

## LONDON BOROUGH OF WALTHAM FOREST

<b>Committee/Date:</b>	Planning – 1 <sup>st</sup> April 2025
<b>Application reference:</b>	242444
<b>Applicant:</b>	London Borough of Waltham Forest
<b>Location:</b>	Chingford Mount Cemetery, 121 Old Church Road, Chingford, London, E4 6ST
<b>Proposed development:</b>	Construction of a single storey crematorium with ancillary servicing areas, landscaping, refuse storage, cycle & parking spaces, EV charging points and associated public realm works.
<b>Wards affected:</b>	Larkswood
<b>Appendices:</b>	None

### 1. RECOMMENDATION

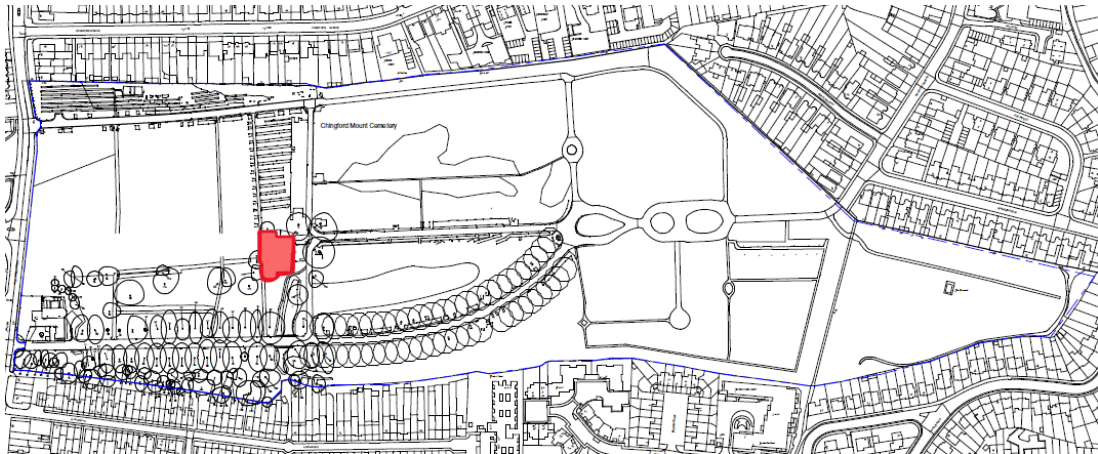
1.1. That Planning Permission be **GRANTED** subject to conditions and informatives.

### 2. REASONS REFERRED TO COMMITTEE

2.1. The application was referred to Planning Committee as the Council is the applicant, and there was an extensive level of public interest on the application. It is being brought back to Planning Committee following receipt of a representation from a Crematorium operator.

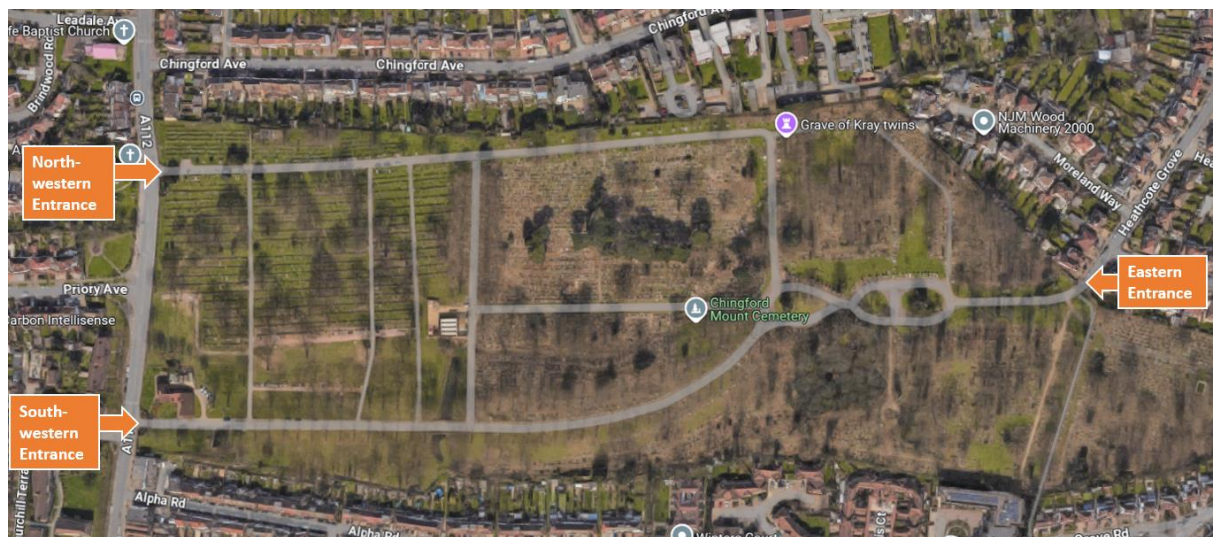
### 3. SITE AND ITS SURROUNDINGS

3.1. The application site (known as Chingford Mount Cemetery) is an open cemetery run by London Borough of Waltham Forest situated within a predominantly residential area in Chingford. The site sits on the eastern side of Old Church Road. The proposal relates to the central area of the cemetery, adjacent to a pond situated on the south of the site. The subject site has a gradual fall from north towards south.



*Fig 1: Location Plan of cemetery and proposed crematorium (in red)*

- 3.2. The cemetery is a Site of Importance for Nature Conservation (SINC) and a Biodiversity Enhancement Site.
- 3.3. The site is also located within an Archaeological Priority Zone.
- 3.4. The cemetery has three gated entrances to the north, south and east.



*Fig 2: Entrances of the cemetery*

- 3.5. The existing gates and piers at the south-western entrance (fronting Old Church Road) are locally listed. They are the only surviving original structures of the cemetery which was established in 1884. This entrance provides both vehicular and pedestrian access.



*Fig 3: South-western Entrance of the cemetery*

- 3.6. The northern gate (also fronting Old Church Road) and eastern gate (fronting Heathcote Grove) provides pedestrian access only. Pedestrian access is also available along a footpath adjacent to Heathcote Grove, spanning across the cemetery to Grove Road.
- 3.7. The entire cemetery ground is covered by an area Tree Protection Order (TPO) - 04/72/1-A3. There are large number of trees of various species situated within the grounds of the cemetery.
- 3.8. The site is located within a critical drainage area, however not within flood zone 2 or 3.
- 3.9. The site falls within the zone of influence of the identified Epping Forest Special Area of Conservation (EFSAC), under the EU Habitats Directive (92/43/EEC).
- 3.10. The site also falls within the Borough-wide Air Quality Management Area (AQMA).

#### **4. APPLICATION PROPOSAL**

- 4.1. The application proposes to build a single storey crematorium within the central area of Chingford Mount Cemetery which previously hosted a temporary mortuary which was removed in March 2024. The proposal also includes ancillary works relating to landscape scheme along with ancillary works in relation to access and parking.

##### Proposed crematorium

- 4.2. The crematorium would have a gross internal area of 569m<sup>2</sup>. The building has two main elements: a circular ceremonial hall (8.7m in height) and a rectangular element (varying between 5.1m to 6.6m in height) which consists of main entrance hall, waiting rooms, office area, and the cremator plant area with two electric cremators. Two filtered



chimneys, two by pass chimneys and two extraction insert flues would form part of the new building measuring 10m from ground level.



*Fig 4: Eastern Elevation of the proposed crematorium*



*Fig 5: Southern Elevation of the proposed crematorium*

- 4.3. The main entrance of the crematorium features a porte-cochere (covered porch/driveway). The main door would lead to an entrance hall and a ceremonial hall.



*Fig 6: Visualisation of crematorium entrance*

- 4.4. The ceremonial hall would be linked to a family viewing room to be used during the cremation service. There is an exit from the ceremonial hall leading to the outdoor flower display and a memorial garden. Long linear windows would be fitted around the ceremonial hall. A rooflight would be installed.
- 4.5. Further north from the main door, there would be a secondary entrance for staff and visitor enquiries.
- 4.6. An enclosed service yard to the north of the new building would accommodate bins for general refuse, recycling and garden waste.
- 4.7. The crematorium would be built with bricks in white and warm buff mortar colour, featuring brick detailing (projecting horizontal stripes), aluminium/timber windows and hardwood main doors.
- 4.8. A new substation with matching brick works would be constructed to the north of the proposed crematorium to facilitate services to the building.
- 4.9. The proposed opening hours for the crematorium are Monday to Friday 09:30 to 17:00.
- 4.10. It is expected that approximately seven cremations would take place at the new crematorium on average per day. Approximately eight cremations will occur during the peak winter months and five in the summer months.

