significant.
- 8.80 The Leyton Borough Council Electricity Substation on Lea Bridge Road is a locally listed building positioned east of the site further along Lea Bridge Road. The relevant amendments proposed are increasing the height of Site 1 and Site 3 by three storeys. The proximity between the locally listed building and the site means that the height increase would not be a perceptible change in the setting of the receptor, and the overall architectural expression would remain as proposed and the changes are de minimis in terms of impact. The effect is considered to have a beneficial effect on the heritage value of the receptor as design has ensured that it will remain a legible object in the views from the north-east and it will improve the overall quality of the townscape.
- 8.81 Sybourn Junior School on Sybourn Street is a locally listed building located further west of the site. The HTVIA stipulates that the proximity between the locally listed building and the site means that the height increase would not be a perceptible change in the setting of the receptor and the changes are de minimis in terms of impact. The Mosque at 439-541 Lea Bridge Road is a locally listed building and identified as a heritage receptor of Low value. The height increase on Site 1 and Site 3 would not change the magnitude of impact on the heritage receptor.
- 8.82 The main office buildings at the Thames Water Lea Bridge Depot on Lea Bridge Road is a locally listed building situated approximately 0.8km south west of the site. The separating distance and importance of the building's immediate setting, which contributes positively to its heritage value (the River Lea and Lea Bridge Conservation Area) and would be unaffected by the amended proposed development. The tall building proposed for Site 1 would appear together with the building in views from the Capital Ring footpath. The Proposed Amendments would increase the height of the tower on Site 1 by three storeys. This would make it a larger object in the backdrop of the locally listed building, however this is not considered to change the overall magnitude of impact, which would remain Very Low. The additional height is not considered to worsen the impact because

the architectural features remain legible and unchallenged in the foreground of the views from the Capital Ring footpath.

8.83 Nos. 7 & 11 Argall Avenue forms part of Waltham Forest's Local Heritage List and is located approximately 375m north west of the site to the north side of Argall Avenue. architectural appearance of the locally listed building is best appreciated in views looking north towards its principal southern elevation, and due to location of the site to the wider south, the viewer's orientation would be facing away from the development. The visibility of the Amended Proposed Development on the skyline to wider south would not detract from one's ability to appreciate the heritage interest of the building.

8.84 Bridge Court forms part of Waltham Forest's Local Heritage List and is located approximately 620m west of the site to the south side of Lea Bridge Road. Modern development in the wider urban setting of this building already forms part of its context, and the library is appreciated in a high street location where a variety of development types and uses is not unexpected. The orientation of Lea Bridge Road means that the proposed development would not backdrop of Bridge Court and not change the appreciation of its principal elevation along Lea Bridge Road. Overall, the ability to appreciate the heritage value of the receptor would be unaffected. The HTVIA demonstrates that the magnitude of impact is considered to be very low because there will be a perceptible change to the setting through the introduction of new buildings, but the change is consistent with the established character of this part of the listed buildings setting, which is over a considerable distance.

8.85 3 Marsh Lane forms part of Waltham Forest's Local Heritage List and is located approximately 650m south east of the Site to the south side of Marsh Lane. The setting of the locally listed building is notably mixed, situated within the open space of Leyton Jubilee Park and Recreation Ground. It is further surrounded by an area characterised by a mix of light industrial and commercial units, alongside low-rise residential development. The special interest of the building is best appreciated in short local views along Marsh Lane towards its façade. The uplift in heights to Towers 1 and 2 would appear as peripheral feature to the wider north west. Over this distance Tower 1 and Tower 2 would appear as a series of slender elements on the skyline

8.86 The HTVIA has considered additional assessments and has considered the updates to the Waltham Forest Local Heritage List. The updated Heritage, Townscape and Visual Impact Assessment (HTVIA) document has been reviewed in full by Officers to comprehensively verify the acceptability of the additional impact related to height.

8.87 Analysis of the impacts to the setting of the newly identified non-designated assets has been undertaken and the impacts are considered to be negligible, due to the distance of each from the application site. The tall buildings in the background of the respective assets are considered to be part of an emerging context in the area, with recent tall buildings at Motion, now forming part of the townscape context. The proposal would not result in detrimental effects on the significance of these non-designated heritage assets. As a result, the application therefore satisfies paragraph 216 of the NPPF. The additional height has meant that there is some very negligible additional impact in some scenarios however HTVIA provides detailed analysis concluding that there would be no additional harm to heritage assets when taking into consideration the original planning consent.

Archaeological Considerations

8.88 The site is situated within the River Lea Archaeological Priority Area (APA). The APA retains a high potential for the preservation of archaeological remains associated with human utilisation of the River Lea, and geoarchaeological and paleoenvironmental evidence to inform an understanding of past wetland environments within the landscape of the valley. The site is also situated within the London-Great Dunmow Roman Road APA which crosses the River Lea APA where the conjectured route of the Roman road follows the line of the current Lea Bridge Road. As such, there is potential for Roman remains to be encountered, comprising settlement and burials adjacent to the road as well as waterlogged timber remains, such as causeways with bridges or fords within the former marshland area.

8.89 Given the nature of the changes associated with the proposal archaeological matters remain unchanged to that agreed as part of the original consent. GLAAS were consulted during the course of the application and raised no objections, requesting that Written Scheme of Investigation is secured as per the original consent on site. Condition 8 would still secure a Written Scheme of Investigation as agreed under the assessment of the current planning permission on site. This would require investigation (potentially including trenches) ahead of construction and a watching brief during construction, in case anything is revealed in earth works. Significant finds would be recorded and preserved either in situ or elsewhere.

8.90 The application is considered to be in accordance with Section the NPPF. Policy HC1 of the London Plan (2019) and Policy 73 of the Waltham Forest's Local Plan LP1 (2024).

E. IMPACT ON RESIDENTIAL AMENITY

8.91 Policy D6 of the London Plan states that the design of development proposals should respect daylight and sunlight to surrounding residential dwellings with an appropriate approach to the context of the site, while minimising overshadowing and maximising the usability of outside amenity space. In addition to this, Policy 57 of the Waltham Forest Local Plan LP1 (2024) highlights that development should respect the amenity of neighbours by avoiding loss of daylight and sunlight.

8.92 The BRE report 'Site layout planning for daylight and sunlight – A guide for good practice' has been updated and a new version was published in June 2022. The submitted 'Sunlight, Daylight and Overshadowing Report' dated July 2022 therefore reflects the new version and considers how the new 'Climate Based Daylight Modelling (CBDM) methodology, which is based on British Standard 'Daylight in Buildings' (BS EN17037), supersedes the previous 'Average Daylight Factor' (ADF) methodology. As noted, the new methodology is more complex and has targets that are generally more difficult to achieve in an urban context, as it uses more accurate sky models that simulate the movement of the sun throughout the day and takes into consideration weather conditions and the orientation of windows. With regards to recommendations for indoor lighting levels (Lux) under the UK National Annex, the recommendations of 100 Lux in bedrooms, 150 Lux in living rooms and 200 Lux in kitchens are considered appropriate as median illuminances to be achieved. The BRE guidelines are not mandatory, and they explicitly state that the numerical target values should be interpreted with some flexibility. The acceptability of a proposed scheme in relation to BRE guidance, consideration will be given to the context within which a scheme is located, and daylight and sunlight will be one of a number of planning considerations.

- 8.93 The BRE guidance states that flexibility should be provided when reviewing the extent of compliance achieved by a proposed development. These parameters are predominantly designed for a low density sub-urban built environment and therefore achieving full compliance in an area with tall buildings will always be difficult.
- 8.94 The Mayor's Housing SPG (2016) paragraph 1.3.45 states "An appropriate degree of flexibility needs to be applied when using the BRE guidelines to assess daylight and sunlight impacts of new developments on surrounding properties as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time." The 2024 NNPF also encourages a flexible approach to applying policies and guidance relating to daylight and sunlight, as long as an acceptable living standard is maintained.
- 8.95 Chapter 11 and accompanying appendices of the Environmental Statement (ES) Addendum supporting the application includes the daylight and sunlight assessment. BRE Guidance provides two primary methods for assessing daylight for existing residential accommodation that are applicable for this assessment: Vertical Sky Component (VSC) and Daylight Distribution (DD) or otherwise known as the No Sky-Line (NSL) test.
- 8.96 VSC is a measure of the amount of light falling on a window and it is quantified as a ratio of the direct sky illuminance falling on the surface at a specific reference point against the horizontal illuminance under an unobstructed vertical wall. The target value recommended is 27% but this is not to be strictly applied if the VSC for a window is less than 27% and is less than 0.8 times its former value. The NSL/DD method measures the distribution of daylight within a room and maps out the region within a room where light can penetrate directly from the sky. After a development is complete, the area of a room with visible sky should, ideally be 0.8 times or more of the former area on the working plane prior to the development.
- 8.97 In addition to this, the VSC targets between 15% and 18% remain an appropriate benchmark for the urban location. The guidance allows different target values in cases where there is densification and high-rise buildings form part of the surrounding context of a site. Where balconies or walkways are present, the report provides two sets of VSC figures (one with obstruction in place and one with the effect removed from the calculations).
- 8.98 Annual Probable Sunlight Hours (APSH) gives recommendations for the assessment of the effect on sunlight enjoyed by individual windows. When considering sunlight, in the northern hemisphere, it is only those windows that face within 90 degrees of due south that will enjoy significant amounts of Sunlight. The BRE Report limits the extent of assessments required to only these windows. Sunlight Amenity is measured in terms of Annual Probable Sunlight Hours (APSH). Any windows that face within 90 degrees of due north will be annotated as such within the analysis results. This method of assessment analyses a point in each window which receives at least a quarter of Annual Probable Sunlight Hours (represented as 25% in the results tables). This includes at least 5% of Annual Probable Sunlight Hours during the winter months, between 21 September and 21 March. Again, a Reduction Factor of 0.8 is also applied to the results.

8.99 The sunlight and daylight analysis set out in Chapter 11 of the ES Addendum was independently reviewed by Rapleys a third party consultant of behalf of the LPA.

8.100 Chapter 11 of the ES Addendum considers 365 rooms and 626 windows (an increase in six rooms and 23 windows when considering the original consent). A total of 317 rooms (87%) experience negligible change using the Daylight Distribution (DD) test and 323 windows (52%) experience negligible magnitude of change using the VSC test. For comparison, the consented scheme results demonstrated 87% DD compliance and 53% when assessed against the VSC targets.

8.101 All of the windows and rooms within the properties listed below will meet the BRE Guidelines for both VSC and daylight distribution.

- Elm Park Road
- 3 Elm Park Road
- 7 Elm Park Road
- 13 Elm Park Road

8.102 The following overshadowing receptors have the potential to be affected by the Amended Development, and therefore have been considered further within Chapter 11 of the ES Addendum:

- Motion Development (C, D, E, F and G)
- 1, 3, 7 and 13 Elm Park Road
- 2-18 Elm Park Road
- 160 Lea Bridge Road
- 162-168 Lea Bridge Road

8.103 The properties listed below, while they experience some transgression from the consented scheme on site but the overall DD and VSC compliance do not change with any reductions to the individual results being not greater than a 0.04 reduction ratio.

- 2 Elm Park Road
- 6 Elm Park Road
- 8 Elm Park Road
- 18 Elm Park Road

8.104 With the remaining properties tested, not all of the windows and rooms would meet the BRE guidelines for either the VSC and/ or DD test and they experienced some changes in results in comparison which discussed below in further detail.

Daylight Analysis

Motion Development (Beck Square), Blocks F and G

8.105 These blocks form part of the Motion Development (Beck Square) and are located north-east of the corner with Argall Way and Lea Bridge Road. The west elevations face the proposed Tower 1 on Site 1. Block F contains flats from 1st up to 17th floor and Block G from 1st up to 14th floor.

8.106 Using the VSC test, 161 of the 296 assessed windows (54%) experience a negligible magnitude of change, 34 (11%) windows experience a small magnitude of change, 56 (19%) a medium magnitude of change and 45 (15%) a large magnitude of change. The VSC results show 11 additional windows that transgress the BRE Guidelines (one experiences small, eight experience medium and two experience a large magnitude of change). The overall VSC compliance is 4% lower than reported in the 2021 ES. They retain VSC values between 26.31% to 26.98%, which are marginally below the BRE's adequate 27%. For comparison, the consented scheme produced retained VSC values between 27.08% to 27.4% for these windows. These levels of retained daylight are considered very encouraging and commensurate with the wider urban context. Four remaining windows will also move from compliance to a small magnitude of change, however, their reduction ratio only changes from 0.81 to 0.79. The analysis concludes that the three additional storeys on Towers 1 and 2 for the amended development cause only a marginal change of results in comparison to the original consent.

8.107 Using the daylight distribution test, 157 of 178 rooms assessed (88%) experience a negligible magnitude of change, 13 (7%) rooms experience a small magnitude of change, three (2%) a medium magnitude of change and five (3%) a large magnitude of change. The DD results show two additional rooms that do not meet BRE Guidelines. These rooms were borderline in the 2021 ES and they experience a reduction ratio change of no more than 0.07. As such the overall DD compliance is 1% lower than the reported in the previous assessment.

Motion Development (Beck Square) Block E

8.108 This block is also within the wider Motion Development (Beck Square). The south elevation overlooks Lea Bridge Road and faces Site 2. Using the VSC test, 65 of the 143 assessed windows (45%) experience a negligible magnitude of change, 19 (13%) windows experience a small magnitude of change, 48 (34%) a medium magnitude of change and 11 (8%) a large magnitude of change. The VSC results show nine additional windows that transgress the BRE Guidelines and the overall VSC compliance is 7% lower than reported in 2021 ES.

8.109 Seven of the windows that experience additional transgression but would retain VSC values between 26.28% to 26.99% which is marginally below the BRE adequate 27%. Furthermore for comparison, the consented scheme produced retained VSC values between 27.01% to 27.88% for these windows. Two remaining windows will also move from compliance to a small magnitude of change, however, their reduction ratio only changes from 0.81 to 0.79. Using the daylight distribution test, all 82 rooms assessed (100%) experience a negligible magnitude of change.

Motion Development (Beck Square) Blocks C and D

8.110 These blocks occupy the same rectangular shape building forming part of the Motion Development (Beck Square) – Block C is on the eastern half of the building and Block D is on the western half of the building. The south elevation of the building faces Site 2.

8.111 Using the VSC test, 36 of the 88 assessed windows (41%) experience a negligible magnitude of change, 11 (10%) windows experience a small magnitude of change, 14 (16%) a medium magnitude of change and 27 (31%) a large magnitude of change. The VSC results show two additional windows that transgress the BRE Guidelines and

experience a small magnitude of change. The overall VSC compliance is 2% lower than reported in the 2021 ES. Two windows see reduction in VSC from 38.32% and 38.52% to between 26.82% and 26.88% which is marginally below the BRE adequate 27% resulting in no significant change.

8.112 Using the DD test, 45 of 52 rooms assessed (87%) experience a negligible magnitude of change, two (4%) rooms experience a small magnitude of change, four (8%) a medium magnitude of change and one (2%) a large magnitude of change. The overall DD compliance is similar to that reported in the assessment as part of the original consent on site.

8.113 Rapleys reviewed the relationship achieved with the Beck Square/Motion development. Overall, 527 windows were assessed and 262 met the recommendations in the BRE (49.7%). The internal Daylight was assessed to 312 rooms and 284 met the recommendations in the BRE (91%). This is a relatively new development and the design has led to the inclusion of self-injurious building features such as balconies. The DD results demonstrate that mitigating light does occur (and this will likely be due to number of windows or size of the windows serving the rooms). Whilst there will likely be noticeable reductions to these properties daylight, retained values are still reasonable and do not differentiate significantly from the consented proposal, which has already set the expectations of daylight in the area.

160 Lea Bridge Road

8.114 This property is located towards the north-east corner of the proposed Site 2, on the corner of Lea Bridge Road and Elm Park Road (west side).

8.115 Using the VSC test, three of the four assessed windows (75%) experience a negligible magnitude of change, with one (25%) experiencing a small magnitude of change. The results do not show any reduction ratio change in comparison to the original application. Using the DD test, both of the assessed rooms (100%) experience a negligible magnitude of change, as per the previous application.

8.116 3 of the windows achieve VSC >27% and therefore automatically achieve compliance. 1 window (F01, W4) is subject to a small reduction but the retained levels are still very good achieving >25%. The DD results show full compliance. This occupier will not notice any drastic change to light levels and therefore considered acceptable. This property will continue to receive suitable sunlight levels.

2-16 Elm Park Road + 18 Elm Park Road

8.117 These terrace houses front the western side of Elm Park Road, with the west elevations to the rear of the properties facing Site 2. These properties are located too far away from the additional mass proposed to experience any material changes in results. However, since the 2021 ES, layout information for the following properties have been confirmed: 2, 4, 8, 10, 12, 16 Elm Park Road. The assessed layouts for these properties have therefore been updated to reflect the actual layouts. There are no notable changes with these properties when comparing to the original scheme.

8.118 Rapleys identified that there will be 1 property subject to a material change i.e. 8 Elm Park. The VSCs are subject to changes larger than what the BRE recommends in 5

instances (F00, W1; F00,W2; F00, W4; F00, W5; F01, W1 and F01, W2). Deviations to 4 of these windows will retain VSC levels acceptable in urban areas (>18%). One deviation will be subject to a noticeable change (F00, W5) and the occupier may notice changes in their light levels. Internal daylight demonstrates that 3 / 4 rooms will meet recommendations, demonstrating that a degree of mitigating light is achieved through having multiple windows serving the rooms. A further deviation is noted (F01, R1), the VSC and DD results have been read in conjunction with one another, and it can be concluded that the retained VSC level is reasonable and the changes in DD are likely due to 'unrealistic' light levels in the existing condition. Whilst we are of the opinion the occupier will notice changes in their light levels, on balance it is not considered to be detrimental to the enjoyment of the occupiers of this property. This property will continue to receive suitable sunlight levels.

8.119 With regards to 2 Elm Park the VSCs are subject to large changes that the BRE recommends in all (5) instances. In the baseline condition, 1 of these windows is poorly lit (F00, W2) and the other (F00, W3) has reasonable access to Daylight, albeit below BRE recommendations. The remaining windows retain VSC levels greater than 17% and therefore consistent with expectations in inner city areas. The VSC has been read in conjunction with the DD results demonstrate that one room will experience reductions greater than the recommendations (F01,R1). Its likely that the occupier of this room may notice some changes but given it is located on the first floor it is less likely to require Daylight as it is likely to serve a bedroom and therefore can be treated with a degree of flexibility.

8.120 The VSC has been tested for 8 windows at 4 Elm Park. The results demonstrate 5 windows will deviate from BRE recommendations (F00, W1; F00, W2; F01, W3; F02, W1 and F02, W12). The results would indicate that the occupier would notice these changes when reviewed in isolation, however given there are instance where the effected windows serve one room this should allow for mitigating light and achieve appropriate room VSC figures (average VSC between the windows assessed serving that room). There are 2 windows that are served by 1 window per room serving first and second floor bedrooms, whilst the reductions on a qualitative basis are greater than the BRE recommends, the retained value are greater than 16% and therefore consistent with levels expected to achieve in urban areas. DD results demonstrate 3 / 4 rooms assessed deviate from the BRE recommendations. Two of the deviations (F00, R1 and F02, R2) marginally fall short and the other (F01, R2) is a bedroom, which typically have a lesser requirement for daylight as it is primarily used for sleeping and storage purposes. This property will continue to receive suitable sunlight levels.

8.121 It is noted at 6 Elm Park, all VSCs (6) are subject to changes larger than the BRE recommends. 3 of the windows in the baseline condition (F00, W1; F01, W1 and F01, W2) meet the recommendations. The retained values for 3 of the windows following the development will receive daylight levels typically considered acceptable in urban areas. Two ground floor windows (F00, W2 and F00, W3) will have receive a noticeable change, however these windows were already 'poorly lit' in the baseline condition. DD results demonstrate that all rooms will notice changes. The retained values are similar that would be expected and do not significantly differ from the consented scheme. This property will continue to receive suitable sunlight levels.

8.122 At 16 Elm Park, 8 windows have been assessed using the VSC, while 4 windows deviate (F00, W1; F00, W2; F00, W4; F01,W2). It is note that some of windows serves

rooms with multiple windows. This evidenced in the DD results with 2/3 rooms assessed meeting BRE recommendations. There is 1 that deviates (F00, R1) and whilst it does not meet the BRE recommendations it is marginally off the target on a qualitative basis. This property will continue to receive suitable sunlight levels.

8.123 With regards to 10 Elm Park, the results demonstrate that 3 windows (F00, W4; F00, W3; F01, W2) deviate from BRE recommendations. 2 of these windows achieve VSC >15% which is what we would expect to see in urban areas. 1 window serving the ground floor bedroom has a retained value of 11.45%. The VSC results have been read in conjunction with the DD results. 4 rooms were assessed, and 2 rooms were subject to deviation (F00, R1 and F00, R3). One of the reasons that appears to have caused this is the size of the rear extension, reducing the distance between the development and this property. This is why comparably, other properties on this street perform better. This property will continue to receive suitable sunlight levels.

8.124 12 Elm Park would see 3 windows deviating from the VSC BRE recommendations (F00,W1; F00, W3; F01, W1) one of these windows retains a VSC >25% and therefore matches the alternative targeting typically agreeable in urban areas. The other 2 windows retain values >12%. The VSC and DD results have been read in conjunction due to there being rooms served by multiple windows. The DD results demonstrate that the kitchen (F00,R1) fails the VSC test but it is served by multiple windows (and achieve BRE compliance for DD). The remaining room is subject to a minor deviation from BRE for DD. This property will continue to receive suitable sunlight levels.

8.125 14 Elm Park would result in 5 windows falling short of the BRE recommendations (F00, W1; F00, W2; F00, W4; F01, W1; F01, W2). Three of these windows retain a VSC >20%, which is reasonable access considering the area is in an urban built environment. The DD results have been read on conjunction and the results demonstrate that 2 rooms meet out of 4. It is noted that the ground floor room that is served by two windows that deviate from BRE recommendations in the VSC test is subject to a reduction but only minor. The other room that deviates on DD meets but achieves a VSC >23%. It is further noted that the reduction will mostly likely be attributed to the baseline condition and qualitative change in the proposed. This property will continue to receive suitable sunlight levels.

8.126 18 Elm park would see 3 / 5 VSCs changes greater than the BRE recommends (F00,W1; F00, W2; F01, W1). The retained values of 5 achieving >22% and 1 achieving >18%. Therefore, it is considered that the retained levels are higher than expectations for urban areas. The DD results have been read in conjunction with the VSC results. 4 rooms were assessed and 2 rooms were subject to a noticeable change (F00,R1 and F01, R1). Access to Daylight to the window walls is good (as demonstrated) by the VSC results.

162-168 Lea Bridge Road

8.127 A total of 21 windows and ten rooms have been assessed within this development. Using the VSC test, three of the four assessed windows (75%) experience a negligible magnitude of change, with one (25%) experiencing a small magnitude of change. The results do not show any reduction ratio change in comparison to the original development. Using the DD test, both of the assessed rooms (100%) experience a negligible magnitude of change.

8.128 There is one window that deviates (F01, W6) but it is noted this room is served by another window. The room VSC for this room equates to 23.4%. The VSC results have been read in conjunction with the DD results. For the window that deviates the DD results demonstrate compliance. There is 1 room that fails the DD BRE recommendations (F01, R2) but marginally misses the target. Overall, this is considered acceptable. As such, the light level changes are unlikely to be significantly noticeable. This property will continue to receive suitable sunlight levels.

Sunlight

8.129 A total of 287 rooms (80%) experienced a negligible magnitude of change for annual sunlight availability and 341 (95%) for winter sunlight. For the Amended Development, 353 rooms have been tested for the availability of annual and winter sunlight. While the same neighbouring properties were the subject of analysis for the Amended Development, the numbers of rooms changed marginally due to verification of the internal layout within the properties (i.e. 1, 2, 3, 4, 8, 10, 12 and 16 Elm Park Road). A total of 281 rooms (80%) experienced a negligible magnitude of change for annual sunlight availability and 336 (95%) for winter sunlight. The consented scheme showed the same percentage of compliance.

8.130 All of the rooms within the properties listed below will meet the BRE Guidelines for impacts to annual and winter sunlight using the APSH test.

- 160 Lea Bridge;
- 4 Elm Park Road;
- 18 Elm Park Road;
- 1 Elm Park Road;
- 3 Elm Park Road;
- 7 Elm Park Road;
- 3 Elm Park Road; and
- 162-168 Lea Bridge Road.

8.131 For the properties listed below, while they experience some transgression, the overall sunlight compliance does not change with any reductions to the individual results being no greater than a 0.06 reduction ratio change. Therefore, the conclusion reached for the amended development remain the same as those reported in the previous application analysis.

- Motion Block E
- Motion Block C and D
- 6 Elm Park Road
- 8 Elm Park Road
- 14 Elm Park Road

8.132 Within the remaining properties tested, not all of the rooms with at least one window orientated within 90 degrees of due south would meet the BRE Guidelines for both annual and winter sunlight and therefore the associated properties are discussed in further detail below.

Motion Development (Beck Square), Block F and G

8.133 Using the APSH test, 134 (75%) of the 178 rooms assessed experience a negligible magnitude of change for annual sunlight and 174 (98%) for winter sunlight. The Amended Development's results show two additional rooms that fall short of the recommended target values, however despite the change, these rooms retain 24% APSH which is marginally below the suggested 25% within the BRE Guidelines. Moreover, these rooms are bedrooms which are generally much less sensitive in sunlight terms. For winter sunlight, four (2%) rooms experience a large magnitude of change, which is the same as the original consent. It is noted that some of the flats in these blocks will be subject to some reductions to their sunlight and the occupiers may notice in some parts there is very little changes against the consented scheme.

10 Elm Park Road

8.134 This property has been surveyed and an identified bathroom has been discounted from the assessment, leaving three rooms to be assessed. For annual sunlight, two of the three rooms (67%) in this property experience a negligible magnitude of change with one (33%) room experiencing a medium magnitude of change.

8.135 For winter sunlight, one the three rooms (33%) in this property experience a negligible magnitude of change with two rooms (66%) experiencing a medium magnitude of change.

8.136 The APSH results demonstrate 281 / 353 (79%) meet the recommendations in the BRE. Comparing this against the July 2021 results 287/ 358 (80%) meet the recommendations in the BR we see a marginal decrease. The development land already benefits from a consented planning permission and the proposed does not cause significant additional harm. Overall when considering APSH, on balance the relationship is considered appropriate for this strategic location.

Overshadowing

8.137 The BRE Report also recommends a review of the surrounding external amenity spaces such as gardens, parks or playgrounds. The analysis should confirm whether at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21st March. Alternatively, if an existing garden or amenity space remains no less than 0.8 times its former value, then the loss of light to this space is unlikely to be noticeable.