Proposed works related to access and parking

- 4.11. Access to the crematorium would remain as the existing arrangement of the cemetery: both vehicular and pedestrian access through the south-western entrance, pedestrian only access for other entrances.
- 4.12. Currently there is no designated pathway for pedestrians along Cemetery Way (main road through the south-western entrance). Whilst there is an existing side gate at the south-western entrance, this is inaccessible for pedestrians which is obstructed by a flower bed to the front and overgrown hedging to the rear, thus pedestrian are steered to walk through the main double gates.
- 4.13. To improve pedestrian and road safety at this entrance point of the cemetery, the side gate would be reinstated for pedestrian access. The flower bed to the front and hedges to the rear would be partially removed to allow more space for pedestrian and direct them towards the new footpath delineated from this main entrance to the crematorium.
- 4.14. A new gate would be installed adjacent to the hedges for access to the cemetery office.
- 4.15. Within the cemetery site, roads are not subject to parking regulations or kerbside road markings, apart from the double yellow lines to the front of the site. As noted from site visit dated 05<sup>th</sup> Dec 2024, vehicles were parked on both sides of Cemetery Way.
- 4.16. To improve parking arrangement, road markings would be used to provide 5 disabled parking spaces: 2 of them would be along Cemetery Way, the other 3 would be along The Chestnuts (east of the crematorium). 2 electric vehicle charging points would also be provided to 2 of the parking spaces along The Chestnuts.
- 4.17. Double yellow line markings would be introduced along the northern side of Cemetery Way and the entrance of the new crematorium to ensure that hearses arriving at the site would not be blocked by parked vehicles.

- 4.18. Since the width of the south-western main gate cannot accommodate two-way traffic, a holding area would be provided within the site which will ensure that incoming vehicles have priority over those exiting the cemetery. As such a give way sign would be installed to instruct drivers to hold and give way to incoming vehicles entering the cemetery in the opposite direction.
- 4.19. In total 14 cycle parking spaces will be provided on site, including 4 no. of long-stay to the north of the crematorium and 10 no. of short-stay cycle spaces near the main entrance of the cemetery along Cemetery Way.

#### Proposed landscaping

- 4.20. Proposed landscape plan includes a memorial garden to the south of the crematorium. The existing pond and trees on site will be retained. A raised deck would be placed near the pond and along the southern elevation of the crematorium to facilitate level access. 14 new trees and flower-rich perennial planting would be introduced, wrapping around the pond, crematorium building and within the memorial garden. Permeable paving would be used for the proposed seating area. A timber pergola is also proposed to the south-western side of the crematorium building, two pergolas are proposed along west of the memorial garden.

## **5. RELEVANT HISTORY**

### **Planning**

- 5.1. Permission was granted for retention of a temporary enclosure for mortuary fridge containers and cemetery maintenance involving the installation of steel storage containers, laying of construction surface, timber fencing with access gates and steel post with timber sleepers under application reference 223047 on 14th March 2023.
- 5.2. This construction was completed under the Emergency Permitted Development Rights, to meet the rising demand for mortuary services incurred from the Covid 19 pandemic.
- 5.3. A S73 application was approved under reference 232513 on 7th December 2023 to allow an extension of time (three months) to remove the temporary mortuary.
- 5.4. Details of ecological assessment, transportation and landscaping attached to application reference 223047 were approved under application reference 233125 on 18th Mar 2024. Three new trees were to be planted to compensate the trees loss during the construction of the temporary mortuary.

### **Pre-application**

- 5.5. The Council received PRE\_23\_0470 in relation to the proposal for the crematorium with active engagement with Planning Officers which has led to the submission of the current planning application.

### **Planning Enforcement**

- 5.6. None.

## 6. PUBLIC CONSULTATION

- 6.1. The Council circulated consultation letters to neighbouring residents on the 14 Oct 2024. Site Notices were displayed on the site, dated 17 Oct 2024.
- 6.2. The following properties have been consulted:
- 1 to 113 (odd) Alpha Road
  - Winters Court, 115 Alpha Road
  - 81 to 137 (odd) Chingford Avenue
  - Magnolia Lodge, 73 Chingford Avenue
  - Mistral Court, 85 Chingford Avenue
  - 112 to 120, 125 Old Church Road
  - 122 to 134 (even) Old Church Road
  - 184 to 188 (even) Old Church Road
  - All Saints Church And Hall, 180 Old Church Road
  - The Old Church House Priory Avenue
- 6.3. Additional public consultation was undertaken from 28 Nov 2024 for 14 days due to receipt of amended drawings related to access of the site and design of parapet walls on the crematorium building.
- 6.4. As a result of the public consultations, 17 objections were received from neighbouring properties. A representation has also been received post committee from a crematorium operator.

*Table 1: Summary of objections*

Objection	Officer Response
Increase of traffic due to increase of vehicles entering/leaving the crematorium.	The Council's Highways Team has reviewed the scheme and raised no concern regarding transport impact and road safety.
Potential traffic jam due to the limited width of the gate which only allows one way access.	As shown on the submitted Transport Statement and Travel Plan, average number of vehicle arrivals/departures per cremation is 21, including vehicles of visitors and staff.
The traffic disruption will also impact on emergency service.	<p>Parking control measures (including double yellow lines) within the cemetery would improve the access and reduce risks of traffic jam.</p> <p>Planning Officers are of the view the impact of the development would not result in unreasonable harm with respect to highway, accessibility and road safety. This is further explained under section 11E.</p>

Parking stress in surrounding area	<p>The Council's Highways Team has reviewed the scheme and raised no concern regarding parking overspill.</p> <p>As shown on the submitted Transport Statement and Travel Plan, the parking spaces within the cemetery would sufficiently accommodate the existing and additional parking demand created by the development.</p> <p>Planning Officers are of the view the impact of the development would not create unacceptable adverse parking pressures in the surrounding area given the existing context of the application site. This is further explained under section 11E.</p>
Air pollution (including odours and pollutants) from additional traffic and cremation	<p>No unreasonable harm on air quality is considered to be caused by the development.</p> <p>The Council's Environmental Health Officers have reviewed the submitted air quality assessment and confirmed that the level of pollutants caused by the cremators and traffic would not unreasonably harm human health or surrounding ecosystems.</p> <p>This is further explained under section 11D and 11I.</p>
Impact on air quality and public health caused by ash scattering	<p>There is no area proposed for the scattering of cremated remains. The proposed memorial garden would be for the display of the flower tributes.</p>
Noise pollution from additional traffic, cremation and increased visitors	<p>Noise impact from additional traffic is not considered significant.</p> <p>Noise level of the cremators would comply with the standards set out by The British Standard BS 4142:2014 +A1:2019 Methods for Rating and Assessing Industrial and Commercial Sound (BS 4142).</p> <p>The Council's Environmental Health Officers have reviewed the noise impact assessment and confirmed that the designed noise level of the cremators is acceptable.</p> <p>This is further explained under section 11D and 11I.</p>
Increase of footfall and traffic would harm the peaceful setting of the cemetery	<p>The impact from the additional footfall is not significant as the crematorium would be screened by mature trees and would only occupy a small section of the cemetery.</p> <p>The proposed building and associated soft landscape would also enhance the natural and tranquil setting of the cemetery.</p>



	This is further discussed under section 11B.
<p>Does not comply with Section 5 of the Cremation Act 1902 whereby no crematorium shall be constructed nearer to any dwelling house than two hundred yards.</p> <p>The crematorium is also too close to schools, playground and parks.</p>	<p>London County Council (General Powers) Act 1935 (c. xxxiii), s. 64 and Greater London Council (General Powers) Act 1971 (c. xxviii), s. 7 reduced this limit to 100 yards (91.44m) in the case of crematoria built by borough councils.</p> <p>In this instance, the proposed crematorium would set away more than 109 yards from the nearest dwelling house along Alpha Road, therefore it would comply with the Cremation Act 1902 amended as to Greater London by London County Council (General Powers) Act 1935 (c. xxxiii), s. 64 and Greater London Council (General Powers) Act 1971 (c. xxviii), s. 7.</p> <p>The separation distances from the surrounding schools, playground and parks would be approximately 380m.</p> <p>The amenity impact is further explained under section 11D.</p>
<p>No need for a new crematorium as there are crematoria in the region, including Netherhouse Farm Crematorium in Waltham Abbey.</p> <p>Needs assessment is an exaggeration as it fails to account for the high % of non-cremating religions within the population. It also under represents capacity at nearby crematoria, e.g. Forest Park meaning that the unserved need for cremation services within the Borough is materially lower.</p>	<p>The Needs Assessment accompanied with the application demonstrates that the existing crematoria in the region do not adequately meet the needs of residents in the borough, and beyond, having regard to reasonable drive time distances.</p> <p>This is further explained under section 11A.</p>
The proposal would reduce available space for burials	<p>The area where the proposed crematorium to be built on is not in the allocated area for burials within the cemetery, therefore, there will be no loss of any burial spaces.</p> <p>Current burial capacity of the cemetery is further explained under section 11A.</p>

Impact of privacy	<p>The impact of privacy is limited as the proposed building would be partially screened by the surrounding mature trees.</p> <p>Further, the proposed building would be reasonably set away 100m to 370m from the nearest residential properties surrounding the Cemetery.</p> <p>This is further explained under section 11D.</p>
Impact on wildlife habitats	<p>The proposal would achieve 27.57% net gain of biodiversity through the proposed soft landscaping, additional habitat enhancement measures are proposed on site, such as bat boxes and sensitive light.</p> <p>This is further explained under section 11H.</p>
Increase of flood risk	<p>The impact is insignificant as confirmed by the flood risk assessment submitted.</p> <p>The proposed soft landscaping and would SuDs features would improve the natural soakaway and mitigate flood risk.</p> <p>This is further explained under section 11I.</p>
Public engagement prior to planning application was poorly arranged	Any public engagement prior to the submission is outside of Planning remit. Full public consultation was carried by the Council in respect to the planning application.
Public consultations did not include some properties adjacent to the application site	Two rounds of consultations were carried out in accordance with statutory requirements, via a site notice and around 250 letters to immediate properties. The geographic extent of the consultation is proportionate to the scale of the development proposed.
Impact on local business as the surrounding area will become undesirable	<p>The impact in this instance is not considered significant due to the reasonable separation from the local businesses and nearest commercial parades.</p> <p>This is further explained under section 11D.</p>
Impact on property value	This is not a planning consideration.