2-18 Elm Park Road

8.138 The analysis demonstrates that all 9 gardens maintain at least 0.8 times of the area receiving at least 2-hours of sunlight when assessed on the 21st March.

Conclusion

8.139 The neighbouring daylight and sunlight review was independently reviewed by a third party (i.e. Rapleys) on behalf of the LPA. It is noted that the VSC results demonstrate 317 / 603 (53%)windows will meet the recommendations. Comparing this to the July 2021 report 323 / 626 windows met the recommendations (51%). The results demonstrate a marginal difference. The DD results demonstrate 317 / 365 (87%) will meet the

recommendations. Comparing this to the July 2021 report 312 / 359 (87%) met the recommendations. The results demonstrate similar relationships.

8.140 On balance, it is concluded that both the VSC and DD results read in conjunction would mostly retain acceptable values. Further to this, the APSH results demonstrate 281 / 353 (79%) meet the recommendations in the BRE. Comparing this against the July 2021 results 287/ 358 (80%) meet the recommendations in the BRE guidance which is considered a marginal decrease. All amenity areas tested meet the recommendations. Whilst the development does indicate a few isolated areas of additional deviation, these are not likely to have any further significant effect when compared to the July 2021 report and development.

8.141 Overall, it is considered that the underdeveloped existing baseline makes it difficult to achieve BRE recommendations. When VSC and DD results are reviewed in conjunction, rather than isolation the overall amenity to the majority of receptors will be reasonable. The retained VSC values are mostly in line with urban locations and precedent set by the London Borough of Waltham Forest on the subject site and other nearby sites. The development land already benefits from a consented planning permission and the proposed does not cause significant additional harm. It is evident the additional heights would not make a substantial material contribution to the neighbouring properties Daylight and Sunlight Amenity.

F. STANDARD OF ACCOMODATION

8.142 Policy D6 of the London Plan sets out housing quality and standard design specifications for new developments. Including internal rooms sizes, dual aspect, built in storage. London Plan Policy D6 provides more extensive quantitative and qualitative internal space standards and specifically seeks design that maximises dual-aspect homes and provides sufficient daylight and sunlight. Policy D6 of London Plan sets out standards for housing quality. It requires new homes to be of high quality design and provide adequately sized rooms with comfortable and functional layouts.

8.143 Policy D6 requires new housing developments to maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. Policy D6 of London Plan sets out minimum floorspace requirements . It also requires single bedrooms to have a floor area of at least 7.5sqm and be at least 2.15m wide. A double or twin bedroom must have a floor area of at least 11.5sqm, with at least one of the double bedrooms at 2.75m wide, and the remaining double bedrooms at 2.55m wide. Policy D6 further highlights that minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling. The GLA accelerating Housing Delivery practice note highlights that the Housing Design Standards, particularly relating to dual aspect should not be applied mechanistically.

8.144 Policy 56 of the Waltham Forest Local Plan LP1 (2024) requires developments to meet the prescribed minimum internal space standards as per the standards of Policy D6 of the London Plan. In addition to this, Policy 56 of the Local Plan further highlights that all housing design should maximise the provision of dual aspect dwellings and avoid the provision of single aspect dwellings wherever possible.

8.145 The Design and Access statement supporting the application includes an accommodation schedule which reveals that the proposed homes would meet the required

internal space standards. The scheme will provide adequate sized rooms with comfortable and functional layouts in accordance with London Plan D6. All of the proposed residential units including those newly created units as part of this amendment meet or exceed the minimum space standards as outlined in the London Plan. All two bedroom and homes within the proposed development are dual aspect. There are no north facing single aspect units. Whilst there are some single aspect units within Towers 1 and 2, these are south facing and meet relevant criteria regarding daylight and sunlight and overheating. The proposed homes would provide suitable levels of outlook for future residents.

8.146 With regard to the standards set out within the Mayor's Housing SPG, each core does not propose more than six units on each floor and the main entrances to the individual Blocks have been designed to be visible and clearly identifiable. The scheme therefore further accords with both Standard 12 and 8 of the SPG and as such further delivers high quality residential accommodation.

8.147 In summary, officers consider that the proposed homes would provide an acceptable level of internal amenity for future residents. The proposed internal layout changes are considered to be acceptable. The proposed development would meet the objectives of all relevant policies through the provision of generally high-quality internal environments. As a result, the proposal would satisfy the objectives set out in Policy D6 of the London Plan and Policy 56 of the Waltham Forest Local Plan LP1 (2024).

8.148 Therefore the proposed development would be of high quality design and provides adequately-sized homes with comfortable and functional layouts, compliant with London Plan Policy D6 Table 3.1, London Plan Guidance ('LPG') 'Housing Design Standards' (June 2023).

Amenity Space

8.149 London Plan Policy D6 requires the design of outside spaces to minimise overshadowing to maximise their usability. Table 3.2 sets out that communal outside amenity space should provide sufficient space to meet the requirements of the number of residents; be designed to be easily accessed from all related dwellings; be located to be appreciated from the inside; be positioned to allow overlooking; be designed to support an appropriate balance of informal social activity and play opportunities for various age groups; and meet the changing and diverse needs of different occupiers.

8.150 Policy 56 of the Waltham Forest Local Plan LP1 (2024) sets out better aligned quantitative space with the current expectations from developments. It seeks a minimum of 50 sqm of private external amenity space for all houses, and a minimum of 10 sqm of external amenity space for all flats, increasing by 1 sqm for each additional resident in homes containing three or more bedrooms. As with the adopted standards, external amenity space for flats can be private or communal, provided that an individual flat has an element of private external amenity space measuring at least 5 square metres in size.

8.151 All residential units will benefit from private amenity space in the form of balconies or terraces, sized in accordance with the relevant standards. The proposal would provide a total of 1,164sqm of communal amenity space. This is located at Site 2 in the podium and rooftop of the courtyard and terrace buildings.

8.152 The breakdown of the quantum of private amenity space provision across the three sites is as follows:

- Site 1 = 1067.4 sqm
- Site 2 = 941.4 sqm (Terrace= 471.1 sqm Courtyard= 470.3 sqm)
- Site 3 = 951.6 sqm
- Total = 2,960.4 sqm

8.153 Given the uplift in homes the proposal would now result in an uplift in required amenity space provision. The proposal would be required to provide a total of 3,937sqm when considering Policy 56 of the Waltham Forest Local Plan LP1 (2024). The five x 4 bedroom homes located along the terrace element of Site 2 would have access to ground floor private amenity space measuring approximately 28sqm. This would result in a shortfall to the preferred 50sqm set out in Policy 56 of the Waltham Forest Local Plan LP1 (2024). However, the level of private amenity space access to these properties would remain unchanged when compared to the original consent. In addition to this, given that general layouts at the Courtyard element the access to private amenity space and communal amenity space would remain unchanged.

8.154 The original consent incorporated a shortfall in amenity provision when considering the previous policy guidelines. Given the site's constraints and building footprints remain unchanged to that of the original consent the shortfall is considered acceptable on this occasion. The site benefits from close access to open spaces such as Leyton Jubilee Park and Hackney Marshes/Lee Valley Park. The proposal would provide a significant uplift in Suitable Alternative Natural Greenspaces (SANGs) contribution that would benefit the green spaces in area. Furthermore, the proposal would provide significant benefits to the borough by introducing a 100% affordable housing scheme to the sites.

Play Space

8.155 London Plan Policy S4 seeks to ensure that development proposals should include suitable include suitable provision for play and recreation and incorporate good-quality accessible play provision for all ages, of at least 10sqm per child.

8.156 Policy 56 of the Waltham Forest Local Plan LP1 (2024) states a minimum of 10sqm of play space should be provided as per child (as per the London Plan and the Mayor's Providing for Children and Young People's Play and Informal Recreation SPD).

8.157 Utilising the GLA Population Yield Calculator, the play space requirement totals 3,062sqm sqm for children of all ages. The play space requirements for the Development are as follows and has been calculated based upon the mix and tenure split proposed as part of the current application:

- Ages 0-4 Years = 1,390 sqm;
- Age 5-11 Years = 1029 sqm; and
- Age 12-15 Years = 643 sqm.

8.158 A breakdown of the play space provision for each site is set out below:

Site 1

- Site One Requirement: Ages 0-11 – 890 sqm
- Site One Requirement: Under 5's requirement – 525sqm
- Provided in building: 427 sqm

Site 2

- Site Two Courtyard Requirement: Ages 0-11 – 624 sqm
- Site Two Courtyard Requirement: Under 5's requirement – 338m2
- Site Two Terrace Requirement: Ages 0-11 – 112 sqm
- Site Two Terrace Requirement: Under 5's requirement – 59 m2
- Provided in Courtyard block: 596 sqm
- Provided in GF landscape: 282.1 sqm

Site 3

- Site Three Requirement: Ages 0-11 – 783 sqm
- Site Three Requirement: Under 5's requirement - 463m2
- Provided in building: 397 sqm

8.159 Play space provision for the under 5 year old provision will be provided across all three sites through a mix of internal and external spaces meeting the required 1,390sqm of which the proposal would provide a total of 1,702sqm.- The proposal would provide approximately 312sqm of 5-11 playspace provision resulting in a shortfall of approximately 717sqm. The requirement for 12+ is 643sqm when considering the current proposal and this space would not be provided on site however this approach was previously considered acceptable as part of the assessment of the original planning consent. The previous consent resulted in a shortfall in 12+ playspace provision of approximately 400sqm.

8.160 A range of play and recreation opportunities are provided for the local community on Site Two at ground level, with residential play being provided within the two tower buildings on Sites One and Three, and on the podium / first floor and rooftops of the courtyard building on Site Two. On Sites One and Three, playspace will be provided in the Site One form of indoor playspaces separating the commercial and residential units/floors. These are fully internal residential play spaces within the building structure will provide a new play typology for the borough and an area for residents and families to play, gather and socialise.

8.161 The playspace at Site 1 seeks to encourage collaborative play, and create areas and alcoves for small groups to gather and socialise. Furniture elements are generally movable to encourage the space to change to suit the needs of the users, with more fixed elements, such as mounds and seats being used to provide spatial separation. The play space at Site 2 would utilise the same elements to create a versatile space suitable for play for ages 0-11, and with spaces for parents and guardians to gather. It is important that this space, while predominantly designed for play, provides areas for other residents too. The design of these spaces will be further refined in the next stage and with input from the preferred management company.

8.162 Site Two, play space for ages 0-11 will involve a range of natural and imaginative provisions aligned with more traditional prescriptive play elements. The proposal includes

provision for traditional play areas / features, lawn areas for non-prescriptive play, and natural trails through planting and under tree canopies. The proposals include natural play features such as logs, steps and boulders along with more structured elements such as timber structures, animals and mounding. Areas of lawn will provide additional informal play space. Seating will be provided in close proximity to play. At podium and rooftop levels, play equipment will have a rubber crumb surface, or be on turf, and be oriented to best mitigate noise. Pieces of formal play equipment and a dedicated Petanque Court will feature at podium level, along with areas of rest and socialisation between planting.

8.163 A planning condition (i.e. Condition 17) will be imposed to require details of the Play and Amenity Pace Strategy to be submitted to the Council and maintained thereafter. The Council will be able to ensure that the play space, particularly the internal play space, is useable, fit for purpose and demonstrates exemplar design.

8.164 There are numerous offsite play space opportunities within a 400m and 800m radius of the application site within the following locations:

- Hackney Marshes;
- Leyton Jubilee Park;
- St James Park; and
- North Millfields Recreation Park.

8.165 The additional shortfall in play space provision has resulted in further increases as a result of the introduction of additional social and affordable rented housing within the scheme. Efforts have been to increase the on site capacity at Site 1 at the new first floor location and at Site 2 on first floor with the removal of the previous store space. The proposal would secure an uplift in the play space contribution that would be secured as part any Deed of Variation to the s106 associated with the original planning permission. In addition, a contribution towards enhancements in Lee Valley Regional Park would also be secured.

8.166 Taking account the nearby open spaces, the site constraints and subject to funding of enhancements, no objection is raised to the proposals in terms of playspace. As such, officers consider that the proposed development would provide suitable amenity and play space provision for future residents, subject to planning conditions and obligations.

Accessible Homes

8.167 London Plan Policy D5 requires an inclusive design that takes accessibility, diversity, and the need for social interaction into account. It requires inclusive design, including fire evacuation lifts for people requiring level access in all proposed developments with lifts. Policy D7 requires that at least 10% of relevant new homes meet Building Regulation requirement M4(3) for wheelchair-user dwellings, with the remainder meeting requirement M4(2) for accessible and adaptable dwellings. Policy 16 of the Local Plan include similar requirements as per Policy D7 of the London Plan.

8.168 The proposal would provide a total of 39 wheelchair accessible homes (currently 35 are included within the approved scheme) which is 10% of the total proposed residential accommodation. The remainder of the units will meet M4(2) Building Regulations.

8.169 The table sets out a comparison to the that of recent NMA approval Ref: 231158

Bedroom Size	Approved NMA Scheme				Proposed S73 Scheme			
	1 bed	2 bed	3 bed	4 bed	1 bed	2 bed	3 bed	4 bed
London Affordable Rent	4	5	2	0	11	5	6	0
Social Rent	0	0	0	0	6	0	4	0
Shared Ownership	6	5	2	0	0	5	2	0
Private	5	0	6	0	0	0	0	0
Total -	15	10	10	0	17	10	12	0
Overall Total-	35				39			

8.170 The proposed layouts of the wheelchair units have been independently assessed by a third party on behalf of the LPA. No considerable concerns were highlighted and the detailed elements would be secured via Condition 18.

Daylight, Sunlight and Overshadowing

8.171 An Internal Daylight and Sunlight Report supports the application using the BRE 2022 guidance to analysis the proposed development. The guidance provides two methodologies for assessing the internal daylight amenity to new residential properties. These assessment methods are known as 'Daylight Illuminance' or 'Daylight Factor". The previously used Average Daylight Factor (ADF) and Annual Probable Sunlight Hours (APSH) methodology is no longer recommended for testing the proposed levels of light within new developments.

8.172 The Daylight Illuminance method utilises climactic data for the location of the site, based on a weather file for a typical or average year, to calculate the illuminance at points within a room on at least hourly intervals across a year.

8.173 The guidance provides target illuminance levels that should be achieved across at least half of the reference plane for half of the daylight hours within a year.¹ The targets set out within the national annex are as follows:

- Bedrooms – 100 Lux
- Living Rooms – 150 Lux
- Kitchens – 200 Lux

8.174 The guidance notes that discretion should be used and, for example, a target of 150 Lux may be appropriate in a Living / Kitchen / Dining Room within a modern flatted development where the kitchens are not 'habitable' space and small separate kitchens are to be avoided.

8.175 The daylight factor is a ratio between internal and external illuminance expressed as a percentage. The calculation uses the CIE overcast sky model and is independent of orientation and location. The daylight factor targets are to be achieved over at least 50% of the room assessment grid and are expressed as a median figure. For London these median daylight factor targets are:

- Bedrooms – 0.7%
- Living Rooms – 1.1%
- Kitchens – 1.4%

- 8.176 For multi-purpose living / kitchen / diner arrangements the higher 'kitchen' targets can be difficult to achieve due to the depth of internal space. In such cases, it is generally accepted that the 1.5% target for living rooms be used instead as this represents the predominant use of the space.
- 8.177 The BRE Guidelines recommend an approach to measuring sunlight exposure (SE) setting out that internal spaces should be able to receive a minimum of 1.5 hours of direct sunlight on a selected date between 1st February and 21st March with cloudless conditions. The BRE recommend that the test date should be 21st March and that at least one habitable room, preferably a main living room, should achieve at least the minimum criterion. It further notes that the criterion applies to rooms of all orientations, although if a room faces significantly north of due east or west, it is unlikely to be met.
- 8.178 The presence of balconies to provide private amenity within new developments does create challenges in relation to maximising sunlight potential as it limits the sky visibility from the centre point of the window. A flexible approach is therefore needed (particularly on large-scale developments where building heights tend to be greater and separation distances smaller) to strike a balance between the provision of balconies and achieving adequate levels of sunlight.
- 8.179 A daylight and sunlight analysis within the development accompanies the application. Overall, 868 (78%) of the 1115 habitable rooms assessed would achieve illuminance levels that meet or exceed the minimum suggested guidelines as set out by the BRE. Of the 710 bedrooms assessed, 555 (78%) achieve the guideline recommendations. Furthermore, of the 405 living rooms, dining rooms and kitchens (or a combination thereof), 313 (77%) achieve the guideline recommendations.

Towers 1 and 2

- 8.180 The results of the daylight assessment for the two towers indicate that out of 777 rooms assessed, 681 (88%) would achieve illuminance levels that meet or exceed the minimum suggested guidelines as set out by the BRE. Of the 290 LKDs assessed, 284 (98%) within both towers achieve or exceed the minimum guideline recommendations, with the exceptions being LKDs situated on the lower floors, two within Tower 1 (R6 on the third and fourth floor) and four within Tower 2 (R15 on the second to fifth floor). These LKDs achieve the suggested lux target for a kitchen (200 lux) between 43% and 48% of the room area in Tower 1 and between 28% and 42% area in Tower 2, against a guideline of 50% area. All rooms that fall short of the recommended target values have a main window in the recess under the overhanging balcony on the floor above. Balconies provide external amenities to these flats and a balanced view needs to be taken between benefits from the private amenities and any shortfalls in daylight levels.
- 8.181 Of the 497 bedrooms assessed, 397 (80%) within both towers achieve or exceed the minimum guideline recommendations. The exceptions are two bedrooms per floor located in the mid-section on the south elevations, from third to 25th floor in Tower 1 and second to 23rd floor in Tower 2. Again, these bedrooms have their main window located in the recess under the balcony on the floor above which restricts access of light. The assessment of the additional 15 rooms proposed at the second floor level show that 12 achieve illuminance levels that either meet or exceed the guideline recommendations for their respective room-use.

The Courtyard Block

- 8.182 The results of the daylight assessment for the Courtyard block indicate that out of 250 rooms assessed, 143 (57%) would achieve illuminance levels that meet or exceed the minimum suggested guidelines as set out by the BRE.
- 8.183 Of the 86 living rooms, dining rooms and kitchens (or a combination thereof) 22 (26%) achieve or exceed the minimum guideline recommendations. However, the analysis supporting the application highlights that the majority of these achieve the recommended lux levels in the area closest to the window, where the main living area is designed. The highest target (200 lux) was utilised but the kitchen areas are designed at there of these open plan spaces as it could be appropriate to apply the lower target of 150 lux as for living rooms as recognised by the BRE Guidelines. This would result in higher compliance. Moreover, all combined spaces have direct access to the private balconies, meaning that they also have a window compromised by the overhanging balcony on the floor above.
- 8.184 Of the 164 bedrooms assessed, 121 (74%) within the block achieve or exceed the minimum guideline recommendations. all of the bedrooms that fall beneath the suggested guidelines area are located in the recess under the overhanging balcony above.

The Terrace Block

- 8.185 The results of the daylight assessment for the Terrace Block indicate that out of 88 rooms assessed, 44 (50%) would achieve illuminance levels that meet or exceed the minimum suggested guidelines as set out by the BRE.
- 8.186 Of the 29 living rooms, dining rooms and kitchens (or a combination thereof) seven (24%) achieve or exceed the minimum guideline recommendations. The majority of these achieve the recommended lux levels in the area closest to the window, where the main usable area is likely to be situated. Kitchens on the ground floor have been treated as separate small rooms and whilst they fall short, they are linked to the adjacent living/dining rooms lit well in excess of the recommended target values. Therefore given the open plan nature it is considered that this relationship is suitable for future occupiers.
- 8.187 The upper floors LKDs which fall short of the recommended targets, have direct access to the private balcony, meaning that they also have a window compromised by the overhanging balcony, which inevitably limits the daylight penetration to the room behind. The highest 200 lux level was utilised however the lower target of 150 lux levels could be used given that the kitchens within these multi-use rooms are designed at the rear of the rooms.
- 8.188 The proposal would result in 63% achieving or exceeding the minimum guideline recommendations. Of the 22 bedrooms that fail, 10 are compromised by being located in a recess behind the balcony and obstructed by the balcony above. The remaining 12 bedrooms achieve then recommended target for between 28% to 49% of the area (against the target of 50%).
- 8.189 Balconies provide important private amenity space to each home and as such a balanced approached is considered in this instance given the benefits the private balcony spaces provide to residents and therefore the shortfalls in daylight levels is considered

acceptable on this basis. These recessed balconies inevitably blinker the view of sky and impact both daylight and sunlight levels to these rooms. The level of adherence to the guidelines would otherwise be better, but there is necessarily a trade off between daylight and important private amenity space for the occupants.

8.190 With regards to sunlight within the development a total of 1115 habitable rooms were tested.

8.191 Given the scale and massing of the proposed development, it is inevitable that deviations against BRE recommendations and alternative targeting will occur. Overall, the results of the sunlight exposure SE assessment demonstrate that 426 (38%) of the 1115 habitable rooms assessed would achieve or exceed the minimum guideline values. Where rooms fall short of the recommended target values, there are mainly either facing within 90 degrees of due north or compromised by the overhanging balconies. In some cases, they have only one window with southern aspects, with the remaining facing in the north direction.

Towers 1 and 2

8.192 Within Towers 1 and 2 the assessment the results of the SE assessment for the Tower blocks indicate that of 777 rooms assessed, 321 (41%) would achieve or exceed the minimum guideline values. Of these rooms, 230 would meet the high levels of recommendation, 37 would meet the medium levels of recommendation and 54 would meet the minimum levels of recommendation. Of the 290 LKDs assessed, 101 would achieve or exceed the minimum guideline values, with 85 of these LKDs achieving the highest level of recommendation. Five of the 15 rooms proposed at second floor level would achieve or exceed the BRE's minimum guideline criteria. However, of the five living/kitchen/diners tested, four achieve the highest criteria for the sunlight exposure assessment, demonstrating that almost all of the main living spaces achieve suitable sunlight in line with BRE design guidance.

The Courtyard Block

8.193 The results of the SE assessment for the Courtyard Block indicate that of 250 rooms assessed, 78 (31%) would achieve or exceed the minimum guideline values. Of these rooms, four would meet the high levels of recommendation, 11 would meet the medium levels of recommendation and 12 would meet the minimum levels of recommendation. This element of the development would result in 34 of the 91 main living areas (including rooms of a combined use) would achieve or exceed the minimum guideline values, with the majority of these achieving the medium or highest level of recommendation.

The Terrace Block

8.194 The results of the SE assessment for the Terrace block indicate that of 88 rooms assessed, 27 (31%) would achieve or exceed the minimum guideline values. Of these rooms, four would meet the high levels of recommendation, 11 would meet the medium levels of recommendation and 12 would meet the minimum levels of recommendation. Of the 23 rooms including living rooms assessed, 10 would achieve or exceed the minimum guideline values, with the majority of these achieving the medium or highest level of recommendation.

Sunlight to Amenity Space with the New Development

- 8.195 The BRE guide recognises that different types of amenity space can have different sunlighting requirements and that it is difficult to suggest a hard and fast rule. The equinox (21 March) can be chosen as a date for assessment. The guide recommends that “at least half of the amenity areas should receive at least two hours of sunlight on 21 March. It is instructive to draw the ‘two hours sun contour’, which marks this area on plan, because the use of specific parts of a site can be planned with sunlight in mind”. On this basis, the provision of sunlight to open spaces should be assessed using the Sunlight Amenity test (previously called the two hour sun-on-ground test). This test quantifies at the proportion of an open space that receives at least two hours of direct sunlight on the 21st March.
- 8.196 The two-hour sun contour results show that eleven of the sixteen amenity areas adhere to the 50% BRE guideline. Those that fall just below are the amenity areas linked to the Terrace Block. These still retain more than 2 hours of sunlight to more than a third of their amenity areas, and will also have access to very well sunlit nearby communal areas.
- 8.197 The daylight and sunlight analysis within the development was independently reviewed by a third party (i.e. Rapleys) on behalf of the LPA. The proposed development is large and it is categorised as being a tall building. As such at a starting point Rapley highlighted that the 78% overall compliance rate is resemble and similar to other developments of this scale and massing.
- 8.198 The performance of the rooms achieving greater than 30% can be treated with a degree of flexibility as whilst under the recommendations, should these be assessed at a alternative target (more suited for urban locations) the overall performance would improve. For the rooms achieving <29.9% a greater degree of review has been undertaken to establish the quality of light and its suitability. Overall, there are 19 Kitchens and 35 LKDs that may experience poor daylight levels. Nonetheless, these rooms do not meet the recommendations and because of this should they be connected to a well-daylit primary living space.
- 8.199 The performance of the proposal is similar to what we would expect to see for a development of this scale and massing. Whilst there are deviations to both Daylight and Sunlight, Anstey Horne have provided a strict analysis against the BRE criteria. The Daylight is restricted in part due to having: ‘non-daylight kitchens’, ‘more desirable’ open plan layouts, offering private amenity (balconies) which restrict daylight access and including circulation areas within the assessment area of a room. There are bedrooms that are significantly lower than the BRE recommends but how might an occupier use that accommodation should be considered. For example, in a bedroom flat an occupier is more likely to use the primary rooms for their daylight activities, whereas in a 3 bedroom flat higher reliance of daylight within bedrooms may be required (for study, reading, etc). Therefore the accommodation should be reviewed on balance.
- 8.200 The overshadowing results are reasonable, whilst there are deviations, a practical review and approach should be taken when considering the wider benefits of the scheme.
- 8.201 The SDA results demonstrate that 868 / 1115 (78%) meet the recommendations in the BRE. Whilst there are deviations, these have been fully reviewed however there are several considerations and factors that offer mitigation. The SE results demonstrate that 426 / 1115 (38%) meet the recommendations in the BRE. Rapleys have identified that this

is a restrictive test generally as it is reliant on many site related factors including orientation. To maximise the development land and ensure a proposal is sympathetic toward neighbouring receptors a balance may need to be reached. Furthermore, inclusion of self-injurious building features (such as balconies) further restricts a development performance.

Outlook and Overlooking

8.202 The proposed footprint and separation distances between the proposed buildings would remain the same as per the previously approved application. Therefore, the level of outlook and overlooking within the development would remain unchanged.

G. SECURE BY DESIGN

8.203 Policy D11 of the London Plan sets out requirements for all new developments to design out crime and incorporate an acceptable level of safety and security measures and ensure development is resilient to emergency.

8.204 Policy 58 of the Local Plan developments should minimise opportunities for criminal behaviour by requiring all forms of new development to incorporate Designing out Crime and Secured by Design principles, and requiring all major development to seek to achieve for Secured By Design accreditation via the Secured by Design scheme. Promote safer streets and public realm improvements throughout the borough, where necessary in liaison with the Metropolitan Police Designing Out Crime Officers.

8.205 The Design Out Crime Officer (Metropolitan Police) was consulted during the course of the application requesting that Condition 47 associated with the original consent is reinstated as part of any potential decision for the current application. The Officer provided recommendations for the applicant and team to consider regarding internal layouts, single leaf doors, access control matters and further security measures.

8.206 Overall the the layout and security measures of the development are acceptable in principle subject to finalised details are secured via planning conditions.

H. TRANSPORT, HIGHWAYS AND SERVICING

8.207 Policy T2 seeks the 'Healthy Streets' approach, and Policy T4 requires the submission of transport assessments for relevant proposals and appropriate mitigation to address any impacts. The application included said documents which were reviewed by the Council's highways and transport policy officers.

8.208 Policy 63 of the Waltham Forest Local Plan LP1 (2024) states that all new development will be expected to support a shift to active transport modes and encourage an increase in walking and cycling. Proposals should improve pedestrian environment and contribute and support the delivery of high quality and safe strategic or local cycle networks.

8.209 The existing Lea Bridge Station sites are located at the Lea Bridge Road/Orient Way/Argall Way signalised junction, adjacent to Lea Bridge Station. Site 1 is located to the northwest of the junction of Lea Bridge Road and Argall Way. The site currently provides an open grassed area and access to Lea Bridge Station and a cycle hub associated with the station. Site 2 is situated to the southeast of the junction of Lea Bridge Road and Orient

Way. The site currently provides pedestrian/cycle routes which takes users away from the main Lea Bridge Road junction. Site 3 is positioned to the southwest of the junction of Lea Bridge Road and Orient Way. The site currently provides public realm and an existing cycle route through and around the site.

8.210 The site within walking distance of a number of local amenities that are likely to serve the day to day needs of the residents. The site has a PTAL rating of 2/3. The site is well located in respect of the public transport network. It is next to Lea Bridge Station, which is served by Greater Anglia services. Trains connect to Stratford Station one stop to the South (with connections to over and underground services) and to Tottenham Hale one stop to the north (again with connections to the underground).

8.211 The site is close to a comprehensive level of bus provision. The nearest bus stops are situated on Lea Bridge Road immediately to the west of the site, which provide access to bus routes 55, 56, N38 and N55. To the north of the site, bus stop AS on Staffa Road provides access to bus route W19. Given the low on-site car parking provision, the proposed development is expected to primarily generate trips by public transport or active modes of travel.

Access Arrangements

8.212 Towards the north end of Site 1 is the existing station entrance. There is a cycle lane and foot way along side of Site 1, the arrangement is such that the footway adjoins Argall Way, and the cycle lane runs inside the foot way, and adjoins the existing cycle hub on Site 1.

8.213 There is a cycle way and running beneath the railway bridge joining Sites 1 and 3. Footways and cycle ways pass along the Lea Bridge Road and Orient Way frontages of Site 2. There is also a bus stop on the Lea Bridge Road frontage of Site 2.

8.214 Planning permission for the proposed Lea Bridge Station upgrade was granted in January 2021. The proposals for the new entrance include a ticket hall, provision for automatic ticket gate lines, a retail unit on the ground floor, and lower ground floor level cycle hub with 130 bicycle parking spaces (an increase from the 48 currently on Site 1) is proposed. The cycle hub would be adjacent to the cycle lane linking Sites 1 and 3.

8.215 The station upgrade involves decommissioning the existing entrance stairs from Argall Way and constructing a new deck and public plaza in front of the new station building adjacent to Lea Bridge Road. The new station building includes retail provision and cycle parking at the lower ground level. Access to the new station entrance would be from Site 1, on the Lea Bridge Road frontage. The approved new station entrance and proposed public realm areas on Site 1 will need to seamlessly connect to one another.

8.216 A planning obligation was secured as part of the original s106 to ensure, that if this application is approved and implemented, the development of the new station entrance takes place concurrently.

8.217 On Site 1, it is proposed to alter the existing footway and cycle lane such that the foot way would adjoin the built form on site 1 (allowing direct access to the building for pedestrians). The cycle lane would run along the outside of the foot way, adjacent to Argall Way. Access for parking and servicing is proposed towards the northern end of Site 1.

8.218 In Site 2, access for servicing and parking is proposed from Orient Way, at the ground floor of the Courtyard Building.

8.219 For Site 3, the cycle lane beneath the railway bridge (lining Sites 1 and 3) is to be upgraded. Access for vehicles would from Orient Way towards the southern end of the site. A new pedestrian and cycle crossing is proposed between Sites 2 and 3.

Trip Generation

8.220 The proposed development will be car-free except for three per cent blue badge parking provision. In order to forecast an accurate trip generation associated with the proposed development, the TRICS trip rate database has been reviewed, Trip generation was also informed by Census information and from the Department for Transport (DfT).

8.221 When considering public transport, whilst the slight increase in residential dwellings will have resulted in an increase in residential trips, this change has been more than counter-acted by the reduction in non-residential uses resulting in an overall net decrease in total trips. The proposed development is expected to generate no more than 3.6 additional passengers per service during either peak hour on the local bus network. The proposed development is expected to generate no more than 21 additional passengers per service during either peak hour on the local rail network.

8.222 The proposed development is expected to generate only marginally more daily service vehicle arrivals compared to the consented scheme. This is not considered likely to lead to any material change in the ability of each site to accommodate servicing demand off-highway.

8.223 The proposed development when compared to the original consent would generate an additional two two-way trips during the AM and PM peak hours respectively across all modes with greater changes on public transport owing to the use of update mode share data from the Census. Once distributed on to the local transport networks the supporting Transport Assessment concluded that it is unlikely to result in a meaningful change in the impact of the scheme. The proposed amendments are expected to result in slight increase in the total number of daily servicing trips. The increase is not expected to have any impact on the public highway nor on the ability of each site to accommodate its servicing demands.

8.224 TfL raised concerns with Census 2021 data set out in the Transport Assessment as it would reflect post-pandemic reduction in trip rates, which, to the contrary, would be offset by the increase in deliveries. The applicant and team highlighted that the the Transport Assessment (TA) does take account of the change in servicing trips as a result of the increase in residential accommodation. This is detailed in Section 3.0 of the TA and in Tables 3.1 to 3.5. The TA demonstrates there is expected to be a net increase of three residential servicing trips per day, one fewer office trip and one additional retail trip. Post-pandemic home delivery-rates have substantially increased. In fact, logic would suggest that a higher proportion of people working from home or working in a hybrid manner would result in a fewer missed and repeat delivery trips. The number of home delivery orders may increase, the number of servicing trips does not, since logistics companies are constantly trying to find ways to consolidate deliveries onto vehicles and minimise their trips and mileage.

8.225 Overall it is considered that the relatively small number of vehicle movements is not expected to have an impact on the capacity of the highway network.

Travel Plan

8.226 Policy 63 (Development and Transport Impacts) of the Waltham Forest Local Plan LP1 (2024) states that a site Travel Plan detailing how development will enable walking, cycling and public transport use amongst users, including agreed targets, implementation, funding and monitoring regime(s) will be required for all major development.

8.227 A Framework Travel Plan supports the application. Travel Plans assist with managing the travel demands and impacts of new developments. Transport for London (TfL) defines a Travel Plan as "a long-term management strategy which encourages sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel."

8.228 The site is accessible on foot, being within walking distance of day-to-day facilities and public transport services. As such, there are opportunities for future residents to use modes other than the private car. The local area is provided with well-maintained footways, street lighting and crossings with dropped kerbs and tactile paving. The development is conveniently located in proximity to many local cycle facilities and amenities accessible by cycle. The site benefits from its proximity to the existing mini-holland cycle infrastructure, which is provided on all arms of the Lea Bridge Road/Orient Way/Argall Way signalised junction.

8.229 It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan. Residents and tenants will be made aware of the Travel Plan, including its purpose and objectives, along with specific measures. Residents of new dwellings will be provided with a Travel Pack upon first occupation. The key role of the Travel Pack is to raise awareness of sustainable travel opportunities and initiatives available to occupants.

8.230 A car-free scheme will inherently reduce reliance on private cars, which typically is one the main aims and encourage the use of active and sustainable modes of travel. Finalised Travel Plans would be secured through the s106 legal agreement for both the residential units and commercial uses in line with TfL's criteria.

8.231 The Travel Plan supporting the application has been reviewed by TfL and the Council's Highway Development team and considered acceptable for this stage. A financial contribution towards Travel Plan monitoring would also be secured.

Car Parking

8.232 London Plan (2021) Policy T6 requires that, as a starting point, development in accessible locations should be car-free, but also supports the more restrictive approach set out in Policy 68 of the Waltham Forest Local Plan LP1 (2024). Based on the most up-to-date evidence available, there is a stronger requirement for all new residential development in the Borough to be car-free standard parking. It sets out that disabled persons' car parking spaces (blue badge parking) should be provided for 5% of new homes

from the outset, with passive provision made for a further 2% of new homes, for example through areas of landscaping that could be converted to additional blue badge parking should future demand arise.

8.233 Aside from blue badge parking, the proposed development remains car-free in line with the London Plan (2021). This reflects the sites' proximity to Lea Bridge station and the desire to maximise space available for public realm. Site 1 would occupy 3 blue badge spaces, Site 2 would include 6 blue badge spaces and Site 3 would incorporate 3 blue badge spaces. This is the equivalent of a total blue badge provision of 3.1 per cent. This meets the London Plan requirements but falls short of the Local Plan requirement of 5%. Electric Vehicle charging points will be provided at the same level as the consented scheme. The layout and arrangement of blue badge bays for all three sites remains largely unchanged, except for site three, where one of the bays has moved slightly to accommodate a new external bin store. The proposal would result in 20% of spaces will be fitted with active electric charging points and the remaining 80% of spaces to be passive electric charging points. Taking into consideration the sites' existing constraints providing additional Blue Badge bays (either active or passive), is not achievable. This shortfall needs to be weighed in the balance of securing 387 affordable homes. Disabled parking spaces will not be subject to leasing and each space will be numbered, they will be prioritised to occupiers of the wheelchair units and a car parking strategy will be secured by condition, which will provide further detail on how bays will be allocated and managed.

8.234 The Lea Bridge Station planned upgrade would include step-free access to platforms, which will mean all persons can easily access the development via public transport. Given the proximity to the station on this occasion this would be supported by Officers. No general parking is proposed for the proposed residential/non-residential uses. Residents would be prohibited from obtaining on-street parking permits to protect local parking amenities.

8.235 TfL raised concerns with the distribution of the parking spaces across the three sites and it was noted that there would be a shortfall in Sites 1 and 3, with a surplus in Site 2, resulting in potential users crossing roads in excess of 50m. This parking arrangement was agreed via the original consent on site given the unique characteristics and constraints of the scheme – i.e. split across three sites, two of which being especially constrained. The distribution of the blue badge spaces and the accessible homes do largely align, and this allows for a sensible compromise in this instance. All of the blue badge spaces are no more than 50m distance from the main residential entrances.

8.236 The nearby residential streets are already in a controlled parking zone (CPZ) In this regard a planning obligation is recommended to secure contributions to fund a review of CPZs in the area with a view to either creating new CPZ's or extending existing ones. In this way, it will simply not be possible for future residents to obtain parking permits or to park in surrounding areas. Residents will be allocated a space after confirming their blue badge status. This will not form part of their leasehold and will allow on-site management to reallocate spaces. The s106 would also ensure that the proposal would be car free.

Cycle Parking

8.237 Policy T5 of the London Plan (2021) sets out the minimum standards for new development cycle parking provision. Policy 61 of the Waltham Forest Local Plan LP1

(2024) seeks to ensure the provision of secure public and on-site cycle parking facilities for occupiers and visitors, that are compliant with Waltham Forest Parking Standards, London Plan requirements and London Cycling Design Standards (LCDS), at prominent locations within the development site.

8.238 The proposals for the new entrance (Planning Application Ref: 202850) include a ticket hall, provision for automatic ticket gate lines, a retail unit on the ground floor, and lower ground floor level cycle hub with 130 bicycle parking spaces (an increase from the 48 currently on Site 1) is proposed. The cycle hub would be adjacent to the cycle lane linking Sites 1 and 3. Further to this the Committee Report linked to application Ref: 202850 highlights that at lower ground/basement level, a new cycle hub is proposed. This is accessible from the station entrance via stairs. The cycle hub will hold approximately 130 cycle parking spaces (this is an uplift from the existing 48 cycles).

8.239 The proposal would provide a total 714 long stay cycle parking. The cycle parking would be conveniently located and adequately sized with a choice of four cycle stand types (Two-tier, Sheffield stands, enlarged Sheffield stands and combined single tier/Sheffield stands, such as the Broxap “Hi-Rise Two Tier Cycle Rack Storage System”) to enable them to be fully used by future residents. Access will be via cycle lifts for Sites One and Three with the lift cabin being in accordance with LCDS guidance. In all cases, access to long-stay cycle parking will be level and secure with access controlled by fob / RFID tags or similar.

8.240 All commercial long-stay cycle parking will be provided within the buildings on Sites 2 and 3. Fob access/an RFID system will control access to all on-site cycle parking stores. An external cycle store is proposed for Site One. The external cycle store will be positioned within the hardstanding area on Site One, visible from the commercial unit and easily accessed from Argall Way.

8.241 The proposed development will deliver a total of 38 short-stay visitor cycle parking spaces across the three sites for residential and non-residential uses.

8.242 The LPA’s Transport Policy Officer is satisfied with the proposed cycle parking. Overall, Officers consider that the proposed quantum of cycle parking is acceptable and a condition will also require finalised details of cycle parking to ensure London Cycling Design Standards are achieved.

Delivery and Servicing

8.243 An Outline Delivery and Servicing Management Plan supports the application setting out how the applicant intends on managing delivery and servicing trips. Vehicles and cargo bikes will be able to unload/load/service the site from a hard-standing area accessed from Argall Way at Site 1. Swept path analysis supports the Outline Delivery and Servicing Management Plan reveals that delivery vehicles can enter the site without affecting the Blue Badge spaces. Sufficient space is provided for a service vehicle to access/egress Site One during waste collections.

8.244 Within Site 2, vehicles will be able to unload/load/service the site, using space within the on-site Blue Badge car park accessed from Orient Way to manoeuvre. Likewise delivery vehicles would not impede on the operation of Blue Badge spaces at this site.

Within Site 3 vehicles and cargo bikes will be able to unload/load/service the site from a hard-standing area accessed from Orient Way. The commercial and residential entrances at ground level can be accessed on foot from the hard standing area. The swept path analysis demonstrates that the servicing can sufficiently occur at this site.

- 8.245 Cargo bike parking bays will be provided to facilitate and encourage last-mile deliveries by foot or cycle. Each site will provide a cargo bike loading bay (i.e., 3.0m x 1.0m), provided within the public realm, accessed via the proposed vehicle access and within proximity of the ground floor entrances for the residential and commercial/community uses.
- 8.246 Across the three sites (Proposed Development), a total of 44 deliveries per day are expected, comprising 28 daily residential trips, four daily office trips and 12 daily retail trips. A delivery and servicing booking system/schedule will be produced and implemented by the DSP coordinator based on the regular deliveries anticipated by the occupiers. Residents will be notified that they must give advance notice of when deliveries are anticipated which require vehicles larger than a motorbike or cargo bike courier.
- 8.247 Given the constrained nature of the site, there will be a maximum vehicle dwell time of 15 minutes, which will be enforced through the implementation of a delivery booking system and monitoring through the DSP. Vehicles that require to deliver/load/unload for longer periods than the maximum 15-minute limit for this site will be required to book a delivery slot ahead of arriving to the site, in order to manage deliveries most efficiently.
- 8.248 An Operational Waste Management Strategy was supported with the application to consider the changes to the previous consent. Each core will be provided with a residential waste store at ground floor level. The residential waste stores will accommodate all the residual waste, DMR and food waste generated within the proposed development. Residents will be required to transport the waste from their unit directly to the nearest residential waste store using the passenger lifts and deposit their segregated waste. Residents in Tower 1 and Tower 2 will have a raised parapet within the residential waste store, surrounded by bins to allow wheelchair users or those with mobility issues to easily deposit their segregated waste. Bins accessed by the parapet will be rotated on a regular basis. Non-disabled residents will be encouraged through signage to deposit their segregated waste at the lower level, to ensure all residents have access to empty bins.
- 8.249 A total of 15 units exceeding the 30m residential walking distance represents only 4% of the total number of units within the proposed development, with the vast majority of these below 40m. All of the cores have residential waste stores located conveniently adjacent to lifts; the very few instances of extended walking distances are caused by the length of internal corridors on each residential floor to access the individual units.
- 8.250 All residential waste collection will be conducted off-highway, within each site. Once the collection operatives have emptied the bins into the RCV, they will return them to the residential waste stores. Vehicular access to site will be controlled by suitable measures such as an automatic raised bollards. For the Courtyard B4 residential waste store to be within the agreed drag distance, the RCV will be required to conduct an extended reversing manoeuvre. This principle was agreed as part of the original consent. Residents will be provided with access to a bulky waste storage area for large redundant items such as furniture or appliances.

8.251 The commercial tenants in each block will be provided with access to a shared commercial waste store at ground level either internally or externally. The commercial tenants or the on-site FM team will transfer the segregated waste from their temporary internal waste storage to the commercial waste store. The commercial waste contractor will collect the bins from each of the commercial waste stores directly. All waste servicing will be conducted off-highway, within each site. Once the bins have been emptied, the collection operatives will return the bins to the commercial waste stores.

Construction Logistics Plan

8.252 Policy T7 of the London Plan (2021) set outs policies for assessment the effects of development on transport capacity. Policy of the Waltham Forest Local Plan LP1 (2024) outlines that Outline Construction Logistics Plan (CLP) should support developments at this scale to ensure potential risk to the local community is reduced and construction traffic would not impede on local traffic movements. Traffic marshals will be located at each site gate to ensure pedestrian safety is maintained in the vicinity of the site.

8.253 An Outline CLP supports the application. The document identifies that the initial site phase will include minimal demolition works to remove the existing bike store, erection of hoarding / scaffolding and setting up the welfare. The strategic route proposed for construction vehicles will be Orient Way for access and egress to the sites via the A106 and A12 TfL road network. The routing will not change throughout the construction duration. The A12 will then facilitate construction traffic access/egressing from either the south, or the A406 leading to the M11 to the north of the proposed development.

8.254 London Square have reached an agreement with Greater Anglia Rail to temporarily use the access road beside the rail track on Site 1 and Site 3 for construction deliveries. This provides an access route for Site 1 construction deliveries and the new Lea Bridge Station. The new Lea Bridge Station will be constructed concurrently with Site 1 works.

8.255 Deliveries to, and collections from the site will be scheduled to take place during the hours of 09:00 – 16:00 where possible. However, recognising that certain construction activities are required for an efficient construction programme there will be a small number of vehicles arriving and departing the site in peak hours. The Project Manager will liaise with project managers for other construction activity in the local area when and where it is relevant to do so in order to coordinate any activity. There will be no on-site parking provided for construction worker's vehicles which will discourage private vehicle use. The site is well located for sustainable transport options and will be strongly encouraged through the Staff Travel Plan.

8.256 The outline CLP examines access to each site for construction related vehicles and measures to reduce impacts. Vehicle movements have been estimated and proposals for implementation, monitoring and updating the CLP are included. The outline CLP provides a good early indication as to the approach to the approach being taken in relation to construction logistics. A finalised CLP would be secured via a planning condition and agreed with Highway Officers.

Highways Works S.278

8.257 The majority of the extant of works set out in the original consent still stand as follows:

Site 1

- Renewal of the footway on all frontages of the site including Lea Bridge Road, Argall Way.
- Renewal and repositioning of the cycle track on Lea Bridge Road and Argall Way and any accommodation works in relation to the traffic signals
- Construction of the rerouted cycle track along Network Rails boundary fence.
- Construction of a dropped kerb to facilitate vehicular access on Argall Way
- Review of the waiting and loading restrictions on Lea Bridge Road and Argall Way
- New lighting design
- Any highway reinstatement works made necessary as a result of damage caused during construction.

Site 2

- Renewal of the footway on all frontages of the site including Lea Bridge Road and Orient way
- Construction of the rerouted footway on Orient Way
- Renewal of the cycle track along Lea Bridge Road and Orient Way subject to feasibility designs meeting acceptable parameters in relation to lighting and level standards.
- Construction of a dropped kerb to facilitate vehicular access on Orient Way
- Review of the waiting and loading restrictions on Lea Bridge Road and Orient Way
- New lighting design
- Construction of a new Toucan crossing on Orient Way
- Any highway reinstatement works made necessary as a result of damage caused during construction.

Site 3

- Renewal of the footway on all frontages of the site including Lea Bridge Road and Orient way
- Renewal of the cycle track on Lea Bridge Road and Orient way
- Construction of the rerouted cycle track along Network Rails boundary fence.
- Repositioning of the width of the footway and cycle track along Orient Way as discussed and agreed with Highways at the pre application stage
- Construction of the repositioned footway and cycle track along Orient Way
- Construction of a dropped kerb to facilitate vehicular access on Orient Way
- Review of the waiting and loading restrictions on Lea Bridge Road and Orient way
- New lighting design
- Construction of a new Toucan crossing on Orient Way
- Any highway reinstatement works made necessary as a result of damage caused during construction.

8.258 Highway Officers also requested additional works:

- Enabling works are also required to facilitate the construction of the proposed development. This will need to be secured within the revised S106 agreement to include:

- Installation of a construction standard vehicle access for all three sites.
- Review of street furniture and the lighting design and potential relocations if required.

Wind mitigation measures to be secured via the s278 works:

- Wind mitigation landscaping measures and planting of four evergreen trees on the public highway in Argall Way, south west of the adjacent Beck Square development.

Financial Contributions

8.259 As per the original consent the following financial contributions would be secured via a Deed of Variation to the s106. The contribution are updated to consider the uplift and further alterations associated with the application. The previous contributions agreed are set out below:

- CCTV Contribution - £60,000
- CLP Monitoring Fee - £22,000
- CPZ Contribution - £25,000
- Lighting Contribution - £60,000
- Travel Plan Monitoring Fee - £8,000
- Walking and Cycling Contribution - £210,000
- Wayfinding Contribution - £14,000

I. TREES LANDSCAPING AND ECOLOGY

8.260 London Plan (2021) Policy G1 requires that development proposals incorporate elements of green infrastructure to deliver multiple benefits. London Plan (2021) Policy D8 relates mainly to public realm proposals but includes the principle that landscaping, including planting, street furniture, and hard-surface materials, should be of good quality. Policy 80 Waltham Forest Local Plan LP1 (2024) requires development proposals to take account of existing trees on site and adjoining land, retaining any significant trees and re-provide the amenity, canopy, habitat and biomass of the existing trees through the planting of significant mature trees within the proposed scheme.

8.261 London Plan Policy G5 requires major development to contribute to the greening of London, whereby the Mayor's recommended target Urban Greening Factor (UGF) score is 0.4 for developments that are predominately residential. Policy 79 of the Waltham Forest Local Plan LP1 (2024) also seeks developments to achieve a UGF score of 0.4.

8.262 A further Arboricultural Impact Assessment has not been submitted in respect of this S73 application, the conclusions within the extant permissions report remain valid and accurate. With the proposal incorporating a total of 150 new trees across the three sites maintaining a net gain. It was concluded via the original consent that the loss of existing trees is offset by the new tree planting scheme. The Design and Access Statement supporting the application identifies that the original landscape strategy within the three sites will remain unaltered. The applicant has also made a commitment to extensive tree replacement. Site would see 36 new tree, Site 2 would include 84 new trees and Site 3 would support 30 new trees. Many of the replacement trees would be significant in size,

for instant impact and underpinned with a varied age class of multi-functional soft landscaping to increase biodiversity and amenity on the site where possible.

- 8.263 It is proposed to retain 3 existing plane trees (numbers T26, T27 and T28 which are category B trees) on the Orient Way frontage. These three trees can be retained and safeguarded during construction. A condition is recommended to ensure these trees are safeguarded with tree protection measures. The majority of trees to be removed are low quality and relatively young.
- 8.264 Notwithstanding the submitted survey, conditions requiring a Root Protection Plan and an Arboricultural Method Statement are requested, which will ensure that site constraints are not breached and that the design process takes proper consideration in protecting the existing trees which surround the site during construction works, will be included.
- 8.265 The proposed development continues to deliver extensive urban greening both across the buildings and within the surrounding public realm. The proposed development will continue to meet the targeted score of 0.4.
- 8.266 The landscaping strategy is considered to be of high quality, with suitable levels of greening. All finalised details will be secured via a planning condition.

Wind Mitigation

- 8.267 Amendments to the landscaping scheme as part of the S73 application centre on a need to provide wind mitigations to address the most significant wind effects caused. A key part of the wind mitigation involves the planting of four evergreen trees on the public highway in Argall Way, south west of the adjacent Beck Square development. The proposed trees are noted as 12 metre high, evergreen trees planted as a continual linear group. It is assumed that evergreen species are required to provide year-round mitigation and the planting positions are the results of wind modelling. This tree planting would be secured via the s278 works.
- 8.268 The LPA's Tree Officer queried if the fins incorporated on the north eastern elevation would harm the trees planted within the public realm. It is important to understand whether the trees would have an impact on the wind mitigation performance as their respective crowns begin to grow and encroach on the fins. The applicant confirmed that suitable species will be considered at this point and these would be secured via the landscaping condition.

Ecology

- 8.269 London Plan Policy G6 seeks the avoidance of negative impacts on SINC's and generally requires that development proposals manage impacts on biodiversity. Policy 81 Waltham Forest Local Plan LP1 (2024) states that proposals should seek to protect and enhance biodiversity and geodiversity resources in the borough and will ensure that all development should maximise opportunities to create new or make improvements to existing natural environments, nature conservation areas, habitats or biodiversity features and link into the wider green infrastructure network.
- 8.270 An updated Phase 1 Habitat Survey supports the application. Site 1 includes the existing Lea Bridge Station complex (comprising platforms, active railway line, and an area

of hard standing and steps) which leads out into Lea Bridge Road. The remainder of the site comprises an area of managed amenity grassland with a hard standing pathway which runs through the site along the west/ southwest boundary and under the road bridge to the south. The grassland had been left un-mown, with no significant changes to the mix of species, no significant changes in light of the original consent.

8.271 Site 2 comprises of landscaped and managed amenity grassland habitat (TN9, Figure 1) with similar species composition as found in the other two sites. Hard standing pathways are present across the site and a seating area exists to the north. The habitat is generally of low- moderate ecological value, mainly due to the number of trees on site which provide habitat for nesting birds. The grassland had been left un-mown, with no significant changes to the mix of species.

8.272 Site 3 includes a small plot dominated mainly by amenity grassland continuous with that of Site 1, with a low number of immature trees present. The hard standing footpath continues through the site ending to the pavement off Orient Way. Along the fence line on the south and southwestern boundary scattered immature trees and scrub are present. The habitat is of low ecological value and has limited features.