## 7. OTHER CONSULTATIONS

7.1. The following internal and external consultees were consulted, with comments received provided below:

*Table 2: Summary of internal responses*

Consultee	Comments
Highways	<p>No concerns raised, and the following was requested on grant of any forthcoming approval:</p> <ul style="list-style-type: none"> <li>- Submission of Detailed Construction Logistic Plan (CLP)</li> <li>- Pre and Post Highway Condition survey to capture any damage as result of the development with remedial works paid by the developer.</li> <li>- Financial contributions: <ol style="list-style-type: none"> <li>1. A contribution of £1,000 towards walking and cycling infrastructure.</li> <li>2. A contribution of £250 towards CLP monitoring.</li> </ol> </li> </ul> <p><i>Officer Comments: A council cannot enter a Section 106 (s106) agreement with itself in the same way it would with an external party. Nonetheless, the above contributions and any cost of highway remedial works would be agreed in writing among the management team of the new crematorium and Local Highway Authority, prior to the operation of the development.</i></p>
Transport Policy	No comments received.
Design	<p>The proposed design, layout and overall bulk of the development is considered appropriate.</p> <p>Planning conditions recommended for full details of material and fenestration.</p>
Conservation	No concerns raised regarding the impact on heritage assets.
Tree Preservation and Urban Greening	<p>No objection. Planning conditions are recommended:</p> <p>Biodiversity net gain and ecology:</p> <ul style="list-style-type: none"> <li>• A Construction Environmental Management Plan</li> <li>• Habitat Monitoring and Management Plan</li> <li>• Details in relation to habitat enhancements and sensitive lighting scheme</li> </ul> <p>Trees:</p> <ul style="list-style-type: none"> <li>• Detailed Arboricultural Method Statement (AMS)</li> </ul> <p>Urban greening:</p> <ul style="list-style-type: none"> <li>• Detailed landscaping plan and maintenance strategy</li> </ul>
Sustainability	No comments received.

Waste Management	Amended waste strategy is confirmed acceptable as it demonstrates the overall capacity and types of bins to be provided.
Environmental Health	<p>Noise Officers: No concerns raised.</p> <p>Conditions are recommended to ensure the detailed manufacturing specifications, and noise level not exceeding 10dB(A) below the typical underlying background noise level (LA90).</p> <p>Air Quality Officers: No concerns raised.</p> <p>The proposed development will be subject to an environmental permit by the Council, in accordance with Environmental Permitting Regulations 2016 and current process guidance note 5/12 on crematoria.</p> <p>Relevant planning conditions are recommended.</p> <p>Land Contamination Officers: No contaminated land concerns are raised.</p>
Cemeteries	No comments received.

*Table 3: Summary of external responses*

Consultee	Comments
Metropolitan Police	No objections raised, a condition of Secure by Design is recommended.
Natural England	No objections raised, the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.
Historic England (Greater London Archaeology Advisory Service)	No objections raised, a condition is recommended for a written scheme of investigation (WSI).
The National Amenity Societies - The Council for British Archaeology, The Twentieth Century Society and The Victorian Society	No comments received.
Environment Agency	No comments received.
Thames Water	No comments received.
London Fire Brigade	No comments received.

Highams Park Planning Group	No comments received.
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## 8. DEVELOPMENT PLAN

- 8.1. 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 must have regard to:
- A) the provisions of the development plan, so far as material to the application;
  - B) any local finance considerations, so far as material to the application; and
  - C) any other material considerations.
- 8.2. 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 to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'. The development plan for Waltham Forest comprises the Waltham Forest Local Plan LP1 (2024), and the London Plan. Other planning policies are material considerations.

### **The London Plan (2021)**

- 8.3. 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.
- 8.4. 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 Best Use of Land
  - GG3 Creating a healthy city
  - D3 Optimising site capacity through the design-led approach
  - D4 Delivering good design
  - D5 Inclusive design
  - D11 Safety, security and resilience to emergency
  - D12 Fire safety
  - D14 Noise
  - HC1 Heritage conservation and growth
  - G1 Green infrastructure
  - G4 Open space
  - G5 Urban greening
  - G6 Biodiversity and access to nature
  - G7 Trees and woodland
  - S1 Developing London's social infrastructure
  - S7 Burial space
  - SI1 Improving air quality



- SI2 Minimising greenhouse gas emissions
- SI3 Energy infrastructure
- SI5 Water infrastructure
- SI13 Sustainable Drainage
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car Parking
- T7 Deliveries, Servicing and Construction

### **Shaping the Borough – Waltham Forest Local Plan LP1 (2024)**

- 8.5. 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.
- 8.6. The relevant policies are:
- Policy 3 Infrastructure for Growth
  - Policy 11 North Waltham Forest
  - Policy 46 Social and Community Infrastructure
  - Policy 48 Promoting Healthy Communities
  - Policy 53 Delivering High Quality Design
  - Policy 57 Amenity
  - Policy 60 Promoting Sustainable Transport
  - Policy 61 Active Travel
  - Policy 62 Public Transport
  - Policy 63 Development and Transport Impacts
  - Policy 65 Construction Logistics Plans
  - Policy 66 Managing Vehicle Traffic
  - Policy 67 Electric Vehicles
  - Policy 73 Archaeological Assets and Archaeological Priority Areas
  - 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 85 A Zero Carbon Borough
  - Policy 87 Sustainable Design and Construction
  - Policy 88 Air Pollution
  - Policy 89 Water Quality and Water Resources
  - Policy 91 Managing Flood Risk

- Policy 93 Waste Management

## 9. MATERIAL PLANNING CONSIDERATION

### **National Planning Policy Framework (2024)**

- 9.1. The revised 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.
- 9.2. 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".
- 9.3. 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.
- 9.4. The specific policy areas of the NPPF considered to be most relevant to the of this application are as follows:
  - Achieving sustainable development
  - Promoting healthy and safe communities
  - Promoting sustainable transport
  - Making effective use of land
  - Achieving well-designed places
  - Meeting the challenge of climate change, flooding and coastal change
  - Conserving and enhancing the natural environment
  - Conserving and enhancing the historic environment

### **National Design Guide: Planning practice guidance for beautiful, enduring and successful places (Jan 2021)**

- 9.5. This sets out the ten characteristics of good design: Context, Identity, Built form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan. The purpose of ensure all forthcoming future developments are of high quality design and standard in its entirety.

## 10. LOCAL FINANCE CONSIDERATIONS

- 10.1. Local Finance Considerations are a material consideration in the determination of all planning applications. Local Finance Considerations can include either a grant that has been or would be given to the Council from central government or money that the council has received or will or could receive in terms of Community Infrastructure Levy (CIL).
- 10.2. There are no grants which have been or will or could be received from central government in relation to this development.
- 10.3. The Council has not received and expects to receive income from LBWF CIL in relation to this development.
- 10.4. The Council has not received and expects to receive income from Mayoral CIL in relation to this development.

## **11. ASSESSMENT**

- 11.1. The main issues for consideration, in relation to the proposed development are as follows:

- A) Principle of Development
- B) Urban Design
- C) Heritage and Archaeology
- D) Impact on Neighbouring Amenity
- E) Transport and Highways
- F) Waste Management
- G) Sustainable Design and Energy Efficiency
- H) Landscape and Ecology
- I) Environment Impacts

### **A. Principle of Development**

- 11.2. The proposed development seeks to provide cremation service and infrastructure that is currently unavailable within the Borough, this is in line with the following national, London and Local Plan policies.
- 11.3. The National Planning Policy Framework (NPPF) as revised in December 2024 strengthens policies in relation to sustainable development and social infrastructure. Paragraph 11 of the NPPF states that planning decisions should apply a presumption in favour of sustainable development to meet the needs of the area. Paragraphs 124 to 130 of the NPPF promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 101 seeks to ensure faster delivery of public service infrastructure. Significant weight should be placed on the importance of new, expanded or upgraded public service infrastructure when considering proposals for development. The NPPF refers to public service infrastructure such as to health, blue light, library, adult education, university and criminal justice facilities. However, this list is not exhaustive.
- 11.4. Policy S1 of the London Plan (2021) supports developments that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports

service delivery strategies. The London Plan identifies social infrastructure as a range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. It includes health provision, education, community, play, youth, early years, recreation, sports, faith, criminal justice and emergency facilities. However, this list is not exhaustive.