Bats

8.273 While the majority of the sites are of negligible/low value for bats, the tree cover on Site 2 will provide foraging habitat for bats foraging on their insect prey. Assessment of the trees from the ground did not identify suitable roosting features for bats. The underside of the road bridge offered negligible roosting opportunities for bats, with the structure being well sealed with no obvious holes or gaps. The presence of nearby watercourses provide quality bat foraging habitat and adjacent residential areas would offer more suitable roosting opportunities for the local bat population. The known presence of bats within the local area of Lea Bridge means that they can be assumed in the area. No significant changes to the structure of the bridge were noted in 2024.

Nesting Birds

8.274 The trees and areas of scrub on site provide some opportunities for nesting birds. One disused nest was noted within the canopy of a London Plane tree within Site 2. During construction rubble and waste materials may provide nesting habitat for black redstart in future should they be left on site.

Other Species

8.275 No other evidence of protected or S.41 species was recorded during the survey. There are no suitable habitats for any other protected or S.41 species within the site with perhaps the exception of hedgehog for site 2, and the situation of the Lea Bridge Station Site makes colonisation of anything other than airborne species highly unlikely.

8.276 Other than bird nesting habitat within the semi mature trees and patches of scrub, Lea Bridge Road is of low ecological value in its current circumstances. Any impacts of construction on surrounding habitat can be prevented using good construction practice. Operational impacts on nature conservation are likely to be neutral or of minor to moderate benefit if wildlife friendly provisions are incorporated into landscape and building enhancement proposals.

8.277 Precautionary measures to protect nearby watercourses from indirect impacts during construction including noise and dust and any other pollution should be included in the construction environmental management plan (CEMP). Consideration of lighting should be considered for potential ecological impacts. Conditions 11 and 50 ensures that the proposal considers these measures.

8.278 The landscaping proposals for the development include opportunities for biodiversity gain as well as avoiding impacts have been considered and include:

- tree planting as part of a landscaping scheme;
- the use of native and pollinator plant species;
- The creation of new living roofs and podium planting
- Installation of, bird and bat boxes in the new buildings / landscaping.

8.279 The supporting assessment sets out the following recommendations:

- Further surveys are recommended for nesting birds and bats, with respect to tree assessments prior to any removal works.
- A site walkover by a suitably qualified ecologist prior to the start of any site construction works.
- Good practise during construction activities to minimise impacts to nearby designated sites.
- Implementation of a sensitive lighting plan.
- Sensitive timing of works and ecological supervision during any elements of site clearance to avoid the bird nesting season.
- Bat surveys prior to tree works.
- Due diligence checks for nesting birds.
- Due diligence and ecologist oversight in respect of *Phoenicurus ochruros* (Black Redstart), as individuals may view the disturbed site as a nesting opportunity once construction is underway.
- If works have not started before November 2025, the desktop study and field visit should be reviewed and updated accordingly.

8.280 The supporting report highlights that there are no previous records of protected species using the site and no evidence of protected species was recorded during the field visits. The site may support nesting birds (March – August inclusive) within the semi mature trees and scrub habitats. The documents also sets out recommendations around limiting potential impact on ecological factors associated with the development. Condition 52 ensures these matters adhered to by the applicant.

8.281 As the current proposal relates to a S73 application to a current planning permission approved prior to 12th February 2024, the application is not subject to mandatory BNG required under the Environment Act 2021. However, in line In line with the NPPF paragraph 187(d) and Policy 79 of the Waltham Forest Local Plan LP1 (2024), biodiversity enhancements should be incorporated in development proposals. The application is accompanied by a Biodiversity Net Gain (BNG) assessment highlighting that the development would achieve a net gain of 3.83% for habitat units. It is noted that this outcome falls short of the 10% expected under Policy 79 of the Waltham Forest Local Plan LP1 (2024), however as there has been no significant change to either the baseline or

proposed habitats, this should be in line with the BNG achieved under the consented scheme. Officers are satisfied with the recommendations set out in the supporting reports.

8.282 A finalised Construction Environmental Management Plan (CEMP) would be produced and agreed via planning Condition 28, which will confirm specific mitigation measures that shall be employed during the construction period to avoid and mitigate for potential environmental effects that could otherwise arise. This will ensure that adverse ecological effects via the pathways below shall be avoided.

Ecology, Epping Forest SAC (Habitats Regulations Assessment), and Site of Special Scientific Interest

8.283 The Conservation of Habitats and Species Regulations 2017 as amended (the Habitat Regulation) sets out the criteria a site must meet to be able to be a protected European site (e.g., a SAC). Epping Forest meets the criteria and is designated as a Site of Special Scientific Interest (SSSI) with 1,605ha of that area also designated as a SAC. A proportion of the SAC lies within the London Boroughs of Waltham Forest (LBWF), as such the Council is a Competent Authority.

8.284 Policy 83 of the Local Plan highlights that the Council will protect and enhance the natural environment of the Epping Forest and its Special Area of Conservation (SAC) and seek to ensure that development proposals contribute to the mitigation of adverse recreational and urban air quality effects on the SAC.

8.285 All new residential development comprising 1 or more new home(s) within the 6.2km Zone of Influence (ZOI) of the boundary of the Epping Forest SAC contributes to the delivery of:

- i. The Strategic Access Management and Monitoring Strategy (SAMMS) in line with the mitigation measures agreed - focuses on mitigating harm to the Forest by investing directly in the Forest, fixing or preventing the kinds of recreational harm (improving pathways and signage for example).
- ii. The provision of Suitable Alternative Natural Green Spaces (SANGs) - focuses on avoiding harm to the forest by investing in green spaces across Waltham Forest to provide attractive alternative visitor destinations for people to enjoy rather than the Epping Forest SAC.

8.286 Developments of 100+ units within the borough will be required to contribute to the mitigation of development impacts on the SAC via the provision of SANGS (Suitable Alternative Natural Green Space) as set out in the Council's Mitigating the Impact of Development on SAC/SPA SPD. Development proposals affecting Epping Forest should be sensitive and proportionate, delivering enhancements where possible and must not contribute to adverse impacts on ecological integrity, amenity or visitor enjoyment.

8.287 Epping Forest is London's largest open space, covering 2,400 hectares. Within it, the Epping Forest Special Area of Conservation (SAC) covers 1,600 hectares including designated Sites of Special Scientific Interest (SSSI). Policy 83 (Epping Forest and the Epping Forest Special Area of Conservation) further demonstrates the importance in ensuring that development proposals contribute to the avoidance and mitigation of adverse recreational and urban effects on the Special Area of Conservation (SAC). The entirety of the borough lies within the 6.2km Zone of Influence (ZOI) of the SAC.

- 8.288 All new residential development is required to demonstrate that Likely Significant Effects (LSE) through increased recreational pressure, when considered either 'alone' or 'in combination' with other development have been assessed via a project level Habitats Regulations Screening and Appropriate Assessment and the necessary mitigation provided.
- 8.289 An updated Shadow Habitat Regulations Assessment (SHRA) supports the application includes any likely significant effects on the Lea Valley Special Protection Area (SPA) and Epping Forest Special Area of Conservation (SAC). The proposed development is located 1.63 km in a direct line from the southern boundary of the Lea Valley Special Protection Area also qualifying as a Ramsar site, and around 3.2 km from the southern-most extent of the Epping Forest Special Area of Conservation.
- 8.290 The SHRA highlights that the adverse impacts arising from the construction process at the site are also judged to be highly unlikely given the distance between construction area and the protected sites. Construction traffic may make a minor contribution to local NOx levels throughout the period when materials are delivered to site and along the routes from the supplying facilities. Impacts would therefore be localised and temporary.
- 8.291 Delivery routes can be conditioned through the planning process to avoid sensitive receptors. At present the proposed construction route for deliveries is south-eastwards down Orient Way to meet the A12 which is then used for access from the north and south (ES Vol 1 Ch 5) which is not in the direction of Epping Forest SAC. Vehicles travelling northwards would pass the southern tip of the Epping Forest SAC though here the A12 passes in tunnel under the Green Man roundabout. The CLP condition would secure these details. While the proportion of construction traffic taking this route is not yet clear it seems that vehicle emissions here during the temporary phase of construction are unlikely, on their own, or in combination with other development construction activity, to result in a significant effect upon receptors in Epping Forest. The southern route along the A12 lies 3.3 km to the south of the Lea Valley Special Protection Area (SPA).
- 8.292 The air quality analysis set out in the ES Addendum document supporting the application predicts a negligible contribution to NOx concentrations during construction. No issues would occur regarding dust generation during the construction works given the site's distance from protected European sites. The proposal makes no provision for car parking apart from the 12 spaces allocated for disabled parking, thus minimising vehicle trip generation/discouraging private vehicle use as far as practicable and there are numerous parking restrictions within the area. The commercial and retail outlets may generate some local elevation in traffic, however the ES addendum air quality assessment predicts that the completed development will not result in any significant elevation in NOx levels and as such the post-construction impacts to air quality arising from the development would be negligible. The final Delivery and Servicing Plan will set out the routing and measures to control maintenance/contractor vehicles servicing the proposed development. As part of the DSP routes will be set out to avoid the Epping Forest SAC and numerous companies are trialling electric vehicles.
- 8.293 Standard control measures during construction would be expected to avoid impacts arising from run-off during construction. Run-off from the completed development would be ameliorated in part by the proposed green infrastructure and would not affect the Lea

Valley SPA which lies upstream from the development. There are no hydrological connections between the development site and Epping Forest SAC.

- 8.294 The area of the Lea Valley Special Protection Area (SPA) most accessible to the proposed development is covered by Walthamstow Wetlands Nature Reserve where footpath connections are available from the development, via the Walthamstow Marshes, to the Coppermill Lane entrance to the nature reserve. There is also ample provision of sporting facilities in the area. Leyton Jubilee Park, a short distance down Orient Way also provides another accessible area of green space in close proximity to the Proposed Development. The distance between the application site and Lea Valley SPA. The analysis outlines that the potential for added recreational impacts upon the Lea Valley SPA are therefore predicted to be negligible. Residents of the proposed development wishing to exercise dogs will have easy access to sufficient space and dog walking routes of at least 2.7 km.
- 8.295 The SHRA identifies that the closest unit of the Epping Forest is located some 3.2 km along the busy Lea Bridge Road, it is unlikely that the Forest will be regularly accessed from the development. Visits to the SAC by public transport, by those who wish to visit for the attractions that Forest offers, are possible though in this case it is considered unlikely that dogs would regularly accompany many visitors using public transport. In addition, the high-rise apartment blocks may also dissuade many residents from owning pets. It was concluded further in the SHRA it is unlikely that the development would result in a significant increase in visitor numbers to the SAC and this would also apply to Lea Valley SPA.
- 8.296 The SHRA recommends that Strategic Access Management & Monitoring (SAMM) and Suitable Alternative Natural Greenspaces (SANGS) would provide additional mitigation measures to improve recreational space and protect the special interest of Epping Forest. The proposed application would secure an increase in SANGS and SAMMS contributions when compared to the original application. These contributions would be secured via a Deed of Variation to the oS106 linked to the original consent. It is also noted that the council's Infrastructure Delivery Plan (2020) and the Waltham Forest Green Spaces and Place SPD sets out numerous projects within the area to improve green space and recreational opportunities throughout the area. The agreement with Natural England sets out that SANGS will be funded via CIL, however, developments that are CIL exempt (such as this scheme which will benefit from 100% social housing relief) are required to contribute to SANGS via a bespoke Section 106 contribution.
- 8.297 Natural England acknowledges that additional contribution is likely to be required and satisfied with the uplift towards SAMM and the SANGs contribution. It is considered, therefore, that with the mitigation in place the proposed development is unlikely to adversely affect the integrity of the two protected sites or impinge upon their conservation objectives.

J. Energy Efficiency and Sustainable Design and Construction

- 8.298 London Plan Policy D11 require that the resilience of development proposals is maximised and potential physical risks, including those related to extreme weather such as flooding, draught, and overheating, should be minimised.

8.299 London Plan Policy SI 2 Minimising greenhouse gas emissions requires a Whole Life-Cycle Carbon (WLC) Assessment to support this proposal. London Plan Policy SI7 and GLA's Circular Economy Statement SPG requires applications referable to the Mayor to submit a Circular Economy Statement. The circular economy principles aim to minimise embodied carbon maximising reuse and recycling of demolition materials. Trees, Biodiversity and Urban Greening.

Energy Strategy

8.300 All major developments are expected to achieve zero carbon standards including a minimum 35% reduction on the Building Regulations 2022 Target Emission Rates achieved on-site, in accordance with London Plan Policy SI2. This policy also sets out more detailed requirements, including the 'Be Seen' requirement for energy monitoring and reporting and (for proposals referable to the Mayor) a Whole Life Cycle Carbon Assessment). Policy SI1 of the London Plan (2019) requires district heating systems are designed to meet relevant criteria.

8.301 The London Plan sets out a CO2 reduction minimum, for regulated emissions only, at 35% and target of 50% against Building Regulations 2021 using SAP10 carbon factors as calculated using the GLA Energy Reporting Tool. It also requires domestic units to achieve 10% and non-domestic to achieve 15% of this target through Be Lean measures.

8.302 Policy SI 2 requires major developments to meet minimum targets for carbon dioxide emission reductions, where a minimum on-site reduction of at least 35% beyond Building Regulations is required. Residential development should achieve 10% and non-residential development should achieve 15% savings, through energy efficiency measures alone.

8.303 London Plan Policy SI 3 sets out requirements for developments in Heat Network Priority Areas to have a communal low-temperature heating system, with the source of heat obtained in line with its heating hierarchy.

8.304 Policy 87 requires all new build developments to achieve a minimum of a 35% reduction in carbon emissions below Part L of the Building Regulations on site, targeting net zero carbon where possible, including at least a 10% reduction through energy efficiency measures alone for residential development, and 15% for non-residential development. Policy 88 requires all major developments to install a communal heating system and either connect into a district heating network or "future-proof" for connection.

8.305 The Energy Statement supports the application has been formulated following the London Plan energy hierarchy: Be Lean, Be Clean, Be Green and Be Seen. The development seeks to utilise Air Source Heat Pumps (ASHP) and PV arrays. The proposal would include measures to reduce carbon emissions by excess of 35% when compared to the regulatory baseline scenario as required by the London Plan.

8.306 The proposal seeks to locate ASHPs on the roof where the heated water will then be transferred to ground level plant level. It will then be distributed around the site, via highly insulated pipework to minimise distribution losses, and transferred into dwellings/commercial units. The ASHP will be designed to provide all of the heating and hot water heat demand, and there will be no requirement to boost the hot water locally within the units. It is calculated that a series of PV arrays can be installed on the roofs of the development, totalling 96.6kWp.

- 8.307 The applicant estimates a carbon offset payment of £336,304 and this would be secured as part of the Deed of Variation to the s106. Due to the date of the original application Part L 2013 methodology is adopted. The resulting carbon emission have been converted using interim SAP10 carbon emission factors. Given the physical barriers surrounding the sites the proposal will require multiple energy centres due to the site being split by A-roads. It is therefore proposed that three energy centres are incorporated as previously agreed via the original consent.
- 8.308 Be Lean initiatives have been set out in the Energy Strategy highlighting that 10% and 15% reduction in CO2 emissions over the regulatory requirement of the building regulations Part L 2021, for residential and non-residential respectively.
- 8.309 There are currently no existing district heating networks within the vicinity of the development, but the area is identified as being within a Heat Network Priority Area (HNPA). The London Heat Map has been investigated for the development site but there is no existing district heating networks within the vicinity of the development. The development is not close to a proposed network. As such, on-site heat networks have been proposed due to the locality, size and density of the development. The community heating system shall consist of three energy centres. Due to the site location, and the fact that it is separated by A-roads, it has considered infeasible to reduce the number of energy centres any further. The proposal would be designed in such a way as to allow for efficient connection to a future district scheme, should one become available. In line with the London Plan requirements, a communal heat network is proposed, and shall be designed in such a way, as to allow for efficient connection to a future district scheme, should one become available.
- 8.310 The LPA's Sustainability Team reviewed the Energy Strategy in detail and raised no concerns with the carbon performance details along with the carbon offset contribution calculations. The non-residential element of the development achieves an on-site reduction of 37%, while the residential achieves 67% reductions.

Overheating

- 8.311 Policy SI4 requires the energy strategy to include measures to reduce the potential for internal overheating and reliance on air conditioning systems. An Overheating Report has been provided with application to consider the Policy SI4 of the London Plan. The analysis demonstrates how the development has been designed in accordance with the cooling hierarchy, and passive measures have been considered and included within the proposals where feasible.
- 8.312 The mechanical ventilation criteria contained within TM59 is predominantly designed to ensure the adequate sizing of the cooling equipment. To further reduce overheating risk, the Home User Guides shall include advisory information to residents, regarding behavioural measures that can be adopted to further reduce the risk of overheating.
- 8.313 Natural ventilation is provided to all apartments via opening windows. Internal doors in dwellings are assumed to be open during the day to allow heat build up to disperse to unoccupied areas, and bedroom doors are assumed to be closed during the night for privacy. The design has incorporated many passive measures to reduce the built up of heat and reduce the required cooling capacity as much as practical

- 8.314 An air permeability of 2.0m³/m²/hr is proposed, for both the residential and non-residential elements. Given that mechanical ventilation with heat recovery is proposed for the residential element, and mechanical supply and extract ventilation is proposed throughout the development, this is an appropriate good practice air permeability value. The building heating and cooling demand indicates that demand has been reduced to 10.8% below the notional baseline target for the new build non-residential aspects.
- 8.315 TM59 thermal modelling has been undertaken for the residential element. All the assumptions underlying the modelling are considered to be reasonable. All the representative sample of rooms tested now pass under normal (DSY1) conditions. No results for assessments under DSY2 and DSY3 have been provided. CIBSE TM59 does not require DSY2 or DSY3 weather file results to achieve compliance. Furthermore the policy contained within the London Plan Policy SI 4 Managing heat risk, states that compliance with TM59 is required and the supporting application refers to these details. London Plan Policy SI4 does not specifically reference DSY2 and DSY3.
- 8.316 Condition 23 requests finalised overheating details ensuring the development includes all details of overheating mitigation measures are incorporated within the development.

Water Efficiency

- 8.317 Water saving measures and equipment are also generally expected to be incorporated into the design of new development. London Plan Policy SI 5 has similar requirements. Policy 89 of the Local Plan seeks to ensure developments should include water efficiency measures. Residential development must not exceed a maximum water use of 105 litres per head per day (excluding the allowance of up to 5 litres for external water consumption).
- 8.318 The Sustainability Statement supporting the application highlights that a range of water conservation measures will be implemented to reduce the calculated water consumption to below 105 litres per day for each resident. Each dwelling will have an individual water meter. Landlord's area and the individual tenanted commercial units will be similarly metered, and all non-residential sanitary facilities will use low-water fittings in accordance with BREEAM guidance. A leak detection system will be installed that is capable of detecting a major leak on the mains supply anywhere within the building and between the building and mains water metre. Condition 25 would secure water efficiency measures.

BREEAM

- 8.319 The application is supported by BREEAM Pre-Assessment demonstrates that the development is likely to achieve BREEAM 'Excellent' rating, given current design intent. As a result, the assessments demonstrate that a viable strategy for Excellent in all plots which supported by Officers. Condition 23 will ensure these measures are implemented as part of the development.

Circular Economy + Whole Life Cycle

- 8.320 London Plan Policy SI 2 requires major developments to calculate and reduce whole life cycle carbon emissions, whereby Part F requires proposals that are referable to the Mayor to calculate whole life-cycle carbon emissions through a nationally recognised

Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

- 8.321 The GLA advised that the London Plan Policy D3 requires development proposals to integrate circular economy principles as part of the design process. London Plan Policy SI7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, following the Circular Economy Statements LPG.
- 8.322 Policy 87 of the Local Plan highlights the importance for development to minimise waste during the construction and operation phases of development in line with the Circular Economy Statement and Whole Lifecycle Carbon assessment, as required by the London Plan, to cover the whole lifecycle of the development. The Whole Life-Cycle Carbon Assessment submitted with the application demonstrates SAP10 Emissions of 61,621,400 kg CO₂e.
- 8.323 The purpose of this WLCCE assessment is to demonstrate that the proposed development has undertaken an initial assessment based on the information available to date which will need to be updated as the project progresses. The development seeks to reduce emissions as reasonably possible. Condition 26 would request a post-construction WLC Assessment to be provided and agreed with the GLA.
- 8.324 A Technical Note - Circular Economy Statement was included as part of the application submission which is an updated version of the previously approved Detailed Circular Economy Statement. The report supporting the current application stipulates that it is anticipated that due to the limited extent of the amendments and retention of the principles agreed for the consented development that no further information is required with regard to the Circular Economy Statement previously approved. Condition 27 would secure a post completion report to identify how the development would reduce waste and support the circular economy.

K. Flood Risk and Drainage Considerations

- 8.325 London Plan (2021) Policies SI 12 and SI 13 outlines that development proposals should minimise and mitigate flood risk and incorporate appropriate provisions for drainage, following the London Plan drainage hierarchy and other priorities.
- 8.326 Policy 91 of the Waltham Forest Local Plan LP1 (2024) sets out various requirements for developments to manage flood risk, including aiming to achieve greenfield run-off rates via the maximisation of Sustainable Urban Drainage Systems (SuDS) where possible. The site-specific FRA should be proportionate to the anticipated degree of flood risk and must demonstrate how flood risk will be managed and mitigated to ensure the development is safe from flooding and the impacts of climate change for its lifetime. This must include appropriate flood-resistant design and construction, incorporation of Sustainable Drainage Systems (SuDS), safe management of residual risk, and appropriate emergency planning.
- 8.327 Given the nature of the proposed alterations the agreed flooding and drainage approach set out in the original application would not be impacted. The Flood Risk and Drainage Statement of Conformity provided with the application confirms the proposed changes to the development would have negligible implications for the assessment of the likely flood risk and drainage effects presented in the Flood Risk Assessment and Drainage Strategy supporting the original application. No additional mitigation is required for this

reservoir flood risk owing to the low risk of reservoir failure. This assessment remains accurate despite the updated reservoir flood risk maps. There has been no change to the surface water flood risk maps.

8.328 The increase in the number of residential units will therefore increase the associated foul flows from the proposed development. The estimated peak foul flow rates have increased from 3.1 l/s in the consented scheme to 3.2 l/s in the S73 scheme. This represents an increase in peak foul flows of approximately 3% and will require re-consultation with Thames Water to confirm the public sewer has adequate capacity for this increase in flow. The surface water discharge rate to the public sewer remains as per the consented rate.

8.329 The LPA's Lead Local Flooding (LLFA) Officer reviewed the application and satisfied with the Flood Risk and Drainage Statement of Conformity. The surface water drainage and SuDS strategy remains robust and would provide appropriate standard of drainage to the development. Thames Water were consulted during the course of the application and raised no objections provided appropriate conditions are included securing details of any works within 5m of the strategic water main, an Infrastructure Phasing Plan and a Source Protection Strategy. Condition 15 requests for the final details of the Drainage and Sustainable Urban Drainage System in consultation with LPA's LLFA. Condition 16 would also secure a Flood Warning and Evacuation Plan.

L. Environmental Impact Considerations

8.330 Developments are required to create healthy and sustainable places and communities by ensuring that development conforms to appropriate environmental standards, including contamination, air quality, noise, light, and water quality.

Ground Contamination

8.331 The NPPF states that planning policies should contribute and enhance the natural and local environment by preventing both new development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land stability. In addition, policies should contribute to remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. The NPPF provides information relevant to land affected by contamination, land stability, protection of the natural environment and water supply, wastewater and water quality.

8.332 Policy SD1 Opportunity Areas states the plan will encourage the strategic remediation of contaminated land to ensure that Opportunity Areas fully realise their growth and regeneration potential. It goes on to state that Boroughs, through their development plans, should take appropriate measures to deal with contamination that may exist.

8.333 Policy 90 of the Waltham Forest Local Plan LP1 (2024) states that the Council will manage contaminated land by: ensuring that site investigation and desk-based research for new developments on contaminated or potentially contaminated land, and agreeing remediation proposals; ensuring new developments address the impacts of contamination on/off-site during the construction and operation phases; and, requiring developments that has the potential to contaminate land to include mitigation measures to prevent any

adverse impacts on people and the environment, and to monitor any impact where appropriate.

8.334 Given the nature of the proposed amendments soil contamination measures will remain unaltered to that agreed via the original consent. The original consent sets out mitigation measures which are necessary to ensure contamination is prevented from impacting on receptors. Subject to the mitigation being secured by way of conditions then potential danger from contamination would be mitigated. Conditions 42, 45 and 46 will secure the appropriate measure relating to contamination considerations.

Air Quality

8.335 London Plan SI 1 sets out rigorous air quality standards for new development, including that it must be at least air quality neutral. It also puts in place requirements for during the demolition and construction phases of development.

8.336 Policy 88 of the Waltham Forest Local Plan LP1 (2024) states that new developments should mitigate any adverse air pollution impacts and be supported by Air Quality Assessment (AQA). It should be noted that the site is in the Waltham Forest Air Quality Management Area (AQMA), which covers the entire Borough and is in place due to vehicle emissions. Developments which may have a significant impact on air quality or, in an area where the existing air quality environment is poor or will have a significant impact on the development; will require a contribution towards implementation of the Air Quality Action Plan.

8.337 An air quality assessment is set out as part of the Environmental Statement Addendum via Chapter 7 considering the amendments within this assessment. The analysis reviews potential both the construction works, and the operation of the amended development, that result in air quality effects. The key considerations of this assessment have been dust emissions from construction works, heavy duty construction emissions and road traffic emissions for both the construction and operation of the amended development, emissions of the life-safety diesel generators proposed, site suitability, an air quality neutral assessment.

8.338 The proposal seeks to utilise Air Source Heat Pumps which have no associated emission to air. The air quality impact assessment shows that the key targets of Building Emissions Benchmark and Transport Emissions Benchmark are met.

8.339 A Dust Management Plan will be implemented as part of the Construction Environmental Management Plan. Mitigation measures will include use of dust suppression equipment (such as fine water sprays), no Heavy Goods Vehicles will be allowed to idle with their engines running and wheel washing. Road traffic emissions associated with the Amended Development anticipated from the vehicle emissions were assessed for nitrogen dioxide (NO₂) as having negligible.

8.340 The following measures are proposed to help to ensure minimal impacts from traffic emissions:

- A Travel Plan for residential occupants and the workplace,
- A Delivery and Servicing Management Plan,
- A Car and Cycle Parking Management Plan

8.341 The Councils Environmental Health Officers raised no concerns with the proposed development. The following details will be conditioned as part of any potential consent; Air Quality and Dust Management Plan, Air Quality Neutral Assessment, NRMM Low Emission Zone requirements. An uplift to the air quality contribution would be secured.

Noise and Vibration

8.342 London Plan (2021) Policy D14 seeks the avoidance of adverse noise impacts through similar measures and highlights that development proposals should reflect the agent of change principle as set out in London Plan Policy D13, given the potential for complaints from new noise sensitive uses about existing noisy uses.

8.343 Policy 50 of the Waltham Forest Local Plan LP1 (2024) states that developers will be required to demonstrate the impact of their developments on the noise environment and, where appropriate, provide a noise assessment. Adding that the layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing.

8.344 The noise and vibration assessment is included within Chapter 9 of the Environmental Statement Addendum. The assessment undertaken has considered the potential noise and vibration and traffic effects during construction. The noise and vibration assessment considered noise and vibration effects associated with operational road traffic noise and vibration on surrounding roads, operational noise from building services systems and operational noise from the proposed commercial and cultural uses and site suitability.

8.345 The assessment also identified that construction vibration effects were anticipated to be moderate adverse at the Elm Park Road residential receptors. As a result, further mitigation measures are required to reduce noise sensitivity matter.

8.346 No significant effects from operational road traffic noise associated with the amended development have been identified and therefore no mitigation measures are considered necessary. The proposal seeks to use an appropriate layout and design to minimise noise levels in outdoor amenity areas. Suitable glazing will be implemented to achieve the target internal noise levels, and vibration levels at the site are expected to allow without the need for further specific mitigation measures. Condition 47 would ensure that any noise plant equipment would not exceed appropriate noise levels and also requests noise mitigation measures to protect the proposed flat occupiers from train and vehicular traffic noise to be submitted.

Construction Environmental Management Plan

8.347 The Construction Environmental Management Plan (CEMP) supporting the application highlights the construction site layout, construction activities, environmental issues and construction methods that will occur during the development. The aims of this CEMP is to consider the key issues of the development site and to provide a series of strategies, standards, best practice techniques and procedures that will be observed through the construction process to ensure compliance with environmental legislation and regulations.

8.348 The document supporting the application sets out key measures that will be put in place during the construction period. During demolition and construction, a wheel wash

facility will be located at the gate. Plant and machinery will be located, designated and operated to minimise noise, smell, dust, visual or other adverse impacts on existing residents and surrounding buildings. Contractors will be required to take all necessary measures to ensure that public roads are maintained clear from construction debris. The site will be registered to the Considerate Constructors Scheme to ensure an external audit is carried out at regular intervals. Noisy plants will be located as far from receptors as practicable and screened using temporary barriers. Numerous pollution controls would be put in place to ensure no risk to any potential ground, water course or drainage contamination. A finalised CEMP is requested via Condition 28 requesting further details prior to any commencement of works on site.

M. Fire Safety

8.349 Policy D12 of the London Plan (2021) sets out that all developments should be accompanied by a Fire Statement. Fire statements should be submitted with all major development proposals. These should be produced by a third-party, independent and suitably qualified assessor.

8.350 An updated Fire Statement was submitted with the application in line with the criteria set out in Policies D5 and D12 of the London Plan. The document sets out the approach of the development would function in terms of the fire safety requirements. The report provides details on the means of escape, fire safety measures, access arrangements, site access for fire safety services and evacuation strategy. Once the design is finalised, a detailed fire safety strategy report will be developed for the buildings which will be submitted for Building Control approval as part of the future design process.

8.351 The Health Safety Executive (HSE) reviewed the application and content with the fire safety design. Supplementary comments were provided by the HSE that the applicant will need to consider at later regulatory stages. In addition to this the London Fire Brigade reviewed the proposal and had no further observations to make. Condition 57 would ensure a finalised Fire Statement is secured in line with Policy D12 of the London Plan (2021).

N. Health Impact Assessment

8.352 Policy GG3 of the London Plan outlines requirements that proposals must follow to improve health and reduce health inequalities. For developments proposing over 100 new dwellings, applications are required to be supported by a Health Impact Assessment (HIA).

8.353 Policy 49 of the Local Plan outlines that all major developments are required to submit a HIA. All development meeting the thresholds set out in Policy 49 'Health Impact Assessments' will first require a 'Rapid Health Impact Assessment'. This involves a brief assessment of health impacts, including a literature review of quantitative and qualitative local evidence. Following consideration of the Rapid Health Impact Assessment, the Council may require additional information from the applicant or request the submission of a comprehensive Health Impact Assessment where adverse outcomes could be expected regarding the significance or likelihood of the impact occurring.

8.354 A Health Impact Assessment Clarification Letter supports the ES Addendum considering the proposed amendments to the development revealing that the increase in total population is not considered to result in additional impacts when considering the

analysis set out in the original planning permission. The NHS were consulted during the course of the application requesting that an appropriate uplift to originally health contribution should be considered as part of the proposed development. An uplift to the original health contribution agreed as part of the s106 associated with consented scheme, would be captured via a Deed of Variation.

O. ENVIRONMENTAL STATEMENT

8.355 Schedule 2 to the 2011 EIA Regulations sets out types of development that may require assessment. In practice this hinges on whether a project is likely to have significant environmental consequences due to factors such as size, activity and location. Schedule 2 developments include, for example, business parks, wind turbines, industrial projects, sports stadia, golf courses, and large housing schemes.

8.356 The original consent Ref: 212685 was previously accompanied by an Environmental Statement (ES) dated August 2021 in line with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations'). The scope of the 2021 Environmental Statement was subject to a scoping process and a scoping opinion was issued by LBWF on 25 June 2021.

8.357 A s96a/Non Material Amendment application was granted in July 2023 (Ref: 231158). This was submitted due to design changes made in response to the Fire Safety London Plan Guidance, requiring additional measures to be implemented into new tall buildings to ensure best practice fire safety. This NMA application was accompanied by an EIA Statement of Conformity ('EIA SoC'). The EIA SoC reviewed the updates to the design and appraised the environmental effects reported within the 2021 ES. The EIA SoC confirmed the conclusions of the 2021 ES remained valid for decision making.

8.358 An ES Addendum was prepared and submitted to accompany the planning application in November 2024 (the 'ES Addendum'). The ES Addendum has been submitted in line with the EIA Regulations. The 2021 ES, EIA SoC and ES Addendum therefore comprise the environmental information for the purposes of the decision making.

8.359 Under the EIA Regulations, where an ES is deemed not to be incomplete, the decision maker can request "further information" under Regulation 25 from the applicant. This review report therefore considers whether the ES is compliant with the EIA Regulations or whether 'further information' is required for decision making.

8.360 Where an EIA was carried out on the original application, the planning authority will need to consider if further information needs to be added to the original Environmental Statement to satisfy the requirements of the Regulations. Whether changes to the original Environmental Statement are required or not, an Environmental Statement must be submitted with a section 73 application for an EIA development." An Environmental Statement Addendum has accompanied the application to consider the proposed amendments.

8.361 The scope of the ES Addendum replicates that of the 2021 ES Addendum which is considered appropriate and consistent with the latest scoping opinion. Archaeology and Ground Conditions topics are 'scoped out' of the ES Addendum chapters as the Amendments are not considered relevant to these topics.

8.362 Quod were instructed on behalf of the Local Planning Authority to undertake an independent review of the ES Addendum to confirm it is compliant with the requirements of the EIA Regulations. It is considered that the scope and approach to the ES Addendum and assessment is appropriate. The initial review response outlined several points of clarification required by the applicant relating to Chapter 1 (Introduction, Proposed Design Amendments and ES Addendum Approach), Chapter 3 and 4 (Alternatives, Design Evolution and the Amended Development), Chapter 5 (Demolition and Construction), Chapter 6 (Traffic and Transport), Chapter 7 (Air Quality), Chapter 8 (Noise and Vibration), Chapter 10 (Wind Microclimate), Chapter 11 (Daylight, Sunlight and Overshadowing), Chapter 13 (Greenhouse Gases).

8.363 In light of this, the applicant's consultant provided a written response seeking to satisfy Quod's queries and points of clarifications. It was therefore considered that the LPA has sufficient environmental information to inform a decision. Upon careful consideration, the further information is considered to be clarification only and is not information which is directly relevant to reaching a reasoned conclusion on the likely significant effects of the development.

8.364 The following paragraphs briefly describe the likely effects of the proposed development with regard to various topics, during the construction works and once the Development is complete and operational.

Introduction, Proposed Design Amendments and ES Addendum Approach

8.365 Chapter 1 refers to updated legislation, policy and industry guidance since the 2021 ES and SoC were prepared. As highlighted by the Planning Statement, the LBWF Local Plan Part 1 2020-2035 was adopted in 2024 with a further round of pre-submission consultation on Part 2 held in August - October 2024. The Council are targeting the adoption of Part 2 of the Local Plan for 2025. NPPF was updated in December 2024 (after the application was submitted). The technical chapters of the ES Addendum considers the 2024 LBWF Local Plan 2024 but not NPPF.

8.366 The 2021 ES considered the following cumulative schemes:

- Lea Bridge Gas Works, 78 Perth Road, E10 7PB (Ref. 201329);
- Bywaters Leyton Ltd, Gateway Road, E10 5BY (Ref. 160923);
- Coronation Square, Leyton, E10 5JY (The Score Centre) (Ref. 193694);
- Land at 9 Osier Way, Leyton, E10 5SB (Application Ref. 191876); and
- Lea Bridge Station, Argall Way, Leyton, E10 7PG (Ref. 202850).

Annex 2 of the ES Addendum updates the status of these applications.

8.367 Two new cumulative schemes are identified within the ES Addendum (i.e. Estate Way (Ref. 230086) and 210 Church Road / Percy Ingles (Ref. 220695). Quod is aware a new application has been submitted for Lea Bridge Gas Works, 78 Perth Road, E10 7PB (Ref. 232678). It was confirmed The Lea Bridge Gas works scheme (Ref 201329 being replaced with the latest 232678 reference number) was factored in Annex 2 Cumulative Schemes of the ES Addendum. The latest 2023 application was considered for all assessments within the ES Addendum.

Alternatives, Design Evolution and the Amended Development

8.368 Implementation of the Consented Scheme remains a reasonable alternative given the nature of the current application. The EIA Regulations require the ES to include a 'comparison of environmental effects', which in this instance could now involve implementation of the Consented Scheme. Chapter 15: Likely Significant Effects summarises the difference in reported effects for the Consented Scheme and the Amended Development and this information is therefore available for decision makers in the 2021 ES. Chapter 15 confirms that there are no new or different effects to those reported in the 2021 ES for the demolition and construction stage and that for the Completed Development the new/different effects relate only to Wind and Greenhouse Gas Emissions (as a result of updated IEMA Guidance, not the Amendments).

Demolition and Construction

8.369 Before construction starts, discussions regarding demolition and construction logistics, and site and environmental management will be undertaken with the London Borough of Waltham Forest and other relevant statutory consultees. A number of management plans will be prepared and agreed with the London Borough of Waltham Forest, including a Construction Environmental Management Plan, a Construction Logistics Plan, and a Site Waste Management Plan.

8.370 The anticipated core working hours for construction will be as follows:

- 08:00 – 18:00 hours on weekdays;
- 08:00 – 13:00 hours on Saturdays; and
- No working on Sundays, Bank or Public Holidays, unless otherwise agreed with the London Borough of Waltham Forest.

8.371 Pedestrians will be segregated from the demolition and construction works at all times. Operative and staff access points will generally be located close to the main vehicular access gates, with separate pedestrian gates and footpaths provided. Where temporary closures of pedestrian routes may be required for the erection of scaffolds and incoming services connections, permissions and licences will be obtained for the re-routing of pedestrian thoroughfares. Where more extensive closures or diversions of the existing footpath are required, temporary proposals will be agreed with the London Borough of Waltham Forest and the Local Highways Authority.

Traffic and Transport

8.372 The 2024 Proposed Amendments were reviewed in the context of the Amended Development and determined no changes to the conclusions of the consented scheme. The effects detailed below therefore remain the same as those presented within the 2021 Non-Technical Summary. As a result of demolition and construction activities associated with the amended development, there will be an increase in the number of vehicles on surrounding roads. The majority of the construction heavy goods vehicles traffic movement will occur outside of the typical highway network peak periods and spread evenly throughout the day. Construction traffic will increase the amount of Heavy Goods Vehicle traffic on the road network; however, the traffic flows changes will be imperceptible along Lea Bridge Road, Argall Way and Orient Way. On this basis, the effect of construction of

the amended development with regards to amenity, fear and intimidation is expected to be negligible.

8.373 As the effects of demolition and construction traffic will not be significant, no specific mitigation measures are required. However, a Construction Logistics Plan will be prepared and implemented during the demolition and construction phase. It was concluded that the effects remain the same as per the consented scheme despite the overall decrease in construction vehicles.

8.374 A traffic and transport assessment focussed on key traffic and transport considerations including increases in trips on the local highway network in the vicinity of the site. There will be no significant adverse effects on pedestrians (in terms of severance, accidents and safety), cyclists (in terms of severance, accidents and safety) and car drivers (in terms of delay, accidents and safety) once the development is completed. There will be an increase in the number of trips associated with the development on public transport when compared with the baseline conditions, with an increase in the number of people travelling locally by public transport. However, these effects will be imperceptible and are not considered to be significant.

8.375 The Travel Plan will contain a range of measures and targets to reduce travel by car and public transport and encourage shorter trips by foot and cycle. The applicant will also implement a Delivery and Servicing Plan, to outline the principles associated with servicing of the proposed development and this would be captured via Condition 32.

8.376 Quod requested whether the 2023 IEMA Guidelines are relevant to assessment methodology and for the applicant to provide further justification that the baseline information is 'up-to-date. Clarifications were also requested to confirm the approach to cumulative schemes is based on the best, available information rationale for scoping out the additional cumulative schemes.

8.377 The applicant's consultant stated that the 2023 IEMA Guidelines have been reviewed and they do not change the methodology, the reported significance of effects and mitigation. There have also been no material changes to the remainder of the transport network since the 2021 baseline observations were made. The use of 2021 as a baseline year is considered a reasonable worst case assessment as it takes into account known changes to the transport and transport conditions and allows for direct comparison of the effects determined within the 2021 ES. Further to this, it was concluded that the additional schemes will not have a material impact on the transport network which is the subject of this ES Addendum.

Air Quality

8.378 The assessment undertaken has considered air quality effects on the potential for both the construction works, and the operation the development. The key considerations of this assessment have been dust emissions from construction works, heavy duty construction emissions and road traffic emissions for both the construction and operation of the development. The proposal would incorporate Air Source Heat Pumps, which have no associated emissions to air.

8.379 The demolition and construction works have the potential to generate significant adverse without mitigation. In line with standard air quality guidance, mitigation measures

will be put in place to ensure that there are no significant effects. A Dust Management Plan will be implemented as part of the Construction Environmental Management Plan which would be conditioned via Condition 28 which securing suitable air quality mitigation measures prior to commencement of any works on site.

- 8.380 Road traffic emissions associated with the amended development anticipated from the vehicle emissions were assessed for nitrogen dioxide (NO₂) as having not significant effects at all receptors. For PM_{2.5} and PM₁₀ all effects were also considered not significant. Air quality for potential occupiers is also considered suitable.
- 8.381 Quod requested for clarification on why building emissions have not been updated and confirm if the analysis is compliant with GLA 2023 Guidance. As per the AQN guidance, developments that will not use combustion plant for the routine provision of heat/energy can be excluded from a building. The applicant and team confirmed that the AQP statement included in the 2021 ES does this and is considered to be compliant with the London Plan policy. Given its purpose, it would not be relevant to update the AQP statement, as the measures set out (e.g. no combustion plant, car-free development) are unchanged.
- 8.382 The ES Addendum highlights that the proposal would meet the London requirement of air quality neutrality, both for Building and Transport Emissions Benchmarks, and includes measures for being Air Quality Positive.

Noise and Vibration

- 8.383 Noise monitoring has been carried out across the site to determine the noise environment and the potential impacts of existing noise levels on the amended development and the suitability of the uses proposed. The noise predictions have been based on reasonable worst-case assumptions, such as construction activities taking place at a typical position on the Amended Site, and at the closest point to each sensitive receptor. The noise and vibration predictions for demolition and construction works included the implementation of a number of standard measures, such as an agreed Construction Environmental Management Plan (CEMP) which will include appropriate noise and vibration management and monitoring measures. A CEMP is requested via planning Condition 28 to secure noise and vibration mitigation measures during the construction phase.
- 8.384 The assessment identified that construction noise effects were anticipated to range from negligible to major adverse (significant) at the Elm Park Road residential receptors, and from negligible to moderate adverse (significant) at the introduced receptors at the Terrace building on Site 2 whilst the construction works associated with the rest of the amended development are ongoing. The assessment also identified that construction vibration effects were anticipated to be moderate adverse (significant) at the Elm Park Road residential receptors. As such, further mitigation measures are recommended to be implemented. These include noise monitoring at sensitive locations and carrying out works in accordance with best practicable means. These details would be secured via Condition 28.
- 8.385 The amended development has used the most appropriate layout and design to minimise noise levels in outdoor amenity areas. Appropriate glazing will be implemented to achieve the target internal noise levels, and vibration levels at the site are expected to

be suitable to allow residential accommodation without the need for specific mitigation measures. Any items of plant associated with the operation of the amended development would have the potential to generate noise. Suitable limits for plant, in line with the London Borough of Waltham Forest's criteria would be utilised. Condition 47 would ensure the development meets this criteria.

8.386 Quod sought for clarifications on the baseline surveys and the applicant's consultant highlighted the reviews and considerations highlight that no corrections to the baseline measurements were necessary. As the traffic and railway baseline position has not materially changed since the 2021 ES, the information provided remains robust.

Wind Microclimate

8.387 As part of initial wind tunnel testing carried out in 2021 a number of Minor Adverse (significant) wind effects were determined as a result of the completed development. These included:

- The thoroughfare north of Tower 1; and
- The seating provision on Site 2 between the Courtyard and Terrace Buildings.

8.388 The thoroughfare north of Tower 1 represents a vehicle entrance to Site 1, therefore pedestrians would not be expected to linger, and walking conditions would therefore be tolerable. With regards to the seating provision areas at Site 2, these are located in areas suitable for standing use during the summer season northeast of the Courtyard Building would have other seating provisions scattered within this space that would have suitable conditions. Therefore, pedestrians/ occupants would be able to sit in nearby spaces which would have suitable conditions should these locations be unsuitably windy.

8.389 The original mitigation measures agreed for the 2021 Environmental Statement include:

- An increased number of trees within the courtyard space;
- An increase in height to several of the trees within the courtyard space;
- An increase in the area of the planters within the courtyard space; and
- Additional low-level shrubs and hedges within the planters within the courtyard space.

8.390 In the 2024 ES Addendum, with either of the off-site mitigation measure options in place (either Configuration 4 or 5), windier than suitable conditions would occur at thoroughfare locations 138 and 139, entrance locations 55, 66 and 90, 122 (off-site), and ground level seating locations 106, 177 and 196. In addition, strong wind exceedances would occur at location 22 in the road. These would require further mitigation measures in order to improve conditions.

8.391 When considering the proposed development the wind model testing identified an area of high winds would occur along Orient Way between Sites 2 and 3. In addition to this, strong wind exceedances would occur at the thoroughfare within the southwest of the Motion Development (Beck Square). As such it is suggested to incorporate further mitigation measures in order to improve these conditions. The proposal would provide four 12m tall evergreen trees with 2m hedging beneath near the existing landscaping along

Argall Way directly. These landscaping features would be captured as part of the s278 works and would provide benefit to area in landscaping terms. In addition to this, the applicant's wind consultant confirmed that the existing landscaping north and east of Argall Way adjacent to the existing Motion Development (Beck Square), and between Blocks F and E of the Motion Development (Beck Square) would provide further cover. Two porous fins would be included to the north-eastern facade of Tower 2 measuring approximately 5m tall and 2m wide. In addition to this, the applicant has confirmed during the course of the application that canopies will be required on the northern elevation of the of Tower 2 (Site 3). Site 2 would require the relocation of an additional tree along the northern western portion of Site 2 and the requirement of an additional 5m tall tree. The applicant's landscape architect confirmed during the course of the application that the proposed tree location could be accommodated into the proposed landscape strategy without impeding on pedestrian movements. The proposed levels will not conflict with the selected tree species in this location. The associated root depth, is considered very unlikely to cause any conflicts with below-ground infrastructure due to the nature of the hard landscape treatment and the ability to install tree root barriers in creating the new levels in this part of the site.

8.392 Whilst the mitigation proposed was tested and improved wind conditions on-site and off-site, there would be remaining comfort and safety exceedances. The analysis further recommends the following mitigation measures that require further testing:

- At thoroughfare locations 138 and 139, further treatment of the nearby trees, or additional 1.5m tall hedging along the façade at these locations would likely help improve conditions;
- Entrance locations 55 and 66 would benefit from being recessed by 1.5m or placing local screening 1.5m deep and 2m tall either side;
- Off-site entrance locations 90 and 122 would benefit from off-site landscaping in the nearby area in the form of 3m tall trees;
- Ground level seating locations 106, 177 and 196 would benefit from local screening or dense planting either side of the seating provision, at least 1.5m tall; and
- Strong wind exceedances at measurement location 22 would benefit from an increased width in the porous elements stated as mitigation within Options 1 and 2.

8.393 During the course of the application the wind consultant clarified that from a wind microclimate perspective and specific to achieving the target wind environment set out in the Lawson Comfort Criteria, further mitigation is advised to achieve those levels stipulated based upon the primary use at each measured location. It should be noted that mitigation undertaken to-date has targeted addressing the most significant wind effects, which are strong winds which could represent a safety concern. These are defined as wind speeds over 15 metres per second for more than 0.022% of the time (approximately 2.2 hours). These are made up of the cumulative total of 3 or 5 second gust events for example, and when the number exceeds 2.2 hours per annum this is when the frequency of those events is deemed to statistically be too often at a certain location and therefore represent a credible risk. To reiterate, those strong wind effects are where the current mitigation strategy has been targeted.

8.394 As highlighted above further mitigation is recommended to resolve more minor comfort exceedances and, where comfort is based upon the desired use at each specific measured location (and therefore the target wind speed varies). Minor is defined as when the wind

comfort category is one windier than desired. Comfort is measured as 5% or less of the time where wind speeds exceed 2, 4, 6, 8 or 10 metres per second and are based upon sedentary to more active uses (Sitting, Standing, Strolling, Walking and Uncomfortable). Upon balance in some locations a minor wind exceedance may have a lower priority than the impact that mitigation for that location might have, for example at Site two, there is a narrowing of the thoroughfare to the north-east where mitigation is already in place for strong winds and further mitigation could have an impact on other consideration such as acceptable pedestrian flows or visibility.

8.395 The majority of further mitigation recommendations for minor exceedances are for areas located on-site. Off-site mitigation was recommended only for Beck's House where one entrance is subject to a minor comfort exceedance. On balance it is considered that these minor exceedance levels are considered acceptable on this occasion given that the site is allocated for the potential of tall buildings and the area forms part of a strategic location. These minor shortfalls are considered suitable given that the scheme intends to mitigate against areas off strong wind levels, as discussed in detail above.

8.396 Quod comments highlighted that the applicant should confirm all physical structures from this cumulative scheme have been considered as relevant to wind conditions. The Lea Bridge Station scheme appears to be shown in Configurations 2 and 3. The applicant demonstrated that the minor wind comfort is certainly more than desired therefore on balance and additional mitigation in these certain areas could impede on pedestrian movements.

8.397 The Wind Microclimate was also independently reviewed by Architecture Aerodynamics Ltd on behalf of the Local Planning Authority and numerous clarifications were requested on the methodology applied within the supporting information. The mitigation required was further questioned and as identified above the applicant and team clarified points around the suitable mitigation measures that would be applied. The applicant's consultant responded by providing further modelling information and clarifying elements of the supporting text within the analysis set out in Chapter 10 of the ES Addendum.

Daylight, Sunlight, Overshadowing and Solar Glare

Daylight

8.398 The assessment of the Amended Development considered 365 rooms and 626 windows. A total of 317 rooms (87%) experienced a Negligible (not significant) change using the Daylight Distribution test and 323 windows (52%) experience a Negligible (not significant) magnitude of change using the Vertical Sky Component test.

8.399 All of the windows and rooms within the properties listed below will meet the BRE Guidelines for both Vertical Sky Component and daylight distribution for the Amended Development. Therefore, the potential effects of the Amended Development on daylight amenity to these properties will be Negligible (not significant):

- 1, 3, 7 and 13 Elm Park Road

8.400 The properties listed below experience the same conclusions reached in the Consented Scheme assessment and remain unchanged:

- 2, 6 and 18 Elm Park Road – Moderate Adverse (significant); and
- 8 Elm Park Road – Minor Adverse (not significant).

8.401 Of the remaining properties the following are likely to experience a Negligible/ Minor Adverse (not significant) effect on daylight amenity:

- Motion Development (Beck Square) Blocks C, D, E, F and G;
- 160 Lea Bridge Road;
- 162-168 Lea Bridge Road; and
- 8, 12, 14 and 16 Elm Park Road.

Sunlight

8.402 A total of 358 rooms have been tested for availability of annual and winter sunlight. A total of 287 rooms (80%) experience negligible magnitude of change for annual sunlight availability and 341 (95%) for winter sunlight after introducing the amended development.

8.403 The assessed rooms in the properties listed below will meet the BRE Guidelines for impacts to annual and winter sunlight using the APSH test. Therefore, the potential effects of the amended development on sunlight amenity to these properties will be negligible (not significant), aligning with the original consent conclusions:

- 160 Lea Bridge Road;
- 162-168 Lea Bridge Road; and
- 1, 3, 4, 7, 8, 12 13 and 18 Elm Park Road.

8.404 The remaining windows would experience potential effects no greater than minor adverse:

- Motion Development (Beck Square) Blocks C, D, E, F and G; and
- 2, 6, 10,14 and 16 Elm Park Road.

Overshadowing

8.405 When assessed on the 21st March, the gardens at 2-18 Elm Park Road (evens inclusive) experience no additional overshadowing following introduction of the Amended Development between the hours of 8am and to afternoon at approximately 1pm when the shadow from the proposed buildings to the west (Site 2) start to move into the gardens. The gardens are in shadow from 2pm. When assessed on 21st June, the gardens at 2-18 Elm Park Road (evens inclusive) experience no additional overshadowing until around 3pm.

8.406 When assessed on 21st December, the amended development causes no additional overshadowing than those in the current conditions throughout the day, with the warehouse buildings to the south of the site driving the amount of overshadowing to the gardens of 2-18 Elm Park Road (evens inclusive).

8.407 The results illustrate additional overshadowing to the gardens as a result of the proposed development. In combination with the results for the Sun Hours on Ground

assessment, a Minor Adverse (not significant) effect is anticipated to the gardens of 2-18 Elm Park Road (evens inclusive) similar to the previous development.