- 11.5. Policies 3, 46 and 48 of the adopted Waltham Forest Local Plan LP1 (2024) supports developments for social and community infrastructures that meet current and projected identified need to create healthy and sustainable communities within the Borough. Growth outlined in the Local Plan should be supported by necessary infrastructure set out in the Infrastructure Delivery Plan (IDP). The IDP identifies that the Council is exploring opportunities to establish crematoria within the borough to meet the growing preference for cremation over burial. This aspiration is also set out in the Infrastructure Delivery Schedule.
- 11.6. The application was accompanied by a Need Assessment Report to demonstrate the background information, including the demographic profile of the Borough, and projected demand of cremation service. This Need Assessment Report serves as a guide to facilitate Officers' assessment.
- 11.7. The population of the Borough is set to continue to age and expand over the next twenty years according to population and demographic projections by the Office for National Statistics. The aging and expanding population will subsequently increase the total deaths (either naturally or due to illnesses) and demand for relevant services and infrastructures, including cemeteries, burial grounds and crematoria.
- 11.8. The Chingford Mount Cemetery is still open to new burials, however, more than 80% of burial plots have been acquired. It is estimated by the Operational Team of the cemetery that there is between seven to ten years of burial capacity remaining at the cemetery.
- 11.9. Since the cemetery is reaching its capacity, alternative options should be provided to the residents to alleviate the demand for burial areas. As pointed out by the Needs Assessment Report, the national average cremation rate was 80% in 2021, locally this will be influenced by the proportion of burying and non-burying religious populations. Cremation is becoming a more common arrangement than burial. However, there is an absence of cremation service or infrastructure available in the Borough to provide other options for the residents and to alleviate the demand for burial areas.
- 11.10. The needs assessment identifies that there are nine existing crematoria in North London, and the Netherhouse Farm Crematorium in Waltham Abbey was granted planning permission in October 2023 under planning application reference EPF/0625/22 under the jurisdiction of Epping Forest local planning authority. As of May 2024, when the Needs Assessment Report was written, the crematorium was still in its construction phase. Nevertheless, this crematorium is located outside of Waltham Forest, and 3.1 miles to the north of the application site.
- 11.11. The assessment identifies a population of 85,400 residents (within Waltham Forest and beyond) that are beyond the 30min drive time of an existing crematoria and would fall within the 30min drive time catchment of the proposed crematorium (assuming Netherhouse is operational); there is a further population of 291,062 that would be closer to the proposed crematorium than any other crematoria beyond the 30m catchment. In

combination this equates to approximately 1,625 cremations annually (1,416 once the Netherhouse Farm Crematorium is in operation).

- 11.12. Furthermore, as confirmed by local funeral directors, the travel times to these existing crematoria vary from 30 to 55 minutes. The proposed crematorium would give residents the ability to choose a cremation within the borough greatly reducing the travel times.
- 11.13. The submitted Alternative Site Assessment further examines 15 sites within the Borough to select the most suitable site for building the new crematorium. Criteria including size, accessibility, proximity to dwellings, flood risk and policy considerations were applied for the assessment. It concludes that Chingford Mount Cemetery is the most suitable site for the proposed crematorium.
- 11.14. The area where the crematorium proposed to be built on previously hosted a temporary mortuary. This area is not in the allocated area for burials within the cemetery, therefore, there will be no loss of any burial spaces.
- 11.15. In conclusion, the principle of building a crematorium within Chingford Mount Cemetery is acceptable as it addresses a local need and is therefore in line with the policy aspirations regarding social and community infrastructures set out by the NPPF (2024), Policy S2 of the London Plan (2021), and Policies 3, 46 and 48 of the adopted Waltham Forest Local Plan LP1 (2024).

## **B. Urban Design**

- 11.16. Paragraphs 131 to 141 of the NPPF (2024) require development to be of a high quality and design to ensure that schemes make a positive contribution towards making better places for people. Paragraph 135 (c) notes that developments shall be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 11.17. There are national calls to improve and enhance the development, regardless of size or scale, we should be seeking quality developments.
- 11.18. The "Living with beauty, promoting health, well-being and sustainable growth", The report of the Building Better, Building Beautiful Commission (Jan 2020) states that "We should therefore be advancing the cause of beauty on three scales, promoting beautiful buildings in beautiful places, where they are also beautifully placed" (p10).
- 11.19. Policy D1 of the London Plan (2021) states that change is a fundamental characteristic of London, respecting character and accommodating change should not be seen as mutually exclusive. Boroughs should not seek to preserve things in a static way but should ensure an appropriate balance is struck between existing fabric and any proposed change. Opportunities for change and transformation, through new building forms and typologies, should be informed by an understanding of a place's distinctive character, recognising that not all elements of a place are special and valued.
- 11.20. Policies D3 and D4 also state that development should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance, and shape, with due regard to existing and emerging street hierarchy, building types, forms, and proportions.
- 11.21. Policy 53 of the Waltham Forest Local Plan states that the Council will expect a high standard of urban and architectural design for all the new development.



- 11.22. The proposed crematorium would be situated in the central area of the cemetery, setting away approximately 190m from Old Church Road (west), 160m from Chingford Avenue (north), 100m from Alpha Road (south), and more than 400m from Gunners Grove (east). Additionally, the proposed building has been carefully positioned according to its juxtaposition to the surrounding trees. As a result, these mature trees of more than 20m tall would provide reasonable screening to the proposed building. Views of the proposed works would be relatively limited.
- 11.23. Given the sufficient separation from the streetscene and screening by the trees, the proposed crematorium is not considered to cause significant visual impacts to the surrounding area and public realm.
- 11.24. The design and bulk of the proposal are assessed below:

(i) Height, Bulk and Massing

- 11.25. The proposed crematorium would be a single storey structure consists of two main elements: a circular ceremonial hall (8.7m tall) and a rectangular element (varying 5.1m to 6.6m tall). Whilst the ceremonial hall would be relatively tall, its cylindrical shape would soften the appearance of the building, and its tall ceiling height would create a sense of openness and tranquillity for mourners. Mixing shapes and heights within the building would also create a break in massing. Overall, the proposed crematorium has been thoughtfully crafted to ensure it does not appear bulky or visually dominant within its environment. Its form is sleek and proportionate, with careful attention to massing and scale.
- 11.26. The chimneys attached to the cremator would measure 10m from ground level. Albeit these would be tall, it would be slim and as per Officers' advice, parapet walls with brick detailing would be introduced to partially screen the chimneys and provide visual interest.

(ii) Design and Material

- 11.27. Whilst the proposed crematorium would feature a contemporary design, its building materials and external finishes would complement well with the natural setting within the cemetery.
- 11.28. The crematorium would be built with bricks in white and warm buff mortar colour, featuring brick detailing (projecting horizontal stripes), aluminium/timber windows and hardwood main doors. The proposed window sills would be finished in a stone colour. The colour palette for other elements, including the parapet, canopy, external ductwork, and stairs, would consist of earthy tones such as gold, beige, and light grey, therefore creating a unified and harmonious facade in keeping with the natural setting of the cemetery.
- 11.29. By virtue of the natural, earthy toned materials, the proposed crematorium would situate well and blend into its immediate surrounding, which predominantly comprises trees and stoned grey graves. Furthermore, the proposed landscaping would also enhance the natural setting of the cemetery, providing a tranquil space for visitors and mourners. As such, the building would feel balanced and harmonious, with a refined aesthetic that enhances its surroundings.



Fig 7: *visualisation of the proposed crematorium*

(iii) Secure by Design

- 11.30. 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. 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.
- 11.31. Designing Out Crime Office of the Metropolitan Police has reviewed the Secured by Design (SBD) and Crime Prevention measures and raised no objection.
- 11.32. The proposed crematorium would be accessed through the existing gates of the cemetery which act as the first layer of security to the crematorium. The proposed low level plantings are also viewed positively by Met Police to ensure visibility and minimise hiding places.
- 11.33. The cycle storage for visitors would be within a timber shelter near the entrance of the cemetery. These arrangements are considered reasonable and appropriate to maintain safety and security of the development, in accordance with Policy D11 of the London Plan and Policy 58 of the Local Plan.
- 11.34. Further details of the boundary treatment, lighting, site security measures and cycle storage would be secured by planning conditions and shall be retained over the lifetime of the development.
- 11.35. In conclusion, the proposal is considered to deliver a well-designed social infrastructure which would remain sympathetic to the surrounding area and natural setting within the cemetery.

**C. Heritage and Archaeology**

- 11.36. Policy HC1 of London Plan states that developments shall conserve, and enhance the historic environment and heritage assets, landscapes and archaeology within their area.

Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation.

- 11.37. Policy 73 of the Local Plan requires a desk-based assessment for proposals within designated Tier 1 Archaeological Priority Areas and for applications for major development in Tier 2 Archaeological Priority Areas to evaluate impacts on any below ground archaeology. Further investigation works, including trial pits, may also be required. Policy 75 also seeks to protect and retain locally listed heritage assets and where appropriate their settings, recognising their archaeological, architectural, artistic and historic interest that makes them significant to the borough.
- 11.38. The application site is located within the All Saints Church and Chingford Mount Cemetery Archaeological Priority Area (APA) (Tier 2). Archaeological Desk-Based Assessment (issue 1, dated September 2024) is submitted to demonstrate that it is unlikely that any unknown burials would be encountered due to the limited changes within the Cemetery, the local of recorded burials, and the pond and roads which cover most of the site.
- 11.39. Greater London Archaeology Advisory Service (GLAAS) of Historic England raised no objections, a condition is recommended for a written scheme of investigation (WSI) in case of any findings and further archaeological investigations to be agreed with GLAAS.
- 11.40. The gates and piers at the south western entrance of the cemetery are locally listed. They are the only surviving original structures of the cemetery which was established in 1884. The gates and piers would be retained as per Conservation and Planning Officers' advice.
- 11.41. Since no alteration would be made to the locally listed structures, the impact on the heritage value is considered neutral and the proposed development is supported by Council's Conservation Team.

#### **D. Impact on Neighbouring Amenity**

- 11.42. Policy D6 of the London Plan (2021), along with Policy 57 of the Waltham Forest Local Plan LP1 (2024) requires that developments respect the amenity of neighbouring occupiers by avoiding harmful impacts from overlooking, enclosure and/or the loss of privacy, outlook and daylight/sunlight, air pollution, odour, noise and vibration and/or light pollution.
- 11.43. Policy D14 of the London Plan and Policy 50 of the Local Plan require developers to ensure that noise is reduced to an acceptable level, in line with the appropriate British Standard, during construction and operation.

##### **(i) Impact of privacy, daylight/sunlight and enclosure**

- 11.44. The proposed crematorium would be situated in the centre of the cemetery. The nearest residential properties from the site are set away approximately 140m to the north, 370m to the east, 100m to the south and 210m to the west. The separation distance is considered more generous than a typical distance between two opposite rows of properties along the same street.
- 11.45. The separation distances between the proposed crematorium to the surrounding schools, playground and parks would measure approximately 380m.
- 11.46. Furthermore, the proposed site is surrounded by mature trees of more than 20m tall, the proposed soft landscaping, including new trees would also provide reasonable screening to the crematorium building, mitigating the impact of overlooking and privacy.

- 11.47. Given the sufficient distance between the application site and the neighbouring dwellinghouses and nearby facilities, the amenity impact of the proposal in terms of daylight/sunlight, outlook, privacy and sense of enclosure is considered reasonably limited.

(ii) Noise

- 11.48. The application has been accompanied by a Noise Impact Assessment (Rev 02, dated 5 September 2024) demonstrating the predicted noise levels incurred from the cremators and additional traffic specifically associated with the crematorium. Report also analysed the noise impacts on the immediate residents on Chingford Avenue, Alpha Road, Old Church Road), Churchill Avenue and Priory Terrace.
- 11.49. It is noted that the A112 (Old Church Road) experiences more than 9,000 vehicle movements per day based upon the reported average annual daily flow (AADF) published by The Department for Transport (DFT).
- 11.50. The traffic growth specifically associated with the crematorium would be 147 vehicle movements per day (21 arrival/departure per cremation, 7 cremations per day), which would create noise increase less than 1dB, which is considered insignificant and does not warrant a further analysis.
- 11.51. The assessment of the cremators sets out design limits in line with The British Standard BS 4142:2014 +A1:2019 *Methods for Rating and Assessing Industrial and Commercial Sound* (BS 4142): noise 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.
- 11.52. The Council's Environmental Health Officers have reviewed the noise impact assessment and confirmed that the designed noise level of the cremators would comply with the standards set out by BS 4142.
- 11.53. Planning conditions would be included to ensure the noise level to be limited to the level set out by BS 4142. Following the installation of the new cremators, an acoustic report would be required to ensure the plant as installed meets the design requirements, and shall be retained over the lifetime of the development.

(iii) Air quality

- 11.54. The proposal also includes an Air Quality Assessment (v3, dated 8 Oct 2024) which demonstrate the air quality impact incurred from additional traffic and the proposed cremators. The impact of human health and ecology are assessed, based on modelling of the health receptor locations (residential properties and schools) and ecological sites within 2km of the subject site. Factors affecting emission dispersion such as wind direction and terrain of the site are considered in the assessment.
- 11.55. The Environment Agency sets out an Environmental Assessment Levels (EALs) for air pollutant emissions. This level represents a pollutant concentration in ambient air at which minimal risks to human health are expected.
- 11.56. Emissions to the atmosphere from additional road traffic due to the proposed development would not exceed the EALs, the maximum increase in annual average concentration of NO<sub>2</sub> and PM<sub>10</sub> are less than 0.1% and as such, the proposed development would have a negligible impact on air quality.
- 11.57. Whilst the emissions to the atmosphere at their emission limits from the proposed two electric cremators would give rise to predicted ground-level pollutant concentrations, the level of each pollutant would not exceed the Environmental Assessment Levels, as such

the proposal is not considered a concern to human health. The impact on the surrounding ecological sites are also negligible.

- 11.58. Given that the new cremator will be electric, there will be no emissions due to the combustion of natural gas, which is the case for most existing cremators. Using electricity rather than natural gas reduces the exhaust gas flow rate and pollutant emissions. This results in a reduced impact on air quality and allows for a lower stack height than would be required by a gas-fired cremator.
- 11.59. The proposed development will be subject to an Environmental Permit by the Council, in accordance with Environmental Permitting Regulations 2016 and current process guidance note 5/12 on crematoria.
- 11.60. The Council's Environmental Health Officers have reviewed the air quality assessment and raised no concerns. In the event of approval, planning conditions would be included to require full details of the mitigation measures for air quality impact and dust emissions, including air quality monitoring, in the form of an Air Quality and Dust Management Plan (AQDMP).

## **E. Transport and Highways**

- 11.61. The National Planning Policy Framework (2023) at paragraph 108 sets out that transport issues should be considered at the earliest stages of development proposals in order to ensure that the impact of development on the transport networks can be assessed and that opportunities to promote the use of active travel and public transport are prioritised. This is carried forward in paragraphs 109 to 117 which amplify these priorities in a placemaking context, harnessed to need to ensure safe and suitable access to the site for all users.
- 11.62. London Plan (2021) Policies T1 and T5 set out proposals should support the delivery of the Mayor's Healthy Streets transport strategy which aims to ensure that by 2041, 80% of all trips in London are to be made by walking cycling or public transport. Policy T6 sets out the thresholds for car parking in new development which should be restricted in line with levels of existing and future public transport in the area. It states that developments should provide the minimum necessary parking, and that an absence of local on-street parking controls should not be a barrier to development.
- 11.63. Policy 60 of the Waltham Forest Local Plan LP1 (2024) sets out that the Council will promote sustainable with new developments expected to contribute to more attractive, accessible, healthy and safe streets, places and neighbourhoods.
- 11.64. Policy 66 sets out that proposals which (A) provide parking in less well-connected areas (e.g. the application site) must be accompanied by a robust Transport Assessment; and that (B) parking must not exceed maximum London Plan standards and those at Appendix 1 of LP1 and finally (C) that all development should provide Blue Badge spaces in accordance with best practice set in the London Plan and LP1.

### **(i) Access and car parking control measures**

- 11.65. The cemetery has a low Public Transport Accessibility (PTAL) level ranging from 2 along Old Church Road to 1b where the proposed development is taking place.
- 11.66. The south western entrance provides the only vehicular access to the cemetery, leading to four internal roads: Cemetery Way, Elm Drive, The Chestnuts and North Road.



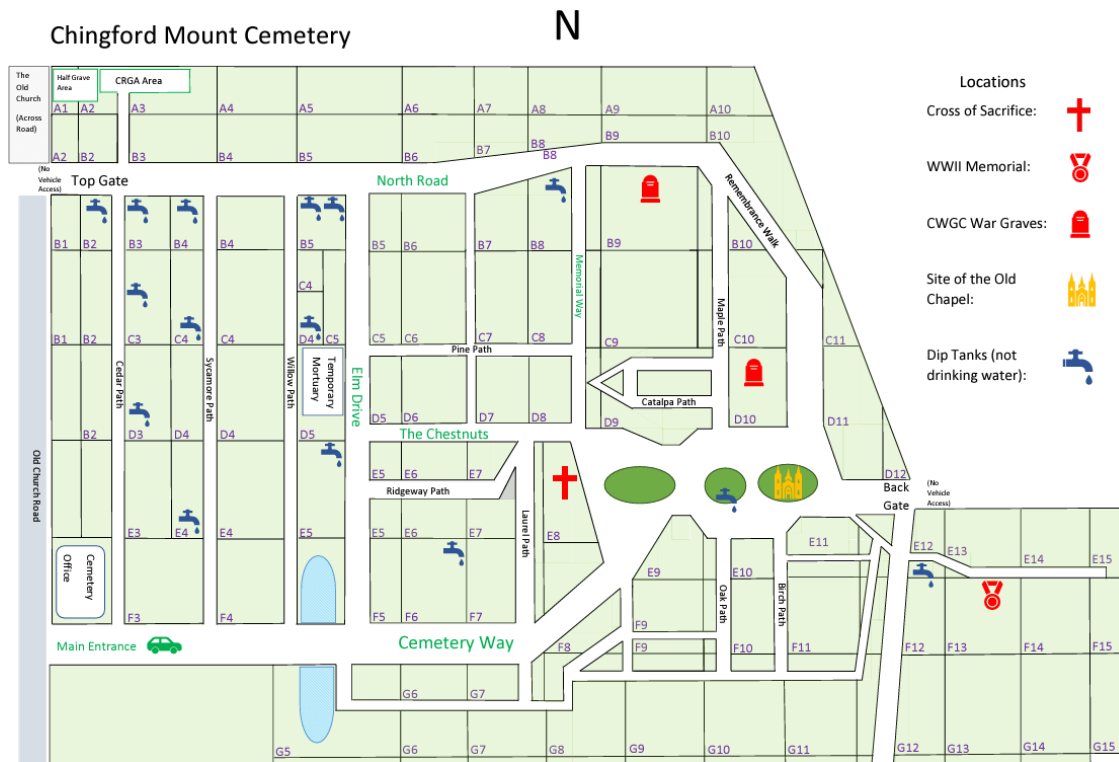
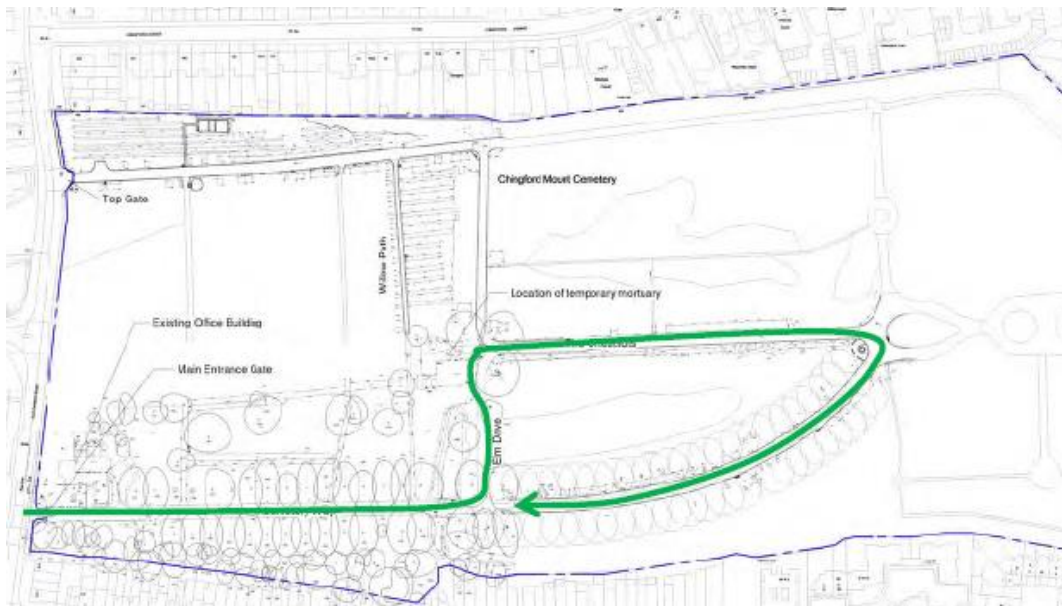