Solar Glare

- 8.408 Solar glare occurs when sunlight is reflected from a glazed surface. This can affect road users or train drivers as instances of solar glare are likely to cause significant visual impairment or distraction. Eight test points have been assessed in all directions of travel as the train driver approaches Lea Bridge station, and as car drivers approach the A104 (Lea Bridge Road) junction with Argall Way and Orient Way. The assessment concluded that the results of the solar glare test reflect the findings reported in the 2021 ES.
- 8.409 The outcome of the study shows that the additional mass on top of Towers 1 and 2 do not cause a potential for solar glare within the 3° radius vision area (the most critical vision) as it is positioned at a significant height.
- 8.410 For the train drivers approaching Lea Bridge Station from the north and the south, there is the potential for glare within the 30° view throughout most of the year. However, this is predominantly restricted to early morning and late afternoon/ evening times when the sun is lower in the sky and therefore likely to have a lower intensity. The largest potential for solar glare is shown when the driver is furthest away from Lea Bridge Station.
- 8.411 When considering car drivers there is the potential for glare within the 30° view throughout most of the year and this is restricted to the morning before 8am and the evening times after 16:00. The instances are minor, affecting very few windows, and last for a short period of time.
- 8.412 The assessment shows there is no potential for solar glare within proximity of the 3° radius vision area (the most critical vision) when viewed from any of the eight test point areas. Therefore, the effects assessed for the 3° radius vision area at the eight test points considered would be negligible.
- 8.413 Quod noted the assessment states there has been no change to baseline conditions, although reference is made at para 11.136 to 'some changes to the baseline model'. The nature of the changes should be clarified, e.g. whether it is just the rear extension of 10 Elm Park. 8 test points have been considered and mostly the potential is low. There are areas that could be subject to a minor adverse effect. The baseline changes relevant to the overshadowing assessment include a rear extension to 10 Elm Park Road, which is reflected in the ES Addendum.
- 8.414 The analysis was reviewed independently by Rapleys and it was concluded that the daylight and sunlight results with neighbouring properties and within the development would result in acceptable results when factoring in the previous application and there are other site related factors, as such a balance between all considerations should be taken account. A technical model review has been undertaken to ensure that the analysis and results provided in the report(s) are correct during the course of the application. Overall based on the sample review analysis there were no reasons for quality of the models to be questioned and the appendices can be relied on in the reports.

Greenhouse Gases

8.415 The assessment of greenhouse gases during the demolition and construction phase considers emissions from construction transport vehicles and embedded greenhouse gas emission; which are the emissions involved in creating the construction materials. Specific ways to reduce and avoid greenhouse gas emissions once complete and operational include cycle parking in line with the London Plan policies, and on-site measures to be lean, be clean and be green will lead to site wide reductions of greenhouse gas emissions.

8.416 The proposal has incorporated a number of measures to minimise the creation of greenhouse gases, including the following: the type of materials included within the design, construction site management, the building management system, low carbon technologies, and the provision of bicycle storage facilities. The analysis concludes that the proposal's GHG emissions have been minimised through an appropriate degree of mitigation consistent with best practices.

8.417 Condition 26 would request Whole Life-Cycle Carbon Assessment to be submitted to and approved by the GLA and Condition 27 would secure a Circular Economy Post Completion Economy. This will ensure the development achieves sustainable measures to reduce greenhouse gases by including measures to reuse material on site where possible, minimising waste to landfill and good practice measures to minimise energy use from construction activities.

8.418 Quod confirmed that the conclusion set out is reasonable and satisfied with the approach in this section of the ES Addendum.

Built Heritage, Townscape and Visual Impact Assessment

8.419 The built heritage surrounding the Site includes listed buildings, registered parks and gardens and conservation areas. Within 1km of the Site, one conservation area, 12 listed buildings, 11 locally listed buildings and one registered park and garden were identified. The assessment of townscape effects has considered how the development will affect the character of the area and a total of five Townscape Character Areas were considered. A total of 19 views were considered to assess the range of ways the Amended Development may affect the existing character and quality of the surrounding townscape.

8.420 The analysis highlights that the proposed development would contribute to the evolving character of the area and be similar in character to the modern buildings within the Townscape Character Area. The high-quality design of the amended development will provide a beneficial addition to this Townscape Character Area. No significant, or perceptible, adverse effects have been identified as result of the uplift to Towers 1 and 2.

Cumulative Effects Assessment

8.421 A number of schemes within the surrounding area have been considered in order to understand the impact of the Amended Development in combination with these cumulative schemes. The assessment has considered the following schemes which are considered to have the potential to interact cumulatively with the proposal:

- Lea Bridge Gas Works, 78 Perth Road, E10 7PB;
- Bywaters Leyton Ltd, Gateway Road, E10 5BY;
- Coronation Square, Leyton, E10 5JY (The Score Centre);
- Land at 9 Osier Way, Leyton, E10 5SB;

- New Lea Bridge Station Entrance, Argall Way, Leyton, E10 7PG;
- Estate Way, Leyton, E10 7JN; and
- Unit 2, 210 Church Road, Leyton, E10 7JQ.

8.422 Quod are satisfied with the level of cumulative schemes considered as part of the ES Addendum document submitted with the current application.

P. Planning Obligations

8.423 Section 106 Agreements are a material consideration in the determination of a planning application. The purpose of such an Agreement is to make otherwise unacceptable development acceptable and they should only be sought where they meet all of the following tests: i) Necessary to make the development acceptable in planning terms, ii) Directly related to the development and iii) Fairly and reasonably related in scale and kind to the development.

8.424 The following Heads of Terms are recommended as part of a Deed of Variation to the s106 associated with the original consent (Ref: 212685).

- Uplifts to financial contributions within Schedule 1.
- Modifications to Affordable Housing-Schedule 3 to consider the updates to tenure.
- Alterations to Schedule 4-Local Labour and Employment as a result of the uplift in homes.
- Schedule 5 – Highways updated to incorporate further enabling works and S38 works for Site 1 to readopt the land for the cycle track that was stopped up. Wind Mitigation works required to include four 12m tall evergreen trees with 2m hedging beneath near the existing landscaping along Argall Way
- Schedule 6 – Viability – Early Stage Review is now removed given that the development is providing a 100% affordable housing scheme.
- The relevant updated plans would also be secured in relation to Schedule 9 - Wheelchair Accessible Units, Schedule 13 (b) – Commercial Unit Plans, Schedule 14 – The Residential Drawings, Schedule 15 – Wheelchair Accessible Housing Drawings and Schedule 19 – Highway Works Plan/S278
- The Draft Planning Permission would also be updated via Schedule 17

8.425 The details of these requirements are set out in the recommendation section of this report.

CONCLUSION

8.426 This report provides Officer's comprehensive consideration of the planning application and its supporting documentation, including the further/additional information submitted and any representations received. The conditions set out in the agreed S106 would ensure that any adverse impact of the scheme is mitigated against and the positive aspects of the proposal advanced by the applicant are carried out through the implementation.

8.427 The principle of the development and proposed land uses have been reviewed and considered acceptable by officers in accordance with local and regional planning policies. The GLA is supportive of optimising redundant utility sites and consider former gasworks

sites are a source of important brownfield housing land. The development would deliver 100% affordable housing scheme that would benefit the Borough.

8.428 The height, scale, massing and design of the development are acceptable and will result in high quality architecture and density which is considered appropriate for the location. The architectural quality will be maintained through to delivery by appropriate materials conditions and retention of the architect clause in the Section 106 agreement. The scheme would provide a comprehensive landscape strategy that would be accessible to all new residents.

8.429 The development would still provide commercial and community use space to the area. The completed development would be car free and provide sufficient cycle parking and disabled parking which and has been designed to promote LBWF's walking and cycling improvements and facilitates the strategic modal shift from car ownership to public transport.

8.430 The proposed development would have an acceptable impact on highway safety and would involve highways works that would aim to enhance the public realm and the pedestrian safety of residents. The development would provide acceptable waste and cycle stores and the provision of blue badge parking spaces. The development would incorporate the highest environmental and sustainability standards and deliver acceptable energy reduction measures. the development enhances green infrastructure in the area and provide suitable levels of natural vegetation to the site. The development would also achieve a greenfield run-off rate as a result of SuDS. All finalised landscape details would be secured via planning conditions, while considering the required wind mitigation measures.

8.431 All material planning considerations have been considered, including responses to consultation. On balance, it is not considered that there are any material planning considerations in this scheme that would warrant a refusal of the planning application. Relevant conditions and S106 Obligations will ensure that the development meets the highest standards in terms of sustainability. Overall, officers have given careful consideration to the submitted Environmental Statement and where impacts are forecast to arise from the proposed development, adequate mitigation measures have been introduced to make the proposed development acceptable in planning terms

9. ADDITIONAL CONSIDERATIONS

Public Sector Equality Duty

9.1 In making your decision you must have regard to the public sector equality duty (PSED) under s.149 of the Equalities Act. This means that the Council must have due regard to the need (in discharging its functions) to:

A Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.

B. Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that

characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s).

C. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

- The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

- The PSED must be considered as a relevant factor in making this decision but does not impose a duty to achieve the outcomes in s.149 is only one factor that needs to be considered and may be balance against other relevant factors.

It is not considered that the recommendation to grant permission in this case will have a disproportionately adverse impact on a protected characteristic.

Human Rights:

9.2 In making your decision, you should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as the London Borough of Waltham Forest to act in a manner that is incompatible with the European Convention on Human Rights.

9.3 You are referred specifically to Article 8 (right to respect for private and family life), Article 1 of the First Protocol (protection of property). It is not considered that the recommendation to grant permission in this case interferes with local residents' right to respect for their private and family life, home and correspondence, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation to grant permission is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

10. RCOMMENDATION

10.1 The Planning Committee is recommended to GRANT planning permission subject to conditions and informatives and followed prior completion of a Deed of Variation to Section 106 Agreement associated with the original consent Ref: 212685 with the Heads of Terms as set out in paragraph 1.1 of this report. Conditions linked to the previous consent would be appropriately amended.

PLANNING CONDITIONS

TIME LIMIT

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of planning permission Ref: 212685 (dated 10th February 2023).

REASON: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

APPROVED PLANS AND DOCUMENTS

2. The development shall not be carried out otherwise than in strict accordance with the plans and supporting information hereby approved.

The development hereby approved shall be carried out in accordance with the following plans and documents as approved by planning application 212685 (unless amended or superseded by subsequent documents approved via planning application 233025):

Application form (16/8/2021)

Design and access statement (16/8/2021) Planning statement (16/8/2021)

Statement of community involvement (16/8/2021)

Environmental Statement, Non-technical summary, Vol 1, 2 and 3 (16/8/2021)

Sustainability statement SUS86888-Lea Bridge (16/8/2021)

Response to Sustainability comments (10/12/2021)

Residential overheating assessment OHA 86888-Lea Bridge.I05 (10/12/2021) Energy strategy EST86888 – Lea Bridge (16/8/2021)

Typical ASHP Plant Schematic (10/12/2021)

Energy statement appendices C, G, H, I, J, K, L, M, N, Q (10/12/2021)

Energy memo response (10/12/2021) BREEAM Pre-assessment (16/8/2021) Whole life carbon assessment (16/8/2021)

Response to GLA Comments on Whole Life Carbon WLC Report (10/12/2021) WLC GLA Spreadsheet Revised (10/12/2021)

Circular Economy Statement (16/01/2022)

GLA circular economy spread sheet (10/12/2021)

Shadow Habitats Regulations Assessment v0.9 (21/01/2022)

SANG strategy v0.3 (21/01/2022) Biodiversity Net gain Calculation (10/12/2021) Urban greening factor (10/12/2021)

Fire Statement Issue 3 (15/9/2021)

Daylight and Sunlight Assessment RC/ROL00369 (16/8/2021) Solar glare assessment RC/ROL00369 (16/8/2021)

Flood Risk and Drainage Strategy WIE16553-100-R-4-2-3- FRA (16/8/2021) London Sustainable Drainage Proforma (10/12/2021)

Utilities Statement A (16/8/2021)

Transport Assessment 3760 / 1220 DOC NO. D002 V1 (16/8/2021) Response to GLA transport comments (10/12/2021)

Response to TfL transport comments (10/12/2021) 3760-1220-T-060-B (10/12/2021) 3760-1220-T-061-C (10/12/2021)

Technical note: Areas of stopping up (10/12/2021)

RSA Stage 1 designers response 3760-1220 1 (10/12/2021) Pedestrian Comfort Level (PCL) assessment (10/12/2021) Arboricultural impact assessment D (10/12/2021) 1629-KC-XX-YTREE-TCP01Rev0 (10/12/2021)
1629-KC-XX-YTREE-TPP01RevA (10/12/2021) External lighting assessment (16/8/2021)
Structural survey and basement impact assessment (16/8/2021) Basement impact screening (16/8/2021)
Ventilation statement (16/8/2021)

The development hereby approved shall be carried out in accordance with the following plans and documents as approved by planning application 231158 (unless amended or superseded by subsequent documents approved via planning application 233025):

Design and Access Statement Addendum (P02) prepared by Hawkins Brown Architects
Exterior Environmental Impact Assessment - Statement of Conformity prepared by Trium
Fire Statement prepared by FDS
Qualitative Design Review prepared by FDS
Basement Impact Assessment – Statement of Conformity prepared by Waterman.
Statement of Conformity for the Daylight and Sunlight prepared by Anstey Horne
Flood Risk and Drainage Statement of Conformity prepared by Waterman

In addition, the development hereby approved shall also be carried out in accordance with the following plans and documents as approved by planning application 242970:

Plans:

GA Drawings

LEABR-HBA-00-B1-DR-A-08-0118 P7
LEABR-HBA-00-00-DR-A-08-0119 P8
LEABR-HBA-00-00-DR-A-08-0119b P7
LEABR-HBA-00-0M-DR-A-08-0120 P6
LEABR-HBA-00-01-DR-A-08-0121 P6
LEABR-HBA-00-02-DR-A-08-0122 P6
LEABR-HBA-00-03-DR-A-08-0123 P6
LEABR-HBA-00-04-DR-A-08-0124 P6
LEABR-HBA-00-05-DR-A-08-0125 P6
LEABR-HBA-00-06-DR-A-08-0126 P6
LEABR-HBA-00-07-DR-A-08-0127 P6
LEABR-HBA-00-08-DR-A-08-0128 P6
LEABR-HBA-00-09-DR-A-08-0129 P6
LEABR-HBA-00-10-DR-A-08-0130 P6
LEABR-HBA-00-11-DR-A-08-0131 P6
LEABR-HBA-00-12-DR-A-08-0132 P6
LEABR-HBA-00-13-DR-A-08-0133 P6
LEABR-HBA-00-14-DR-A-08-0134 P6
LEABR-HBA-00-15-DR-A-08-0135 P6
LEABR-HBA-00-16-DR-A-08-0136 P6
LEABR-HBA-00-17-DR-A-08-0137 P6
LEABR-HBA-00-18-DR-A-08-0138 P6
LEABR-HBA-00-19-DR-A-08-0139 P6
LEABR-HBA-00-20-DR-A-08-0140 P6

LEABR-HBA-00-21-DR-A-08-0141 P6
LEABR-HBA-00-22-DR-A-08-0142 P6
LEABR-HBA-00-23-DR-A-08-0143 P6
LEABR-HBA-00-24-DR-A-08-0144 P6
LEABR-HBA-00-25-DR-A-08-0145 P6
LEABR-HBA-00-26-DR-A-08-0146 P6
LEABR-HBA-00-27-DR-A-08-0147 P6
LEABR-HBA-00-28-DR-A-08-0148 P2
LEABR-HBA-00-29-DR-A-08-0149 P2
LEABR-HBA-00-30-DR-A-08-0150 P2
LEABR-HBA-00-XX-DR-A-08-0020 P6
LEABR-HBA-00-XX-DR-A-08-0240 P5
LEABR-HBA-00-XX-DR-A-08-0241 P5
LEABR-HBA-00-XX-DR-A-08-0340 P6
LEABR-HBA-00-XX-DR-A-08-0341 P5

GA Block Plans

LEABR-HBA-S1-B1-DR-A-08-0148 P5
LEABR-HBA-S1-00-DR-A-08-0149 P7
LEABR-HBA-S1-0M-DR-A-08-0150 P6
LEABR-HBA-S1-01-DR-A-08-0151 P6
LEABR-HBA-S1-02-DR-A-08-0152 P6
LEABR-HBA-S1-03-DR-A-08-0153 P6
LEABR-HBA-S1-04-DR-A-08-0154 P6
LEABR-HBA-S1-05-DR-A-08-0155 P6
LEABR-HBA-S1-06-DR-A-08-0156 P6
LEABR-HBA-S1-07-DR-A-08-0157 P6
LEABR-HBA-S1-08-DR-A-08-0158 P6
LEABR-HBA-S1-09-DR-A-08-0159 P6
LEABR-HBA-S1-10-DR-A-08-0160 P6
LEABR-HBA-S1-11-DR-A-08-0161 P6
LEABR-HBA-S1-12-DR-A-08-0162 P6
LEABR-HBA-S1-13-DR-A-08-0163 P6
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LEABR-HBA-S1-15-DR-A-08-0165 P6
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LEABR-HBA-S1-19-DR-A-08-0169 P6
LEABR-HBA-S1-20-DR-A-08-0170 P6
LEABR-HBA-S1-21-DR-A-08-0171 P6
LEABR-HBA-S1-22-DR-A-08-0172 P6
LEABR-HBA-S1-23-DR-A-08-0173 P6
LEABR-HBA-S1-24-DR-A-08-0174 P6
LEABR-HBA-S1-25-DR-A-08-0175 P6
LEABR-HBA-S1-26-DR-A-08-0176 P6
LEABR-HBA-S1-27-DR-A-08-0177 P6
LEABR-HBA-S1-28-DR-A-08-0178 P2
LEABR-HBA-S1-29-DR-A-08-0179 P2
LEABR-HBA-S1-30-DR-A-08-0180 P2

LEABR-HBA-S2-00-DR-A-08-0180 P7
LEABR-HBA-S2-01-DR-A-08-0181 P6
LEABR-HBA-S2-02-DR-A-08-0182 P6
LEABR-HBA-S2-03-DR-A-08-0183 P6
LEABR-HBA-S2-04-DR-A-08-0184 P6
LEABR-HBA-S2-05-DR-A-08-0185 P6
LEABR-HBA-S2-06-DR-A-08-0186 P6
LEABR-HBA-S2-07-DR-A-08-0187 P6
LEABR-HBA-S2-08-DR-A-08-0188 P6
LEABR-HBA-S2-09-DR-A-08-0189 P6
LEABR-HBA-S2-10-DR-A-08-0190 P6
LEABR-HBA-S2-11-DR-A-08-0191 P6
LEABR-HBA-S2-12-DR-A-08-0192 P6
LEABR-HBA-S3-B1-DR-A-08-0199 P6
LEABR-HBA-S3-00-DR-A-08-0200 P5
LEABR-HBA-S3-01-DR-A-08-0201 P6
LEABR-HBA-S3-02-DR-A-08-0202 P6
LEABR-HBA-S3-03-DR-A-08-0203 P6
LEABR-HBA-S3-04-DR-A-08-0204 P6
LEABR-HBA-S3-05-DR-A-08-0205 P6
LEABR-HBA-S3-06-DR-A-08-0206 P6
LEABR-HBA-S3-07-DR-A-08-0207 P6
LEABR-HBA-S3-08-DR-A-08-0208 P6
LEABR-HBA-S3-09-DR-A-08-0209 P6
LEABR-HBA-S3-10-DR-A-08-0210 P6
LEABR-HBA-S3-11-DR-A-08-0211 P6
LEABR-HBA-S3-12-DR-A-08-0212 P5
LEABR-HBA-S3-13-DR-A-08-0213 P5
LEABR-HBA-S3-14-DR-A-08-0214 P5
LEABR-HBA-S3-15-DR-A-08-0215 P5
LEABR-HBA-S3-16-DR-A-08-0216 P5
LEABR-HBA-S3-17-DR-A-08-0217 P5
LEABR-HBA-S3-18-DR-A-08-0218 P5
LEABR-HBA-S3-19-DR-A-08-0219 P5
LEABR-HBA-S3-20-DR-A-08-0220 P5
LEABR-HBA-S3-21-DR-A-08-0221 P5
LEABR-HBA-S3-22-DR-A-08-0222 P5
LEABR-HBA-S3-23-DR-A-08-0223 P5
LEABR-HBA-S3-24-DR-A-08-0224 P5
LEABR-HBA-S3-25-DR-A-08-0225 P2
LEABR-HBA-S3-26-DR-A-08-0226 P2
LEABR-HBA-S3-27-DR-A-08-0227 P2

GA Block Elevations

LEABR-HBA-T1-XX-DR-A-08-0250 P5
LEABR-HBA-T1-XX-DR-A-08-0251 P5
LEABR-HBA-CY-XX-DR-A-08-0260 P5
LEABR-HBA-CY-XX-DR-A-08-0261 P5
LEABR-HBA-CY-XX-DR-A-08-0262 P5
LEABR-HBA-CY-XX-DR-A-08-0263 P6

LEABR-HBA-TE-XX-DR-A-08-0270 P4
LEABR-HBA-TE-XX-DR-A-08-0271 P5
LEABR-HBA-T2-XX-DR-A-08-0280 P5
LEABR-HBA-T2-XX-DR-A-08-0281 P5

Bay Studies

LEABR-HBA-T1-XX-DR-A-08-0255 P5
LEABR-HBA-CY-XX-DR-A-08-0265 P5
LEABR-HBA-CY-XX-DR-A-08-0266 P4
LEABR-HBA-TE-XX-DR-A-08-0275 P4
LEABR-HBA-TE-XX-DR-A-08-0276 P4
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Entrance Drawings

LEABR-HBA-T1-XX-DR-A-08-0256
LEABR-HBA-CY-XX-DR-A-08-0267 P4
LEABR-HBA-CY-XX-DR-A-08-0268 P4
LEABR-HBA-TE-XX-DR-A-08-0277
LEABR-HBA-T2-XX-DR-A-08-0286

Unit Layout Types

LEABR-HBA-T1-XX-DR-A-08-0290 P5
LEABR-HBA-T1-XX-DR-A-08-0291 P5
LEABR-HBA-CY-XX-DR-A-08-0292 P5
LEABR-HBA-CY-XX-DR-A-08-0293 P5
LEABR-HBA-TE-XX-DR-A-08-0294 P4
LEABR-HBA-TE-XX-DR-A-08-0295 P5
LEABR-HBA-T2-XX-DR-A-08-0296 P5
LEABR-HBA-T2-XX-DR-A-08-0297 P5
LEABR-HBA-CY-XX-DR-A-08-0298 P4
LEABR-HBA-TE-XX-DR-A-08-0299 P5
LEABR-HBA-TE-XX-DR-A-08-0300 P3
LEABR-HBA-TE-XX-DR-A-08-0301 P4
LEABR-HBA-CY-XX-DR-A-08-0302 P5
LEABR-HBA-CY-XX-DR-A-08-0303 P2

Landscape Plans

2061-EXA-00-ZZ-DR-L-0100 SITE PLAN P12
2061-EXA-01-GF-DR-L-0111 GENERAL ARRANGEMENT PLAN - SITE ONE P12
2061-EXA-00-ZZ-DR-L-0131 GENERAL ARRANGEMENT PLAN - SITE ONE TOWERS
PLAY P5
2061-EXA-01-GF-DR-L-0211 PLANTING PLAN - SITE ONE P10
2061-EXA-01-GF-DR-L-0311 LEVELS PLAN - SITE ONE P8
2061-EXA-02-01-DR-L-0122 GENERAL ARRANGEMENT PLAN - SITE TWO – PODIUM
P8
2061-EXA-02-01-DR-L-0222 PLANTING PLAN - SITE TWO – PODIUM P7

2061-EXA-02-GF-DR-L-0112 GENERAL ARRANGEMENT PLAN - SITE TWO P7
2061-EXA-02-GF-DR-L-0212 PLANTING PLAN - SITE TWO P7
2061-EXA-02-GF-DR-L-0312 LEVELS PLAN - SITE TWO P7
2061-EXA-02-RF-DR-L-0132 GENERAL ARRANGEMENT PLAN - SITE TWO - ROOF TERRACES P8
2061-EXA-02-RF-DR-L-0232 PLANTING PLAN - SITE TWO - ROOF TERRACES P7
2061-EXA-03-GF-DR-L-0113 GENERAL ARRANGEMENT PLAN - SITE THREE P9
2061-EXA-00-ZZ-DR-L-0133 GENERAL ARRANGEMENT PLAN - SITE THREE TOWERS PLAY P4
2061-EXA-03-GF-DR-L-0213 PLANTING PLAN - SITE THREE P8
2061-EXA-03-GF-DR-L-0313 LEVELS PLAN - SITE THREE P6
2061-EXA-01-GF-DR-L-0150 OFFSITE WIND MITIGATION PLAN P02

Documents:

Application form (December 2024)
Design and Access Statement Addendum (December 2024)
Planning Statement (December 2024)
Statement of Community Involvement (December 2024)
Environmental Statement Addendum, Non-Technical Summary, Vol 1, 2 and 3 (December 2024)
Sustainability Statement including Homes Quality Mark Pre-assessment (December 2024)
Energy Strategy (December 2024)
Residential Overheating Assessment (December 2024)
BREEAM Pre-assessment (December 2024)
Whole Life Carbon Assessment (December 2024)
Circular Economy Statement (December 2024)
Shadow Habitats Regulations (December 2024)
Extended Phase1 Habitat Survey (December 2024)
Biodiversity Net Gain Calculation (December 2024)
Construction Environment Management Plan (December 2024)
Outline Construction Logistics Plan (December 2024)
Fire Statement (December 2024)
Daylight and Sunlight Assessment within the Proposed Dwellings and sunlight to Proposed Amenity Spaces (December 2024)
Flood Risk Assessment and Drainage Strategy (December 2024)
Transport Assessment Addendum (December 2024)
Framework Travel Plan (December 2024)
Parking Design Management Plan (December 2024)
Delivery and Servicing Plan (December 2024)
Operational Waste Management Strategy (December 2024)
Ventilation Statement (December 2024)
Potential Wind Mitigation Presentation dated January 2025 prepared by Hawkins/Brown

REASON: For the avoidance of doubt and in the interests of proper planning.

ELEVATIONS AND MATERIALS

3. Prior to the completion of roof slab levels, elevational detail, including materiality of the development shall be submitted to and approved in writing by the Local Planning Authority. The detail shall include all materials, colours and finishes to be used on all external surfaces of the buildings in the relevant phase of development.