Fig 8: Indicative Map of Chingford Mount Cemetery

- 11.67. Currently there is no parking regulations or kerbside road markings within the cemetery, apart from the double yellow lines on the section of Cemetery Way fronting the gate. Parking activity within the cemetery is therefore dependant on driver behaviour.
- 11.68. As noted from site visit dated 05th Dec 2024, vehicles were parked on both sides of Cemetery Way while parked on only one side on The Chestnuts and Elm Drive according to their limited widths.
- 11.69. As shown on the submitted Transport Statement and Travel Plan (V4, dated December 2024), the cemetery currently accommodates 407 parking spaces at suitable locations.
- 11.70. With regards to the proposed development, the route where by hearses will take in order to access the new crematorium would be through Cemetery Way, turning left to Elm Drive and entrance to the crematorium, and then to depart turning right to The Chestnuts, and turning at the monument back to Cemetery Way for departure.



*Fig 9: proposed hearse route*

- 11.71. To improve access of hearses, parking controls in the form of double yellow lines are proposed on one side of Cemetery Way between the site entrance and the monument to allow two-way traffic as well as parking on one side of the road only, to ensure that hearses arriving at the site are not delayed by traffic and parked vehicles. It is also proposed that double yellow lines are introduced around the corner of Cemetery Way and The Chestnuts. This will ensure that hearses can make the turn efficiently.
- 11.72. Since the width (3.7m) of the main gate cannot accommodate two-way traffic, a holding area would be provided within the site which will ensure that incoming vehicles have priority over those exiting. A give way sign would be installed to instruct drivers to hold and give way to incoming vehicles entering the cemetery in the opposite direction.
- 11.73. As a result of the parking control measures, 88 internal parking spaces would be lost. However, the remaining 319 parking spaces would sufficiently cater the additional parking demand incurred from the new crematorium.
- 11.74. A trip generation assessment has taken place, based on the traffic survey at two existing crematoria (Guildford and Chichester), the average number of vehicle arrivals/departures per cremation is 21, including vehicles of visitors and staff.
- 11.75. It is expected that approximately seven cremations would take place at the new crematorium on average per day. Approximately eight cremations will occur during the peak winter months and five in the summer months.
- 11.76. The maximum parking demand for the proposal is expected to be 42 cars, allowing two overlapping cremations.
- 11.77. The existing parking demand within the cemetery at peak times for current burials and ashes interments is up to 27 cars.
- 11.78. The total number of parking spaces remained on site (319) would reasonably accommodate the existing and additional parking demand (69). There is not expected to be parking overspill onto the surrounding roads.
- 11.79. To ensure sufficient spaces for disabled parking, road markings are also proposed to reserve 5 disabled parking spaces: 2 of them would be along Cemetery Way, the other 3 would be along The Chestnuts (east of the crematorium). Two electric vehicle charging points would also be provided. In order to facilitate vehicle movement around these parking spaces, The Chestnuts would also be widened.

(ii) Cycle Parking

- 11.80. Policy T5 of London Plan and Local Plan Policy 61 seek to promote active travel through improvement of cycle routes and provision of appropriate cycle parking. While there are no cycle parking standards specified for crematoria on London Plan and Local Plan, standards for church required by London Plan are referenced, whereby one long-stay secure cycle parking space shall be provided per 8 full time staff and one short-stay secure cycle parking space to be provided per 100 sqm floorspace for visitors.
- 11.81. Accordingly, the proposed crematorium of 569m2 floorspace and 15 number of staff would be required to provide a minimum of 2 long-stay cycle spaces and 6 short-stay cycle spaces.
- 11.82. The proposal would include 4 no. of long-stay cycle spaces to the north of the crematorium and 10 no. of short-stay cycle spaces by the entrance of the cemetery. Therefore, the provision would exceed the above minimum standards of London Plan.
- 11.83. All proposed parking would be in the form of Sheffield Stands. The short-stay cycle parking would also be covered by a timber shelter. Further detail on the cycle parking is required by planning condition to ensure the cycle parking is appropriately designed and is of an adequate specification.

(iii) Sustainable Travel

- 11.84. Overarching objectives as laid out in London Plan Policy T1, and the Local Plan Policy state the importance of meeting the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. Having regard to planning policy, A contribution of £1,000 has been agreed to be paid toward improving sustainable modes of transport including walking and cycling in the sites vicinity which will directly benefit site staff and visitors of this development in line with Policies 60 and 61 of the Local Plan. This would particularly help facilitate the on-site provisions/improvement being provided in terms of access improvements and cycle parking provision.

(iv) Construction Logistic Plan (CLP)

- 11.85. Policy T7 of the London Plan (2021) set out the policy for assessing the effects of development on transport capacity.
- 11.86. Policy 63 and 65 of Waltham Forest Local Plan (2024) sets out that a Construction Logistics Plan (CLP) setting out the potential impacts of construction traffic, and how this will be reduced. An Outline CLP should be submitted at application stage, followed by a Detailed CLP at the pre-construction phase.
- 11.87. The Outline Construction Logistics Plan was submitted and reviewed by Highways Officers. A full detailed CLP would be secured by way of a planning condition.
- 11.88. Construction vehicles will access the site via Old Church Road and the southern western gate of the cemetery.
- 11.89. Banksman and traffic marshals will be located at the site to ensure highway safety is maintained.
- 11.90. There is also no significant highway nor pedestrian safety concern raised by Highways. Planning condition would be included to for the submission of Detailed CLP to be submitted prior to the commencement of the development.
- 11.91. To ensure compliance with the CLP, a contribution of £250 is requested towards CLP monitoring which is required to facilitate cost incurred on the Highways Team for directly

monitoring of the development, ensure that there is no damage public realm and should there be any damage to facilitate any claims required in terms of remedial works required. The monitoring of the development is an additional service commitment for the Highways Team, above and beyond the statutory Local Highways Authorities role and monitoring is directly related to the facilitating the development during the construction phase and protecting the public realm. This has been agreed with writing between the relevant Council departments.

(v) Highway Condition Survey

- 11.92. The applicant would also be required to carry out a pre and post construction highway condition survey of the adjoining carriageway and footway on Old Church Road. The condition survey would cover the frontage of the site's southern gate and 20m on both sides including any area on the public highway identified for loading/offloading. Any damage to the highways as a result of the construction works would be reinstated by the Local Highway Authority which is within internal written agreement.

**F. Waste Management**

- 11.93. Policy SI7 of the London Plan (2021) seeks to reduce waste and support the circular economy.
- 11.94. Policies 57 and 93 of the Local Plan states the requirement that new development should ensure that waste is managed in the most environmentally friendly way in order to protect human health and the environment from pests and other environmentally damaging effects.
- 11.95. There are 16no. black metal waste bins (1100 litres) distributed throughout Chingford Mount Cemetery that serve the cemetery. Every Monday, 8 bins are brought to the front of Cemetery Way near the main gates for collection. Once emptied, the bins are returned to their original position by the cemetery team. This rotation ensures that the bins are cycled every two weeks.
- 11.96. The proposed enclosed service yard to the rear of the new crematorium would sufficiently accommodate at least three bulk bins from 140L to 1280L for general refuse, recycling and garden waste.
- 11.97. The bins would also be moved to the front of Cemetery Way on Mondays for collection alongside the existing wider cemetery waste strategy.
- 11.98. The location and capacity of the storage are confirmed appropriate by the Council's Waste Management Team.
- 11.99. In light of the above, the proposal would comply with the objectives of adopted Local Plan policies 57 and 93.

**G. Sustainable Design and Energy Efficiency**

- 11.100. Policy SI2 of The London Plan sets out a CO2 reduction target of 35% against Building Regulations 2013 for major developments.
- 11.101. Policy 85 of Waltham Forest Local Plan LP1 (2024) requires all development to promote low carbon energy generation and maximise the opportunity for renewable energy following the London Plan energy hierarchy. All development of more than one home or greater than 100sqm must achieve a minimum of 35% reduction below Part L

of the Building Regulations on-site, targeting net zero carbon where possible, in line with the London Plan energy hierarchy and with best practice guidance, including the GLA's Energy Planning Guidance. Development should meet the London Plan 'Be Lean' stage (energy efficiency) carbon reduction targets before other measures are incorporated to meet the overall 35% reduction target, achieving a minimum of 10% reduction below Part L of the Building Regulations for residential development. Carbon Offset Fund (COF) contributions will then be required for any shortfall in emission reductions.

- 11.102. The submitted Sustainability Statement (issue 1, dated 18/09/2024) outlines measures that reduce energy demand and increase the environmental performance of the building, including thermally efficient building fabric, low energy lighting and solar panels. Cumulatively the proposed building is predicted to achieve a reduction of 36% in CO2 over Part L regulations. In the event of approval, a planning condition would be included to ensure that the reduction target listed above to be achieved and the energy efficiency measures shall thereafter be retained.
- 11.103. Overall, the proposal is considered in line with Policy SI2 of The London Plan and Policy 85 of the Local Plan.

## **H. Landscape and Ecology**

- 11.104. The NPPF (2024) states that developments shall contribute to and enhance the natural and local environment.
- 11.105. Policies G1 and G5 of the London Plan (2021) require new development to incorporate urban greening features such as street trees, green roofs, green walls, raingardens and nature-based sustainable drainage.
- 11.106. Policy 79 of the Local Plan sets out proposals should seek to protect and enhance biodiversity and geodiversity resources in the borough and achieve biodiversity net gain.

### **(i) Trees**

- 11.107. The whole of the cemetery ground is covered by an area Tree Protection Order (TPO) - 04/72/1-A3. There are large number of mature and veteran trees of various species situated within the grounds of the cemetery.
- 11.108. An Arboricultural Impact Assessment (AIA) and an Arboricultural Method Statement (AMS) (dated 23 Sep 2024) are submitted as part of the application which demonstrates that no trees would be removed to facilitate the development.
- 11.109. In addition, the proposed crematorium has been carefully positioned to avoid unreasonable impact on the root protection areas (RPAs). Whilst there would be excavations and service routes within the RPAs, they would be implemented with particular care in critical areas, for instance adopting special methods of excavations such as air spading or vacuum excavation. Ground protection measures are also proposed during the construction to mitigate impact on trees.
- 11.110. The Council's Tree Preservation and Urban Greening Officers have reviewed the AMS and confirmed there would be no significant harm on existing trees, however given the impacted trees are protected by TPO and two of them are veteran trees, detailed AMS including a tree protection plan would be secured by pre-commencement planning conditions to ensure appropriate protection measures would be strictly adhered to by the developer and overseen by the project arboriculturist.

### **(ii) Ecology**



- 11.111. The cemetery is a Site of Importance for Nature Conservation (SINC) and a Biodiversity Enhancement Site.
- 11.112. An Ecological Impact Assessment (version 1.0, dated 27 September 2024) was submitted and it identifies several ecological features, including bats, reptiles and birds within the site that would require mitigation measures during construction.
- 11.113. These mitigation measures would consist of a sensitive lighting scheme, bird and bat boxes.
- 11.114. The Council's Tree Preservation and Urban Greening Officers have confirmed the assessment and the mitigation measures in place are appropriate. A planning condition shall be included to ensure the details of these mitigation measures as per the recommendation of the ecological assessment and shall be retained over the lifetime of the development.
- 11.115. A separate condition for Construction Environmental Management Plan (CEMP) would also be included to ensure the ecological impact of construction to be managed at a reasonable level. Impact of noise and air quality is also further explained under section 11l.

(iii) Landscaping, Biodiversity Net Gain (BNG) and Urban Greening Factor (UGF)

- 11.116. The landscape strategy for the proposed development has been guided across the site and adjacent pond to create high quality landscape and a visually attractive environment with planting and functional amenity space, facilitating movement between buildings and enhancement of site ecology.
- 11.117. Proposed landscape plan includes a memorial garden to the south of the crematorium. The existing pond and trees on site will be retained. A raised deck would be placed near the pond and along the southern elevation of the crematorium to facilitate level access. 14 new trees and flower-rich perennial planting would be introduced, wrapping around the pond, crematorium building and within memorial garden. Permeable paving would be used for the proposed seating area. Two timber pergolas are also proposed to the west of the crematorium.



*Fig 10: visualisation of the proposed landscaping*

11.118. The mix of planting types across the scheme and enhancements surrounding the pond are welcomed by the Council's Tree Preservation and Urban Greening Officers. Further details of the soft and hard landscaping and maintenance plan would be secured by planning conditions.

- Biodiversity Net Gain (BNG)

11.119. Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) specifies that planning permission granted for the development of land in England is deemed to have been granted subject to the condition ("the biodiversity gain condition") that development may not begin unless:

11.120. All planning permissions granted in England have to deliver at least 10% biodiversity net gain, effective from 12 February 2024.

11.121. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

11.122. Policies GG1, G1 and G5 of the London Plan (2021) require new development to incorporate urban greening features such as street trees, green roofs, green walls, raingardens and nature-based sustainable drainage.

11.123. Policy 79 of Waltham Forest Local Plan LP1 (2024) sets out that schemes should demonstrate a minimum 10% biodiversity net gain using the Defra Biodiversity Metric 2.0 (or subsequent version), even where development proposals do not result in biodiversity loss.

11.124. Based on the Biodiversity Gain Plan and Urban Greening Factor Review (version 1.0, dated 26 September 2024) provided with this application predicts a of 27.57% in habitat units, which exceeds the 10% gain target set by the Environment Act 2021.

- 11.125. The subject site currently comprises poor condition modified grassland, scattered early-mature and mature trees, a cleared area recently used as the location for a temporary mortuary, areas of hardstanding, and a semi-natural pond.
- 11.126. The proposal would have a post-development habitat value of 0.99 biodiversity units. The gain in habitat units is primarily achieved through extensive tree planting and high diversity amenity grassland across the site. As a result, a 27.57% net gain of biodiversity is predicted.
- 11.127. The Council's Tree Preservation and Urban Greening Officers have confirmed the BNG assessment and findings are satisfactory to achieve habitat enhancement on site.
- 11.128. A planning condition will be attached to forthcoming consent requiring the submission of Biodiversity Gain Plan and Habitat Monitoring and Management Plan (HMMP), to demonstrate how the net gain would be achieved and managed over required 30 year period.
- 11.129. The responsibility to ensure compliance with the approved BNG plan lies with the Local Planning Authority, with requirement to incrementally monitor this over total 30 years period (end of year 1, 2, 5, 10, 20 and 30).
- Urban Greening Factor (UGF)
- 11.130. In terms of Urban Greening Factor, Policy G5 of the London Plan sets out score requirements of 0.30 for non-residential developments. The proposal would achieve a score of 0.98, which would well exceed the minimum standards. The retention and creation of high scoring semi-natural vegetation habitats, such wildflower meadow and mature trees, is the primary reason for such a considerable UGF score.
- 11.131. In conclusion, it is considered that the proposals accord with Policies 79 of Waltham Forest Local Plan LP1 (2024) and GG1, G1 and G5 of the London Plan (2021) and is therefore considered acceptable, subject to appropriate planning conditions for detailed landscape plan, Biodiversity Gain Plan and Habitat Monitoring and Management Plan (HMMP).

## **I. Environmental Impacts**

- 11.132. Policy 50 of the Waltham Forest Local Plan Part 1 seeks to control and mitigate pollution in all its forms, including noise, vibration, light, smell as well as land, water, and air-based considerations.

### *(i) Air Quality*

- 11.133. Policy SI1 of the London Plan (2021) sets out the requirements for new development to address poor air quality. All forms of development must be at least air quality neutral. At a local level, Policy 88 of the Waltham Forest Local Plan LP1 (2024) ensure the avoidance of any adverse air pollution impacts and aim to improve air quality.
- 11.134. As assessed under section 11D, the Council's Environmental Health Officers have reviewed the air quality assessment and raised no concerns. If planning permission is granted, an Air Quality and Dust Risk Assessment and Management Plan (AQDMP) should be submitted and approved by the Council and this is to be secured by means of a planning condition, to require full details of the mitigation measures for air quality impact and dust emissions, including air quality monitoring.

(ii) Noise

- 11.135. Policy D14 of the London Plan (2021) requires mitigation measures on existing and potential adverse impacts in terms of noise as a result of new development to enhance the acoustic environment of a site and its surroundings.
- 11.136. Policy 57 of the Local Plan states that new development should respect the amenity of future occupiers by, amongst other things, avoiding harmful impacts from noise and vibration.
- 11.137. As assessed under section 11D, the Council's Environmental Health Officers have reviewed the noise impact assessment and confirmed that the designed noise level of the cremators would comply with the standards set out by BS 4142.
- 11.138. Planning conditions would be included to ensure the noise level to be limited to the level set out by BS 4142. Following the installation of the new cremators, an acoustic report would be required to ensure the plant as installed meets the design requirements, and shall be retained over the lifetime of the development.
- 11.139. Regarding the noise during construction, it would be managed by conditions requiring the submission of a Construction Environmental Management Plan (CEMP) and Noise levels to be controlled from on-site plants and machinery.