The detail shall also include (and shall not be limited to):

- Bay studies at a scale of 1:20, through key points on the elevations, as agreed with the Local Planning Authority.
- Details of the wind mitigations panels located on Tower 2 at Site 3 and the proposed wind mitigation canopies at Tower 2 (Site 3)
- Details and samples of materials for windows, areas of glazing, terrace areas, building entrances, soffits and any other materials, presented on a materials palette board, accompanied by elevations indicating exactly where the materials are to be used.
- Design of lower floor elevations of non-residential units an appropriate scale.
- Mock-ups of areas of the façades (areas to be agreed with the Local Planning Authority) to be used in the carrying out of this permission.
- Detailed drawings at a scale of 1:5 or 1:10 through:
 - Typical facade variations; and
 - Shop fronts and residential entrances; and
 - All parapets and roof edges; and
 - All balcony details; and
 - Heads, cills and jambs of all openings

The development shall be carried out in accordance with the approved details and shall be fully implemented prior to the development hereby approved first being brought into use and shall thereafter maintained as such for the lifetime of the development.

REASON: To ensure that the development presents a satisfactory appearance in accordance with Policy D4 of the London Plan (2021) and Policy 53 of the Waltham Forest Local Plan LP1 (2024).

FLOORSPACE

4. Unless otherwise agreed in writing, the maximum floorspace in each respective use granted by this permission largely accord with the following:

Residential (site wide) C3 387 units

Non-residential (by site)

Site 1 E - 291sqm

Site 2 E - 300sqm

Site 2 F/E - 819sqm

Site 3 E 151 sqm

Total non-residential 1,561sqm

To ensure an appropriately balanced and complementary range of residential and uses on site, and to ensure that the development is carried out in accordance with the approved plans and other submitted details and to ensure that the quantum of floorspace keeps within the parameters assessed pursuant to the EIA in relation to the development and to accord with London Plan (2021) Policy SD6 and Policies DM25 and DM26 of the Waltham Forest Local Plan LP1 (2024).

TREE STRATEGY

5. Prior to removal of any trees, a Tree Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Tree Strategy shall include:
 - Details of replacement tree planting
 - Evidence that more trees than are being removed are to be replanted
 - Evidence that at least 20% of replacement trees on site are semi mature
 - The phasing for tree removal and replacement.
 - Replacement tree planting

To ensure a satisfactory appearance and in the interest of local amenity and biodiversity in accordance with Policies 53, 77 and 79 of the Waltham Forest Local Plan LP1 (2024).

LANDSCAPING

6. Prior to above ground works, details of landscaping for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority.

The plans and details of landscaping shall include:

- Planting plans (at not less than a scale of 1:100),
- Proposals for a landmark tree to replace the Sycamore, subject to a TPO.
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme,
- Proposals for appropriate management and maintenance of open spaces and landscape character areas,
- Proposed finishing levels or contours,
- Means of enclosure and boundary treatments including the siting, design and height and finish of all new walls, gates, fencing, railings, and other means of enclosure. Generally, the boundary treatment shall ensure that adequate pedestrian visibility splays are provided,
- External amenity spaces,
- Landscaping of podium and roof terrace areas.

- Green roof areas
- Car parking layouts (including landscaping around car parking areas),
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as cycle stores and outdoor furniture)
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Proposed wind mitigation measures as set out in Chapter 10 of the ES Addendum and supporting appendices
- Ecological enhancement measures set out in ES Volume 1, Chapter 4 (The Proposed Development) and Volume 3, Appendix: Ecology..

The development shall achieve an Urban Greening Factor target of a 0.4.

Prior to occupation the approved plans and details of landscaping shall be implemented in accordance with the approved details.

REASON: To ensure a satisfactory appearance and in the interest of local amenity and biodiversity in accordance with Policies 53, 77 and 79 of the Waltham Forest Local Plan LP1 (2024).

TREE PROTECTION

7. Prior to the commencement of the development hereby approved (including demolition and preparatory work), a scheme for the protection of the trees to be retained within the relevant phase, in accordance with BS standards, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a. Location and installation of services/ utilities/ drainage,
- b. Clearly illustrate the root protection areas.
- c. Illustrate existing ground levels at the base of trees, where nearby changes in level or excavations are proposed, especially where they fall within the Root Protection Area (RPA) of trees to be retained.
- d. Illustrate the positions and details of protective fencing or hoardings, prohibited areas and other physical means of protecting trees.
- e. Measures to ensure no storage of materials within the RPA.
- f. A specification ground protection within tree protection zones.
- g. Tree protection during construction including construction activities clearly identified as prohibited in this area.
- h. Reporting of inspection and supervision.

The development thereafter shall be implemented in strict accordance with the approved details.

REASON: To ensure the well-being of the trees and in the interest of biodiversity, in accordance Policies 53, 77, 79 and 80 of the Waltham Forest Local Plan LP1 (2024). The objectives and purposes of this condition are such that it is required to be complied with

before commencement. As such, those objectives and purposes would not be met if expressed other than as a pre-commencement condition.

ARCHAEOLOGY

8. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing.

For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of a site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by the Stage 1 WSI, then for those parts of the site which have archaeological interest, a Stage 2 Excavation and Mitigation WSI shall be submitted to and approved by the local planning authority in writing.

For land that is included within the Stage 2 Excavation and Mitigation WSI, no demolition or development shall take place other than in accordance with the agreed Stage 2 Excavation and Mitigation WSI, which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
- B. Details of a programme for delivering outreach and related positive public benefits during the project.
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

The development must be undertaken in accordance with the Stage 2 Excavation and Mitigation WSI.

REASON: In order to protect historic assets of Archaeological interest that may be present on site, which the Local Planning Authority seeks to ensure investigated and conserved, in compliance with Policy 73 of the Waltham Forest Local Plan LP1 (2024).

SOUND INSULATION

9. Prior to above ground works of the development hereby approved, details of sound insulation to be installed between the non-residential premises and residential premises for the relevant phase, in order to manage noise and disturbance in the relevant phase shall be submitted to and approved in writing by the Local Planning Authority.

The scheme of sound insulation measures shall be prepared by a suitably qualified consultant/engineer and shall demonstrate that the proposed sound insulation will achieve a level of protection which is at least +5dB above the Approved Document E standard (Dwelling houses and flats) for airborne sound insulation and -5dB for impact sound

insulation. The insulation shall be designed to prevent noise from adversely impacting residential occupiers in the development.

The development shall be carried out in accordance with the approved scheme and shall be fully implemented prior to the development hereby approved first being brought into use and shall thereafter maintained as such for the lifetime of the development.

REASON: To protect the amenities of occupiers and the surrounding area, in order to comply with Policies 50 and 57 of the Waltham Forest Local Plan LP1 (2024).

HOURS OF OPERATION

10. Prior to first occupation of any part of the non-residential development hereby approved, details of hours of operation shall be submitted to and approved in writing by the Local Planning Authority. Such details as approved shall be retained unless otherwise agreed in writing by the Local Planning Authority.

REASON: To protect the amenities of adjoining occupiers in order to comply with Policies 50 and 57 of the Waltham Forest Local Plan LP1 (2024).

LIGHTING

11. Prior to above ground works of the development hereby approved, a Lighting Strategy for the relevant phase which accords with the Code of Practice for the Reduction of Light Pollution issued by the Institute of Lighting Engineers shall be submitted to and approved by the Local Planning Authority. The lighting strategy shall set out:
 - a. Any lighting proposed for amenity spaces and external communal areas,
 - b. The proposed external building lighting.
 - c. Details of measures to adequately mitigate light pollution affecting ecological receptors and neighbouring residential properties.

There after the relevant phase of development shall accord with the approved Lighting Strategy for the phase. Any blinds shall be retained, operated and maintained as approved.

USE OF BIODIVERSE ROOF AREAS

12. Access to biodiverse roof areas associated with the Terrace Building (Site 2) shall be accessed for maintenance purposes only and shall not be used as external amenity space or for any other purpose.

REASON: To prevent overlooking of neighbouring properties and to protect biodiverse roof planting and accord with London Plan (2021) Policy D3 and Policy 57 of the Waltham Forest Local Plan LP1 (2024).

CONSTRUCTION SITE WASTE MANAGEMENT PLAN

13. Prior to the commencement of development hereby approved, a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority. The SWMP shall set out:

- Details of the amount and type of waste that will be produced on a construction site and how it will be reused, recycled or disposed of.
- How the SWMP will be updated during the construction process to record how waste is being managed and to demonstrate that any materials which cannot be reused or recycled are disposed of at a legitimate site.
- Agreements with material suppliers to reduce the amount of packaging, to use reusable packaging or to participate in a packaging take-back scheme;
- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which would increase the risk of their damage and disposal as waste;
- Attention to material quantity requirements, to avoid over-ordering and generation of waste materials;
- Re-use of materials wherever feasible;
- Segregation of waste at source where practical; and
- Re-use and recycling of materials off-site, where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or re-processing).
- Ecological enhancement measures set out in ES Volume 1, Chapter 4 (The Proposed Development) and Volume 3, Appendix: Ecology.

In order to reduce potential risks throughout the demolition and construction phases, the SWMP shall include the following waste management measures:

- Skips will be colour coded and signposted to reduce risk of cross contamination;
- Skips will be covered to prevent dust and debris blowing about the site and immediate environment;
- Burning of waste or unwanted materials will not be permitted on-site;
- All potentially hazardous materials will be properly sealed and securely stored when not used;
- Food waste from the welfare facilities on-site will be suitably packaged and stored for collection by the authorities to reduce the risk of infestation by pests or vermin.
- Where there is a local infestation then the local environmental health officer will be consulted about the action to be taken; and
- All hazardous materials, including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in sealed containers at the end of each day prior to storage in appropriately protected and bunded storage area.

Thereafter the development shall accord with the approved SWMP.

REASON To protect the amenities of the neighbouring properties and to accord with Policies 57 and 93 of the Waltham Forest Local Plan LP1 (2024).

OPERATIONAL WASTE MANAGEMENT PLAN

14. Prior to above ground works of the development hereby approved, details of waste and recycling facilities for the relevant phase shall be submitted to and approved by the Local Planning Authority. The details of waste and recycling facilities shall set out:

- The storage and disposal arrangements for covered, secured and signposted refuse and recycling, including waste associated with proposed public realm areas;
- The hours of proposed waste collection; and
- Detailed drawings and supporting information for the management and collection of waste and recycling for all other non-residential uses.
- Arrangements for cleaning and maintenance of bin store areas
- For Site 2, details of how on-site facilities management staff will present the bins from the Terrace building, for collection in the service area of the Courtyard building.

Prior to occupation of the relevant phase the approved refuse and recycling facilities shall be completed in accordance with the approved details and thereafter be maintained for the life of the development.

REASON: To ensure that adequate refuse storage and disposal facilities are provided, in the interests of local character and amenity in accordance with Policy 64 of the Waltham Forest Local Plan LP1 (2024).

DRAINAGE AND SUSTAINABLE URBAN DRAINAGE SYSTEMS (SUDS)

15. Prior to above ground of the development, details of Drainage & SUDS for the relevant phase shall be submitted to and approved by the Local Planning Authority. The details of Drainage & SUDS shall set out:

- a. The proposed use of Sustainable Urban Drainage Systems (SUDS) to manage surface water run-off. No infiltration based sustainable drainage systems shall be constructed on land affected by contamination.
- b. The detailed design of surface water attenuation, storage and disposal works, including relevant supporting calculations; and
- c. Works for the disposal of sewage associated with the development.
- d. Details of design, implementation, adoption, maintenance and management.
- e. Details of green roofs, pervious surfaces, rainwater harvesting, bio-retention systems.
- f. Underground attenuation storage tanks.

The approved drainage and SUDS details for each relevant phase shall be installed and operational prior to the occupation of the relevant phase of development.

REASON: To ensure that the development has adequate drainage facilities, to reduce and mitigate the effects of flood risk, in accordance with Policies 90 and 91 of the Waltham Forest Local Plan LP1 (2024).

FLOOD WARNING AND EVACUATION PLAN

16. Prior to any part of the permitted development being occupied, a flood warning and evacuation plan (based on the submitted Flood Risk Assessment) must be submitted to and approved in writing by the Local Planning Authority. The plan must detail the rescue and evacuation arrangements, emergency plan, provision of and adequacy of temporary refuge, and details of flood proofing and other building level resistance and resilience measures. The commitments explicitly stated in the Flood Emergency Plan shall be

binding on the applicants or their successors in title. The measures set out in the flood warning and evacuation plan shall be implemented upon the first occupation and shall be maintained for the life of the development.

REASON: To ensure the safety of the residents of the development against the risk of flooding, in accordance with London Plan (2021) Policy SI 12 and Policy 90 of the Waltham Forest Local Plan LP1 (2024).

PLAY SPACE AND AMENITY SPACE

17. Prior to above ground works, a Play and Amenity Space Strategy shall be submitted to and approved by the Local Planning Authority. The details of Play and Amenity Space Strategy shall include the location, size, design and type of play space.

Prior to occupation of the relevant site (i.e. Site 1,2 or 3), details of security, management and maintenance arrangements for internal and external play and amenity spaces in the relevant site shall be submitted to and approved in writing by the Local Planning Authority.

There after the development shall accord with the approved details.

REASON: To ensure that the development makes adequate provision for children's play in accordance with Policy D6 of the London Plan (2021) and Policy 56 of the Waltham Forest Local Plan LP1 (2024).

WHEELCHAIR PROVISION

18. Prior to commencement of the development hereby approved, detailed drawings and supporting documentation [for the relevant phase] shall be submitted for approval in writing by the Local Planning Authority in conjunction with an appropriately qualified representative (for example a member of National Register of Access Consultants or the Access Association) which demonstrate that the design of the scheme is inclusive and accessible to all persons, including persons with disabilities, including:

A. All dwellings shall be constructed to the Building Regulations 2010, Access to and use of Buildings, Approved Document M, Volume 1: Dwellings (2015 edition incorporating 2016 amendments), optional requirement M4(2), Sections 2A and 2B, as a minimum except for those units stated under point B below.

B. All dwellings identified as wheelchair accessible; shall be constructed to the Building Regulations 2010, Access to and use of Buildings, Approved Document M, Volume 1: Dwellings (2015 edition incorporating 2016 amendments), optional requirement M4(3). All wheelchair accessible units which are London Affordable Rent or Social Rent shall be constructed to the Building Regulations 2010, Access to and use of Buildings, Approved Document M, Volume 1: Dwellings (2015 edition incorporating 2016 amendments), optional requirement M4(3) (b).

C. All Part M4(3)(2)(b) unit layouts shall be provided on 1:50 and 1:20 plans and shall include elevations of kitchens and bathrooms. Details of utility cupboard doors with min 850mm clear door opening widths and minimum 1200mm approach, showing washing machines placed within cupboard so as to be easily accessible once door opened.

D. Detailed drawings and documentation shall include the internal layout of buildings, and external areas (including car parking areas), and proposed details of entry gates.

E. Communal entrances and circulation areas in blocks shall be designed to M4 (3) standards.

F. Where lifts are provided, at least one lift per core should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building, and all communal doors and circulation areas in blocks accommodating M4(3) dwellings shall be built in full accordance with Part M4(3) and reviewed by a qualified Fire Consultant.

G. Lift access to all levels of non-residential space and accessible toilet facilities for staff and customers as applicable.

H. Accessible car parking provision equivalent to 3% of residential units.

Prior to occupation of the relevant phase of development, the scheme shall be completed in accordance with the approved details.

REASON: To ensure inclusive development in accordance with Policy D7 of the London Plan (2021) and Policy 16 of the Waltham Forest Local Plan LP1 (2024).

The objectives and purposes of this condition are such that it is required to be complied with before commencement. As such, those objectives and purposes would not be met if expressed other than as a pre-commencement condition.

SIGNPOSTING FOR PEOPLE WITH DISABILITIES

19. Prior to occupation of the development hereby approved, sign plates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such sign plates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of special services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour. Thereafter these features shall be retained and maintained for the life of the development.

REASON: To ensure that people with disabilities are aware of the location of convenient facilities in accordance with London Plan (2021) Policy D5 and Policy 16 of the Waltham Forest Local Plan LP1 (2024).

DETAILS OF AIR SOURCE HEAT PUMPS (ASHP)

20. Prior commencing development hereby approved, full details of the ASHP for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads. They should demonstrate how the heat fraction from heat pump technologies has been maximised.
- Details of the Seasonal Coefficient of Performance (SCOP) and/or Seasonal Energy Efficiency ratio (SEER) and how these have been calculated. This shall incorporate the expected heat source and heat distribution temperatures (for space heat and hot water) and the distribution loss factor, which shall be calculated based on the above information and used for calculation purposes.

Thereafter the development of the relevant phase shall be carried out in accordance with the approved details.

REASON: In the interests of the sustainability and energy efficiency of the development and to meet the requirements of Policy SI2 of the London Plan (2021) and Policy 87 of the Waltham Forest Local Plan LP1 (2024).

CARBON REDUCTION

21. Prior to the occupation of the development hereby permitted, a report shall be submitted to and approved in writing by, the Local Planning Authority demonstrating how the development complies with the following:

- Carbon dioxide emissions of the development are reduced by at least 35% compared to Part L 2021 Building Regulations shall be submitted to, and approved in writing by, the Local Planning Authority.
- Evidence to show the non-residential elements will achieve a minimum emissions reduction of at least 15% through energy efficiency measures and the residential elements achieving a 10% reduction through energy efficiency measures.
- Energy costs to occupants have been minimised and outline a commitment to protecting the consumer from high prices. This should cover the parameters set out in the GLA guidance and include a confirmation of the quality assurance mechanisms that will be considered as part of the strategy.

The report shall include an assessment of the U-values for the floor and roof. Evidence shall be set out in the report to show that the installation of photo voltaic panels has been maximised.

The report shall reference the measures set out in the Energy Strategy accompanying the planning application and shall explain what measures have been implemented in the construction of the development. The development and energy efficiency measures shall thereafter be retained.

REASON: In the interests of the sustainability and energy efficiency of the development and to meet the requirements Policy SI2 of the London Plan (2021) and Policy 87 of the Waltham Forest Local Plan LP1 (2024).

OVERHEATING AND COOLING

22. A) Prior to commencement of development, excluding site preparation works and enabling works, and ground works, an Overheating Assessment covering both residential and non-residential elements of the development, which will outline all measures introduced for the minimisation of overheating and which will demonstrate that the overheating risk has been minimised, shall be submitted to and approved in writing by the Local Planning Authority.

B) Prior to the occupation of the first residential unit, a copy of the overheating guidance which will be provided to occupants on minimising the risk of dwelling overheating in line with the energy hierarchy, shall be submitted to and approved in writing by the Local

Planning Authority. The approved measures shall be incorporated into the final design of the development and implemented prior to first occupation.

REASON: In the interests of the sustainability and energy efficiency of the development and to meet the requirements of Policy SI 2 of the London Plan (2021) and Policy 87 of the Waltham Forest Local Plan LP1 (2024).

BREEAM

23. The non-residential floor space hereby permitted shall be constructed to achieve not less than BREEAM 'Excellent' in accordance with the submitted Energy Report. Within 12 months of occupation of the non-residential floor space a formal certification confirming that the relevant non-residential unit has achieved not less than 'Excellent' shall be submitted to, and approved in writing by, the Local Planning Authority.

REASON: In the interests of the sustainability and energy efficiency and to provide high quality development in accordance with Policy 87 of the Waltham Forest Local Plan LP1 (2024).

HOME QUALITY MARK (HQM)

24. The residential units hereby permitted shall be constructed to achieve not less than HQM 'three star, with performance indicators of at least three for Costs and at least two for Wellbeing and Footprint' in accordance with the submitted Energy Report (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme).

The units shall not be occupied until formal certification has been issued confirming that not less than HQM 'three star has been achieved for each, and this certification has been submitted to, and approved in writing by, the Local Planning Authority.

REASON: In the interest of sustainability, energy efficiency and to provide a high-quality development.

WATER REDUCTION

25. Prior to the commencement of above ground works, a scheme detailing measures to reduce water use within the relevant phase of development shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall demonstrate that the development will achieve at least the BREEAM excellent standard for the 'Wat 01' water category 160 or equivalent for non-residential development and maximum indoor water consumption of 105 litres per person per day for residential development.

The scheme shall include water efficient fittings, water meters, and leak detection systems.

The development shall be constructed in accordance with the approved scheme.

REASON: To minimise the water use of the development, in accordance with the requirements of policy SI 5 of the London Plan (2021) and Policy 87 of the Waltham Forest Local Plan LP1 (2024).

WHOLE LIFE-CYCLE CARBON EMISSIONS

26. Prior occupation of the development, a post-construction Whole Life-Cycle Carbon (WLC) Assessment shall be submitted to and approved by the GLA at: ZeroCarbonPlanning@london.gov.uk

The WLC assessment shall be completed using the post construction tab of the GLA's WLC assessment template and this shall be completed in line with the criteria set out in the GLA's WLC Assessment Guidance. The post-construction assessment shall provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment shall be submitted within three months of completion.

REASON: To ensure whole life-cycle carbon is calculated and reduced and to demonstrate compliance with Policy SI 2 of the London Plan (2021).

CIRCULAR ECONOMY

27. The development shall accord with the relevant Circular Economy key commitments.

Prior to occupation of the development a Post Completion Report for the relevant phase shall be submitted to and approved by the Local Planning Authority.

The report shall set actual performance against all numerical targets set out in the approved Circular Economy Statement and provide updated versions of Tables 1 and 2 (the Recycling and Waste Reporting form and Bill of Materials.) of the GLA Circular Economy Statement Guidance.

REASON: To demonstrate how the development will reduce waste and support the circular economy in accordance with Policy SI7 of the London Plan (2021).

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

28. Prior to the commencement of the development hereby approved, including enabling works, demolition and site clearance, a Construction Environmental Management Plan (CEMP) for the relevant workstream shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include details of the following:

- Works of demolition and construction shall be carried out during normal working hours, i.e. 08:00 to 18:00 hours Monday to Friday, and 08:00 to 13:00 hours on Saturdays, with no noisy working audible at the site boundary being permitted on Sundays or Bank Holidays.
- Likely noise levels to be generated from plant
- Details of any noise screening measures, in particular adjacent to the boundary of properties fronting Elm Park Road. Measures shall include details of the frequency and timing of periods of very noisy activity.

- Proposals for monitoring noise and procedures to be put in place where agreed noise levels are exceeded
- Where works are likely to lead to vibration impacts on surrounding residential properties, proposals for monitoring vibration and procedures to be put in place if agreed vibration levels are exceeded. Note: it is expected that vibration over 1mm/s measured as a peak particle velocity would constitute unreasonable vibration.
- The method statement shall make reference to and comply with The Mayor of London's supplementary planning guidance (SPG) 'The control of dust and emissions from construction and demolition'
- Measures for controlling and monitoring noise, air quality and vibration (to comply with BS 5228: 2009 part 2) to ensure effective implementation of mitigation measures throughout the construction phase. Monitoring shall include visual inspections and real-time monitoring of noise or vibration levels and concentrations of pollutants (including PM10) with an alert system in the event of action trigger levels being exceeded.
- Materials Management Plan ensuring appropriate storage of materials (including fuel and chemicals are stored in bunded containers). Materials shall not be stored in areas susceptible to flooding. Handling and storage of fuels, chemicals and other potentially hazardous substances shall accord with the Control of Substance Hazardous to Health (COSHH) Regulations 2002. Use of bunded areas, drip trays and spill kits shall be included.
- Hoarding to a height of 2.4m around the sites.
- Where works are likely to lead to vibration impacts on surrounding residential properties, proposals for monitoring vibration and procedures to be put in place if vibration levels are exceeded. Note: it is expected that vibration over 1mm/s measured as a peak particle velocity would constitute unreasonable vibration.
- The Best Practice Measures set out in Volume 1, Chapter 8 (Noise and Vibration) of the ES (see para 8.123 to 8.126).
- The measures to be implemented to mitigate effects from windborne potential contaminated dust and odours to demolition and construction workers, and off-site residents.
- Details provided in line with the mitigation measures set out in the ES Addendum and Extended Phase 1 Habitat Survey V0.6.

REASON: To ensure considerate construction and to protect the amenities of the nearby residents from excessive noise and dust and to comply with Policies 50, 57, 64, 66 and 79 of the Waltham Forest Local Plan LP1 (2024).

DEMOLITION AND CONSTRUCTION LOGISTICS PLAN

29. Prior to commencement of development hereby approved detailed drawings and supporting documentation shall be submitted to and approved in writing by the Local Planning Authority in consultation with TfL and Network Rail in respect of the following:

1. A Demolition and Construction Logistics Plan (CLP) which shall include:
 - Traffic management and access arrangements during the development process (including construction traffic routes (avoiding roads adjacent to the Epping Forest Special Area of Conservation) and site access.

- Measures to reduce the number of construction vehicles accessing the site during peak hours, banksman and parking provisions for contractors,
 - Vehicle holding areas should the Sites be unavailable.
 - A 3-tier assessment of the site area to ensure the community impacts are fully considered and designed especially for disabled people (Equality Act 2010).
 - The phasing of construction work,
 - Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),
 - Measures to ensure that pedestrian access past the site on the public footpaths is safe.
 - Details of the location of a large notice board on the site that clearly identifies the name, telephone number and address for the site manager.
 - Arrangements for appropriate communication with (including regular meetings (virtual or otherwise)), and the distribution of information to, the local community and businesses. Arrangements for monitoring and responding to complaints relating to demolition and construction.
 - Details of cranes, locations, installation and dismantling plans and indication of abnormal loads.
 - All works be situated at least 3 metres from Network Rail's boundary fence, no entry or encroachment onto Network Rail's land without written permission from Network Rail.
 - Any works which impact the Station, including the operation and access to the Station, are to be communicated with the train operating company (Greater Anglia), and access to and from the Station is to be maintained at all times in times of operation and emergencies.
 - Evidence that any proposals for works to be delivered at the Station have been communicated and coordinated with Network Rail and Greater Anglia.
 - Evidence that the detailed matters in the Network Rail Consultation Response associated with original consent Ref: 212685 (dated 4/10/2021) have been considered and all issues agreed with Network Rail, Greater Anglia.
2. The CLP shall be prepared using the TfL template and guidance found here: <http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>

Thereafter and during the construction of the development shall be completed in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway and pedestrian safety in accordance with Policy 65 of the Waltham Forest Local Plan LP1 (2024).

CONDITION SURVEY

30. Prior to the commencement of development, a highway condition survey which assesses the condition of the existing highway before construction works (including roads, footways, cycle lanes, site access / egress locations) in the vicinity of the site, shall be submitted to and approved in writing by the local planning authority.

A further highway condition survey shall then be carried out after construction, which shall assess the condition of the existing highway after construction and shall be submitted to

and approved in writing by the Local Planning Authority before any part of the development is occupied.

Any damage to the highway incurred as a result of the construction works, will have to be re-instated by the Council but funded by the developer, in accordance with the timescales and details agreed as part of the survey.

REASON: In the interest of pedestrian and highway safety, to comply with Policy 63 of the Waltham Forest Local Plan LP1 (2024).

CYCLE PARKING

31. Prior to the commencement of above ground works of the development a schedule showing the number and location of all cycle parking spaces and details of secure and sheltered cycle storage facilities (including security measures, design and materials) has been submitted to and approved in writing by the Local Planning Authority.

The cycle parking details shall include signage, lighting, maintenance facilities (repair stands), security measures and demonstrate how provision will comply with the London Cycling Design Standards. For basement parking, details of cycle parking specification and design including lighting, CCTV and signage shall be provided.

The approved facilities shall be fully implemented prior to first occupation of the development and shall be permanently retained thereafter.

REASON: In the interest of security and sustainable development, in compliance with Policies 60 and 61 of the Waltham Forest Local Plan LP1 (2024).

DELIVERY AND SERVICING PLAN

32. Prior to construction of roof slab level of the development, a detailed Servicing and Delivery Plan shall be submitted for approval in writing by the Local Planning Authority. The detailed delivery and servicing plan (DSP) for the relevant phase shall include:

- A concierge/reception service for the relevant site to control access and egress from the development and arrange and direct delivery and servicing vehicles when necessary.
- Secure parcel delivery room for each relevant site.
- Details of a delivery booking system including monitoring measures and an action plan if monitoring identifies changes are required.
- The types of vehicle (including size and weight), the routes which service vehicles will take to/from the site,
- Measures to minimise the impact of noise, traffic and vibration associated with lorry movements on residential amenity, and measures to minimise deliveries during peak hours.
- Deliveries shall be combined where possible in order to reduce numbers and frequency and the use of quieter and less polluting vehicles should be promoted.
- The DSP shall make reference to safety measures that will be in place to reduce conflicts between service vehicles manoeuvring and other users and shall also include details on how delivery vehicles are restricted during peak periods.

- No servicing (collections or deliveries) of non-residential units shall be taken to, or dispatched from, the site other than between the hours of 08.00 and 18:00 Mondays to Saturdays, and at no time on Sundays, Bank Holidays or Public Holidays.
- Appointment of a DSP co-ordinator and preparation of a delivery and servicing schedule based on the regular deliveries anticipated by the occupiers. Residents shall be notified that they must give advance notice of when deliveries are anticipated which require vehicles larger than a motorbike courier. Refuse and recycling collections will be included in the schedule.
- A commitment to future delivery and servicing surveys to document and monitor servicing once the development is operational.
- As part of the DSP routes will be set out to avoid the Epping Forest SAC and numerous companies are trialling electric vehicles.

Thereafter and prior to occupation of each relevant phase, the scheme shall be completed in accordance with the approved details for the relevant phase and thereafter maintained for the life of the development.

REASON: In the interest of highway safety, in compliance with Policy 64 of the Waltham Forest Local Plan LP1 (2024).

PARKING DESIGN AND MANAGEMENT PLAN

33. Prior to construction of roof slab level of the development, a detailed Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Parking Design and Management Plan shall include:

- Detailed information on the lighting, design, location and security arrangements, and maintenance of all vehicular and cycle parking; and how access to parking spaces will be controlled and managed.
- Materiality of Ground Floor plan shared spaces including marked parking and servicing bays and demarcated pedestrian routes
- Details on how manage of the use of the authorised bays will be enforced;
- Details on how unauthorised parking and loading will be prevented and enforced;
- Secure electric vehicle charging points for all car parking spaces, including the details of the type of device, location and installation.
- Car Parking layout and how it will be allocated.
- Details on how residents will be charged for the use of the electric vehicle charge points, which should be an individual charge for each use of the charge point, in line with other public network charges.
- Provide rear access via the core of the building to Class E commercial unit proposed on Site 2.

How the blue badge car parking spaces shall be laid out and allocated in accordance with the approved Management Plan and shall be made available for the purposes of parking vehicles in association with the development and for no other purpose.

Thereafter and prior to occupation of each relevant phase, the scheme shall be completed in accordance with the approved details for the relevant phase and thereafter maintained for the life of the development.

REASON: To comply with Policies 63 and 67 of the Waltham Forest Local Plan LP1 (2024).

ACCESS MANAGEMENT PLAN

34. Prior to commencement of development an Access Management Plan shall be submitted to and approved in writing to the Local Planning Authority.

The plan shall set out how access to and from the site for pedestrian, cyclists and vehicles will be co-ordinated and controlled when Servicing takes place. Details shall include how future access and egress will be co-ordinated and facilitated during peak servicing times. The plans shall set out how loading will be managed, including action to be taken if any parked vehicles become blocked in.

The development shall thereafter accord with the approved Access Management Plan.

REASON: To ensure the suitable management of access to and from the site for all users and to impact on the surrounding area in accordance with Policies 60 and 66 of the Waltham Forest Local Plan LP1 (2024).

The objectives and purposes of this condition are such that it is required to be complied with before commencement. As such, those objectives and purposes would not be met if expressed other than as a pre-commencement condition.

TRAFFIC / HIGHWAYS

35. Prior to commencement of development, detailed drawings and supporting documentation shall be submitted for approval in writing by the Local Planning Authority in respect of the following:

A. Traffic arrangements for the development including:

- The means of ingress and egress and new road junctions, the closure of existing access (where appropriate),
- Stopping Up Plan prior to commencement
- Details of all traffic arrangements (including where appropriate footways, turning space, swept path analysis, safety strips, visibility splays, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities for all non-residential uses, closure of existing access if necessary and means of surfacing),
- Modelling of impacts arising from the creation of new accesses into the 3 sites including stage 1, 2 and 3 safety audits

B. The means of construction and surfacing of all roads, drives, parking areas, cycle ways and footpaths, for the relevant phase.

Thereafter and prior to occupation of the development, the scheme shall be completed in accordance with the approved details for the relevant phase and thereafter maintained for the life of the development.

REASON: To encourage sustainable travel. To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances. To ensure that adequate sight lines are provided and thereafter retained in the interests of highway safety. To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network and to ensure adequate facilities are provided for cyclists, to ensure highway construction is adequate and to accord with Policies 60, 63 and 66 of the Waltham Forest Local Plan LP1 (2024).

The objectives and purposes of this condition are such that it is required to be complied with before commencement. As such, those objectives and purposes would not be met if expressed other than as a pre-commencement condition.

WAYFINDING

36. Prior to occupation of the development, a Wayfinding Strategy will be submitted to and approved in writing by the Local Planning Authority in conjunction with Highways and the Enjoy Waltham Forest team.

Thereafter the development shall accord with the approved Wayfinding Strategy.

REASON: To comply with Policies 60, 61, 63 and 67 of the Waltham Forest Local Plan LP1 (2024).

AIR QUALITY AND DUST MANAGEMENT PLAN

37. Prior to commencement of the development, the proposed mitigation measures for impact on air quality and dust emissions, in the form of an Air Quality and Dust Management Plan (AQDMP), shall be submitted to and approved in writing by the local planning authority.

In preparing the AQMDP the applicant shall:

- Focus the assessment on emissions of nitrogen oxides (NO_x), PM₁₀ and PM_{2.5}, (noting that it is the nitrogen dioxide (NO₂) component of NO_x that is of primary concern) from construction vehicles.
- Include an Air Quality (dust) risk assessment, management measures and monitoring programme
- Comply with the Mayor's SPG Control of Dust and Emissions | London City Hall and BRE four part Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and BS 5228: Noise and vibration on construction and open sites
- Follow the recommendations outlined in the guidance on mitigation measures for sites set out in Appendix 7 of the Control of Dust and Emissions during Construction and Demolition SPG 2014. Both 'highly recommended' and 'desirable' measures should be included.
- Include the relevant measures set out in the ES Addendum Chapter 7

The development is located in an air quality focus area as such the guidance on mitigation measures for Medium Risk shall be included and include automatic dust monitoring.

The development shall thereafter proceed in accordance with the approved AQDMP.

Reason: To manage and mitigate the impact of the development on the air quality and dust emissions in the area and London as a whole, and to avoid irreversible and unacceptable damage to the environment in accordance with London Plan (2021) Policy SI1 and Policy 88 of the Waltham Forest Local Plan LP1 (2024).

AIR QUALITY NEUTRAL

38. Prior to commencement of development, an Air Quality Assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. The development shall be at least 'Air Quality Neutral' and an Air Quality Neutral Assessment for both buildings and transport shall be included in the report. The assessment shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process and London Atmospheric Emissions Inventory. The report shall include all calculations and baseline data and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

REASON: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy SI 1 of the London Plan (2021) and Policy 88 of the Waltham Forest Local Plan LP1 (2024).

EMISSIONS FROM NON-ROAD MOBILE MACHINERY (NRMM)

39. No NRMM shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

REASON: To ensure that air quality is not adversely affected by the development in line with Policy SI 1 London Plan (2021) and the Mayor's SPG: The Control of Dust and Emissions during Construction and Demolition.

FLUES

40. No hot food catering shall take place on site until a scheme for odour management is submitted to and approved in writing by the Local Planning Authority. The scheme shall specify the fume extract arrangements. Flues must terminate at roof level or an agreed high-level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings.

Proposals should incorporate high level discharge and that anything extracting at lower levels would be an exception and would need to be fully justified.

Details of the flue for the life safety generator in the Courtyard building (site 2) shall be submitted to and approved in writing by the Local Planning Authority ahead of installation. The details shall include siting and stack height and shall ensure there would be no impact on nearby residential receptors on Elm Park Road of Lea Bridge Road.

There after the development shall accord with the approve details.

REASON: To protect amenity and ensure that air quality is not adversely affected by the development in line with London Plan (2021) Policy SI1 and Policies 50 and 57 of the Waltham Forest Local Plan LP1 (2024).

CONTAMINATION 1

41. Prior to commencement of development excluding site preparation and enabling works a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

A. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors (including risk of contaminants reaching controlled waters via piling or any historic wells)

B. Based on (1) above to prepare a Generic Quantitative Risk Assessment, where the risk to an individual receptor (including controlled water) cannot be concluded as low, then a site investigation scheme, to provide information for a Detailed Quantitative Risk Assessment (DQRA) to all relevant receptors and for controlled water that may be affected, including those off site. The DQRA shall be informed by the results of the site investigations (including investigation into the potential location of the historical abstraction well at the earliest opportunity during the Demolition and Construction works if earlier ground investigation does not establish its location) with consideration of the hydrogeology of the site and the degree of any existing groundwater and surface water pollution shall be carried out. The DQRA report shall be prepared by a "Competent Person" e.g. a suitably qualified hydrogeologist.

C. The results of the site investigation and the DQRA referred to in (2) and, based on these, an options appraisal and remediation and controlled water contamination prevention strategy giving full details of the remediation and contamination prevention measures required and how they are to be undertaken.

D. Prior to Occupation, a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The verification plan shall include proposals for a groundwater monitoring programme to encompass regular monitoring for a period before, during and after ground works e.g. monthly monitoring before, during and for at least the first quarter after completion of ground works., and then quarterly for the remaining 9-month period.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To ensure that the development does not contribute to, or is not put at unacceptable risk from/adversely affected by, unacceptable levels of water pollution in line

with London Plan (2021) Policy SI 1 and Policy 90 of the Waltham Forest Local Plan LP1 (2024).

CONTAMINATION 2

42. Prior to commencement of piling, a Foundation Works Risk Assessment to identify environmental risks associated with the preferred piling methodology and appropriate mitigation measures to ensure the Secondary A and Principal Aquifers at depth are not adversely impacted by shallow contamination shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall accord with the approved Foundation Works Risk Assessment.

REASON: To ensure that the development does not contribute to, or is not put at unacceptable risk from/adversely affected by, unacceptable levels of water pollution in line with London Plan (2021) Policy SI 1 and Policy 90 of the Waltham Forest Local Plan LP1 (2024).

VERIFICATION REPORT

43. Prior to occupation of the development, a Verification Report for the relevant phase, demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation for the relevant phase shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

REASON: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with London Plan (2021) Policy SI 1 and Policy 90 of the Waltham Forest Local Plan LP1 (2024).

PREVIOUSLY UNIDENTIFIED CONTAMINATION

44. If, during development, contamination not previously identified is found to be present at the site then a remediation strategy detailing how this contamination will be dealt with shall be submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from/adversely affected by, unacceptable levels of water pollution in line with London Plan (2021) Policy SI 1 and Policy 90 of the Waltham Forest Local Plan LP1 (2024).

SAFETY AND SECURITY

45. A. Prior to above ground works, details of the measures to be incorporated into the development demonstrating how the development can achieve Secure by Design Certification, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Metropolitan Police Designing Out Crime Officers. Each relevant phase of development shall be carried out in accordance with the agreed details and maintained thereafter.

Details shall include measures relating to the entrances, including door widths, compartmentation arrangements, single leaf doors, gates, entry control system, display of postal numbers and position of letter box facilities.

B. Prior to occupation of each phase and site, the development shall achieve a Certificate of Compliance to the relevant Secure by Design Guide(s) submitted to and approved in writing by the Local Planning Authority in conjunction with the Metropolitan Police.

REASON: In the interest of health and to protect the living conditions of existing and future residents in the locality in accordance with Policies 53 and 58 of the Waltham Forest Local Plan LP1 (2024).

CLOSED CIRCUIT TELEVISION

46. Prior to commencement of above ground works of the development a scheme for the provision of Closed Circuit Television (CCTV) for the development component shall be submitted to and approved in writing by the Local Planning Authority. The scheme for the provision of CCTV shall include the following:

- A. Details of CCTV cameras, including type and specification;
- B. Details of the location of CCTV cameras to be mounted on and/or around the buildings, amenity areas and bicycle storage areas.

The development shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON: In the interests of safety and security and to accord with Policy D11 of the London Plan (2021) and Policy 58 of the Waltham Forest Local Plan LP1 (2024).

NOISE FROM PLANT

47. Noise from all new building services plant, shall be controlled to a level not exceeding 10dB(A) below the typical underlying background noise level (LA90) during the time of plant operation at a position one metre external to the nearest noise sensitive premises.

Prior to occupation details of noise mitigation measures to protect the proposed flat occupiers from train and vehicular traffic noise shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter and prior to occupation of each relevant phase, the scheme shall be completed in accordance with the approved details.

REASON: To ensure the new buildings in the development have adequate protection against noise and vibration from existing sources and within the development in accordance with Policies 50 and 57 of the Waltham Forest Local Plan LP1 (2024).

FIRST PLANTING AND SEEDING SEASONS

48. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out not later than the first planting and seeding seasons prior to the first occupation

of any of the residential units in the relevant phase, or the completion of that phase of the development, whichever is the sooner. Any new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the Local Planning Authority agrees any variation in writing.

REASON: To ensure a satisfactory appearance and in the interest of local amenity and biodiversity in accordance with Policies 53, 77 and 79 of the Waltham Forest Local Plan LP1 (2024).

HABITAT BOXES

49. Prior to the occupation of the development bird and bat boxes shall be installed into buildings in the relevant phase and shall thereafter be maintained in accordance with the approved details for the life of the development.

REASON: In the interest of biodiversity and local amenity, in accordance with Policy G6 Biodiversity and access to nature conservation in the London Plan (2021) and Policy 79 of the Waltham Forest Local Plan LP1 (2024).

ECOLOGY

50. The development shall accord with the ecological mitigation measures to protect bats and birds, improve habitats and additional measures set out in the Extended Phase 1 Habitat Survey V0.6, Updated prepared by Richard Graves (dated November 2024).

- Bat surveys prior to tree works undertaken by a suitable qualified and licensed ecologist.
- Due diligence checks for nesting birds.
- Due diligence and ecologist oversight in respect of *Phoenicurus ochruros* (Black Redstart), as individuals may view the disturbed site as a nesting opportunity once construction is underway.
- If works have not started before November 2025, the desktop study and field visit should be reviewed and updated accordingly.
- Appointment of an ecological clerk of works.
- Minimising lighting.
- Limiting construction dust,
- Reducing construction noise,
- Appropriate disposal of waste,
- Appropriate management surface Run-off.

REASON: To protect and enhance biodiversity and to accord with Policy G6 Biodiversity and access to nature conservation in the London Plan (2021) and Policy 79 of the Waltham Forest Local Plan LP1 (2024).

FOUL WATER AND SURFACE WATER

51. Prior to occupation of the development, details of the points of connection for foul and surface water be provided as well as flow rates and discharge method (gravity or pumped)

along with confirmation for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water, to show either

- A. Foul water and surface water infrastructure capacity exists off site to serve the development, or
- B. A Development and Infrastructure Phasing Plan (DAIPP) has been agreed with the Local Authority in consultation with Thames Water. The development shall then be carried out in accordance with the approved DAIPP, or
- C. All wastewater network upgrades required to accommodate the additional flows from the development have been completed

REASON: Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

WATER SUPPLY

52. Prior to occupation of the development confirmation for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water, to show either:

- A. All water network upgrades required to accommodate the additional flows to serve the development have been completed; or
- B. A Development and Infrastructure Phasing Plan (DAIPP) has been agreed with the Local Authority in consultation with Thames Water. The development shall then be carried out in accordance with the approved DAIPP.

REASON: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development in line with Policies 68 and 89 Waltham Forest Local Plan LP1 (2024).

WATER MAINS

53. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

SOURCE PROTECTION STRATEGY

54. Development here by approved shall not commence until a Source Protection Strategy detailing, how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction has been submitted to and approved by, the local planning authority in consultation with

the water undertaker. The development shall be constructed in line with the recommendations of the strategy.

REASON: To ensure that the water resource is not detrimentally affected by the development in accordance with Policies 68 and 89 Waltham Forest Local Plan LP1 (2024).

The objectives and purposes of this condition are such that it is required to be complied with before commencement. As such, those objectives and purposes would not be met if expressed other than as a pre-commencement condition.

Piling 1

55. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. And to accord with Policies 68 and 89 Waltham Forest Local Plan LP1 (2024).

The objectives and purposes of this condition are such that it is required to be complied with before commencement. As such, those objectives and purposes would not be met if expressed other than as a pre-commencement condition.

BOUNDARY TREATMENT

56. Prior to the construction of roof slab level, details relating to the siting, design and height and finish of all new walls, gates, fencing, railings and other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out solely in accordance with the approved details, prior to the first occupation of the use hereby approved and thereafter shall be fully retained and maintained accordingly for the lifetime of the development.

REASON: In the interest of general visual amenity, and amenity of neighbouring occupants, in accordance Policies 53, 77 and 79 of the Waltham Forest Local Plan LP1 (2024).

FIRE SAFETY

57. Prior to occupation an updated Fire Statement in line with the objectives set out within Policy D12 of the London Plan (2021) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and retained as such for the lifetime of the development.

58. REASON: In order to protect the living conditions and safety and security of the occupants in line with policy D12 of the London Plan (2021).

PROPOSED LEVELS ACROSS ALL THREE SITES

59. Prior to the commencement of any development works on site, a level design showing the existing and proposed levels across all three sites must be submitted for review and approval by the Highway Authority. The design needs to show how levels will change across each site within private land, how each development will tie in to the existing public highway level on all frontages of each site, and the new rerouted cycle track where applicable. The development shall be carried out solely in accordance with the approved details.

REASON. In the interest of highway safety, in compliance with Policy 63 of the Waltham Forest Local Plan LP1 (2024).

STAGE 1 ROAD SAFETY AUDIT

60. Prior to the commencement of any development on the site excluding site preparation and enabling works, the new private road layout should be subject to a Stage 1 road safety audit, with any changes identified and addressed. In the event of issues identified on private land, the audit will be a record of the review, but the decision to make any changes would remain the responsibility of the developer's expense. The safety audit should be submitted for information, along with any designers responses, and any changes made.

REASON. In the interest of highway safety, in compliance with Policy 63 of the Waltham Forest Local Plan LP1 (2024).

STAGE 2 ROAD SAFETY AUDIT

61. Prior to the occupation of the development a Stage 2 Road Safety Audit shall be submitted the new private road layout, with any changes identified and addressed. In the event of issues identified on private land, the audit will be a record of the review, but the decision to make any changes would remain the responsibility of the developer's expense. The safety audit should be submitted for information, along with any designers responses, and any changes made.

REASON. In the interest of highway safety, in compliance with Policy 63 of the Waltham Forest Local Plan LP1 (2024).

APPROVAL IN PRINCIPLE

62. Prior to the commencement of development on site, notwithstanding site investigation and clearance works and demolition, an Approval in Principle (AIP) in relation to the basement/lower ground floor at Site 3, basement/lower ground floor at Site 3 and retaining wall on Site 3 be submitted to and approved in writing by the local planning authority. The AIP shall set out the design parameters, design standards and methods of working to be adopted for the works that is considered appropriate. In addition, the AIP must also clearly state how the works are to be achieved and how the effect to road users, including pedestrians and cyclists, and residents is minimised. The structure shall remain solely

within the ownership and maintenance responsibility of the applicant and follow the requirements of Highways Standard CG300 "Technical Approval of Highway Structures.

REASON. In the interest of highway safety, in compliance with Policy 63 of the Waltham Forest Local Plan LP1 (2024).

Informatives

1. To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website and which offers a pre planning application advice service. The scheme was submitted in accordance with guidance following pre application discussions and the decision was delivered in a timely manner.

2. DEFINITION OF 'ABOVE GROUND WORKS' AND 'PRACTICAL COMPLETION'

A number of conditions attached to this permission have the time restrictions 'prior to above ground works commencing on site' and/or 'following practical completion'. The council considers the definition of 'above ground works' as having its normal or dictionary meaning, which is: the part of a building above its foundations. The council considers the definition of 'practical completion' to be: when the work reaches a state of readiness for use or occupation even though there may be outstanding works/matters to be carried out.

3. Construction and demolition works audible beyond the boundary of the site should only be carried out between the hours of 0800 and 1800 hours Mondays to Fridays and 0800 and 1300 hours on Saturdays, and not at all on Sundays or Public/Bank Holidays.
4. You are advised that in relation to condition 3, the Council expects a full review of the strategy for the design of and materials to be used on elevations (i.e. not illustrative detail).
5. The proposed demolition of existing structures and redevelopment of three land parcels poses risks to Network Rail, and will necessitate an agreement with ASPRO via a Basic Asset Protection Agreement.
6. You are advised of the potential for there to be buried services crossing under the railway tracks. Some of the services may be owned by Network Rail or Statutory Utilities that may have entered into a contract with Network Rail. It is the responsibility of the Network Rail operative to undertake detailed services survey to locate the position, type of services, identifying any buried services within the vicinity of the proposed works. Confirmation of such services will be discussed with the Senior Asset Protection Engineer (SAPE) to obtain clarification of asset owner. The SAPE will confirm and specify what protection measures along with cost, including re-locating/termination (if possible), including additional any other asset protection measures to be implemented by the OP.
7. Circular Economy - The applicant is required to submit a Post Completion Report to the relevant local authority and the GLA at ce&wastestatement@london.gov.uk.
8. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

9. It is the developer's responsibility to ensure all signage associated with the proposed development i.e. street nameplates, building names and door numbers are erected prior to occupation, as agreed with the Councils Street Naming/Numbering Officer.
10. For information on the NRMM Low Emission Zone requirements and to register NRMM, please visit "<http://nrmm.london/>".
11. The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.
12. In relation to CCTV, the strategy should be informed by comments of the Met Police, which are set out below:

Data logging and CCTV will be needed to mitigate the permeability of the site. A CCTV strategy for the site should be discussed with the Met Police at the earliest. This should be installed to BS EN 50132-7:2012+A1:2013 standard, co-ordinate with the planned lighting system, contained within vandal resistant housing, to record images of evidential quality (including at night time) that are stored for a minimum of 30 days on a locked and secure hard drive or a remote cloud system. Appropriate signage should also be included highlighting its use.

13. The Metropolitan Police provided detailed comments safety and security. This information has been provided to the Applicant. You are advised to consider the advice in detail ahead of preparing condition discharge applications.
14. In relation to conditions relating to foul and surface water drainage infrastructure you are advised that you can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning.
15. There are public sewers crossing or close to the development. If you're planning significant work near Thames Water sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/> Working-near-or-diverting-our-pipes
16. The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/> Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.
17. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development

doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide [working near or diverting our pipes](https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes).
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

18. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets 2' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Tel: 0800 009 3921
19. As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide [working near or diverting our pipes](https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes).
20. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
21. You are advised that the Environment Agency (EA) recommend that the requirements of the National Planning Policy Framework and National Planning Policy Guidance are followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. The EA expect reports and Risk Assessments to be prepared in line with their Approach to Groundwater protection (commonly referred to as GP3) and the updated guide Land contamination: risk management (LCRM). LCRM is an update to the Model procedures for the management of land contamination (CLR11), which was archived in 2016.
22. The applicant should refer to the following (non-exhaustive) list of sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:
 1. Follow the risk management framework provided in the updated guide LCRM, when dealing with land affected by contamination.
 2. Refer to the Environment Agency Guiding principles for land contamination for the type of information we require in order to assess risks to controlled waters from the site. The Local Planning Authority can advise on risk to other receptors, such as human health.
 3. Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed. The Planning Practice Guidance defines a "Competent Person" (to prepare site investigation information) as: "A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation." For this definition and more please see here.

4. Refer to the contaminated land pages on Gov.uk for more information.
5. We expect the site investigations to be carried out in accordance with best practice guidance for site investigations on land affected by contamination e.g. British Standards when investigating potentially contaminated sites
23. Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
24. It is an offence to place scaffolding, skip or hoarding on the highway without permission. Early contact with the Council's Network Operations is advisable, as it may affect the construction programme.
25. If approved it is the developer's responsibility to ensure all signage associated with the proposed development i.e., street nameplates, building names and door numbers will be erected prior to occupation, as agreed with the Council's Street Naming/Numbering Officer.
26. Unless otherwise agreed, hardstanding levels within the red line boundary, and threshold levels should be designed to tie into existing public highway back of path levels. Discharge of surface water onto public highway will not be permitted.
27. It is an offence to place scaffolding, skip or hoarding on the highway without permission. Early contact with the Council's Network Operations is advisable, as it may affect the construction programme.
28. If approved it is the developer's responsibility to ensure all signage associated with the proposed development i.e., street nameplates, building names and door numbers will be erected prior to occupation, as agreed with the Council's Street Naming/Numbering Officer.
29. A Detailed Quantitative Risk Assessment (DQRA) for controlled waters using the results of the site investigations with consideration of the hydrogeology of the site and the degree of any existing groundwater and surface water pollution should be carried out. This increased provision of information by the applicant reflects the potentially greater risk to the water environment. The DQRA report should be prepared by a "Competent Person" e.g. a suitably qualified hydrogeologist. More guidance on this can be found at: <https://sobra.org.uk/accreditation/register-of-sobra-risk-assesors/>.
30. Following the DQRA, a Remediation Options Appraisal should be completed to determine the Remediation Strategy, in accordance with the updated guide LCRM.
31. The verification plan should include proposals for a groundwater monitoring programme to encompass regular monitoring for a period before, during and after ground works e.g.

monthly monitoring before, during and for at least the first quarter after completion of ground works, and then quarterly for the remaining 9-month period. The verification report should be undertaken in accordance with in our guidance Verification of Remediation of Land Contamination.