(iii) Contamination

- 11.140. Policy 90 of the Waltham Forest Local Plan (2024) seeks to manage contaminated land and prevent the spread of contamination.
- 11.141. The site and building are not identified as being contaminated as a result of previous uses. The Council's Environment Health Officers were consulted and raised no contaminated land concerns in this instance.

(iv) Flood Risk and Sustainable Urban Drainage

- 11.142. 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. 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).
- 11.143. The site is located within Flood Zone 1, which is of low probability of surface water flooding. However, the site is located within a critical drainage area. As confirmed by the Council's Highways Drainage Team, this site had experienced history of surface water flooding during heavy rainfall, as the Thames Water sewer system within the cemetery frequently surcharges causing the balancing ponds to overspill.
- 11.144. A Flood Risk Assessment & Drainage Strategy (rev 01, dated 10 Sep 2024) was submitted. It concludes that the proposed soft landscaping surrounding the crematorium and existing pond would improve the natural soakaway of surface water across the site. SuDs features are also proposed, including permeable paving, sub-surface storage and filter drain. A maintenance schedule of the SuDs are also included in the assessment. The proposed SuDs scheme is considered acceptable to control water runoff and mitigate flood risk, subject to further details secured by planning conditions.
- 11.145. Overall, the impact on flood risk and drainage is considered to be acceptable, subject to conditions. The proposal complies with Policies SI12 and SI13 of the London Plan and Policy 91 of the Adopted Local Plan in this respect.

## **12. ADDITIONAL CONSIDERATIONS**

### Public Sector Equality Duty

- 12.1. 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:
- 12.2. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- 12.3. 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).
- 12.4. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
- 12.5. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 12.6. 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.
- 12.7. It is considered that the recommendation to grant permission in this case would not have a disproportionately adverse impact on a protected characteristic.

### Human Rights

- 12.8. 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.
- 12.9. 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.

## **13. CONCLUSION**

- 13.1. The proposal seeks to build a social infrastructure which is currently unavailable in the Borough. The crematorium would provide residents a choice between burial and cremation, which they could avail of within their localities. The needs assessment has been considered in the context of the relevant local and regional policies.
- 13.2. The proposal would provide a sympathetically designed, high quality social infrastructure and would not have an adverse impact on neighbouring amenity, natural environment nor highway safety. Subject to compliance with the requirements of conditions to be

imposed on the development, the proposal is in compliance with relevant policy and can be recommended for approval accordingly.

- 13.3. The report has considered the proposals in light of the adopted local plan policies and other material considerations or representations relevant to the environment effects of the proposals.
- 13.4. Overall, officers have given careful consideration to the material considerations 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.

#### **14. RECOMMENDATION**

- 14.1. The Planning Committee is recommended to grant planning permission subject to the conditions and informatives below.

## Planning Conditions

### **Time Limit**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

### **Approved Plans and Documents**

2. The development hereby permitted shall be carried out in accordance with the following approved plans and supporting documents and thereafter maintained as such for the lifetime of the development:

#### **Existing drawings**

EVO-XX-00-DR-A-010, Existing Location Plan, rev P01, dated 27.09.24

EVO-XX-00-DR-A-011, Existing Site Plan, rev P01, dated 27.09.24

#### **Proposed drawings**

EVO-XX-00-DR-A-012, Proposed Site Plan 1:1000, rev P01, dated 27.09.24

EVO-XX-00-DR-A-013, Proposed Site Plan 1 to 500, rev P02, dated 31.10.24

EVO-XX-00-DR-A-020, Proposed Ground Floor Plan, rev P03, dated 14.11.24

EVO-XX-00-DR-A-025, Proposed Roof Plan, rev P01, dated 27.09.24

EVO-XX-00-DR-A-030, Proposed Elevations Sheet 1 of 2, rev P02, dated 22.11.24

EVO-XX-00-DR-A-031, Proposed Elevations Sheet 2 of 2, rev P04, dated 22.11.24

EVO-XX-00-DR-A-032, Proposed Sections Sheet 1 of 2, rev P03, dated 22.11.24

EVO-XX-00-DR-A-033, Proposed Sections Sheet 2 of 2, rev P02, dated 31.10.24

EVO-XX-00-DR-A-040, Existing and Proposed Gate Elevations, rev P03, dated 20.01.25

EVO-XX-00-DR-A-041, Existing and Proposed Gate Plans, rev P03, dated 20.01.25

EVO-XX-00-DR-A-060, Proposed Site Views, rev P01, dated 27.09.24

2273-WWA-ZZ-ZZ-D-L-0100, Landscape Masterplan, rev P06, dated 24/09/24

2273-WWA-ZZ-ZZ-D-L-0101, Landscape Layout Plan 1 of 3, rev P02, dated 24/09/24

2273-WWA-ZZ-ZZ-D-L-0102, Landscape Layout Plan 2 of 3, rev P02, dated 24/09/24

2273-WWA-ZZ-ZZ-D-L-0103, Landscape Layout Plan 1 of 3, rev P02, dated 24/09/24

2273-WWA-ZZ-ZZ-D-L-0104, Western Entrance Layout Plan, rev P03, dated 21/01/25

2273-WWA-ZZ-ZZ-D-L-0105, Levels and Drainage Plan, rev P02, dated 24/09/24

2273-WWA-ZZ-ZZ-D-L-0110, Landscape Site Wide Plan, rev P03, dated 21/01/25

2273-WWA-ZZ-ZZ-D-L-0120, Stand Pipe Location Plan, rev P01, dated 25/09/24

2273-WWA-ZZ-ZZ-D-L-0501, Hard Landscape Details 1 of 2, rev P02, dated 25/09/24

2273-WWA-ZZ-ZZ-D-L-0502, Hard Landscape Details 2 of 2, rev P02, dated 25/09/24

2273-WWA-ZZ-ZZ-D-L-0506, Soft Landscape Details, rev P02, dated 25/09/24

2273-WWA-ZZ-ZZ-D-L-0400, Landscape Sec 1 of 2, rev P01, dated 25/09/24

2273-WWA-ZZ-ZZ-D-L-0401, Landscape Sec 2 of 2, rev P01, dated 25/09/24

### **Supplementary Documents**

Cover letter, dated 27 September 2024

Consultation Statement, dated September 2024

Utilities Statement, dated 22 Aug 24

Sustainability Statement, issue 1, dated 18/09/2024

Operational Management Plan, version 1.3, dated 27 September 2024

Noise Impact Assessment, rev 02, dated 5 September 2024

Ground Investigation Report, rev A, dated Apr 2023

Flood Risk Assessment & Drainage Strategy, rev 01, dated 10 Sep 2024

Fire Strategy Report, rev 01, dated 18.09.24

Energy Statement, issue 3, dated 20/09/2024

Ecological Impact Assessment, version 1.0, dated 27 September 2024

Biodiversity Gain Plan and Urban Greening Factor Review, version 1.0, dated 26 September 2024

Arboricultural Impact Assessment, dated 23 Sep 2024



Archaeological Desk-Based Assessment, issue 1, dated September 2024

Alternative Site Assessment Report, dated June 2024

Air Quality Assessment, v3, dated 8 Oct 2024

BREEAM Tracker, rev 02, dated 24.09.2024

Planning Statement, rev B, dated November 2024

Design & Access Statement, issue v3, dated 27 Nov 2024

Outline Construction Logistics Plan, rev B, dated December 2024

Transport Statement and Travel Plan, v4, dated December 2024

Internal Departmental Agreement between Neighbourhoods and Environment Directorate and Local Highway Authority, signed on 30/12/2024 and 25/01/2025

### **Archaeology**

3. No demolition or development shall take place until a 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, which shall include the statement of significance and research objectives, and

A. 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. Where appropriate, details of a programme for delivering related positive public benefits

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 WSI.

### **Construction**

4. Prior to the commencement of the development, a detailed Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the local planning authority. The Construction and Logistics Plan and Delivery and Servicing Plan must be submitted using the TfL template and guidance found here: [www.constructionlogistics.org.uk](http://www.constructionlogistics.org.uk). The logistics plan shall include details of site access, journey planning, access routes, hours of deliveries, temporary traffic arrangements or restrictions, site operation times, loading and unloading locations and material storage. All works shall be carried out in accordance with the approved details and the Construction and Logistics Plan should be implemented throughout all demolition and construction works, a developer shall pay the Local Highway Authority the relevant funds in association with the monitoring of the CLP.

5. Prior to the commencement of the development, a pre and post construction highway condition survey shall be submitted to and approved in writing by the local planning authority. The condition survey shall cover the carriageway and footway on Old Church

Road the frontage of the site's southern gate and 20m on both sides including any area on the public highway identified for loading/offloading, any damage to the highways as a result of the construction works would be reinstated by the Local Highway Authority and funded by the developer.

6. Prior to the commencement of any part of the development, including demolition and site clearance, a Construction Environmental Management Plan (CEMP) 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
- Construction Vehicle Access Strategy
- Likely noise levels to be generated from plant
- Details of any noise screening measures
- 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' <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and-emissions-from-construction-and-demolition>

In particular the applicant shall:

- Submit for approval an Air Quality (dust) risk assessment
- Submit for approval an Air Quality & Dust management Plan (AQDMP)
- Equipment and plant used on site shall comply with the requirements for 'Non-Road Mobile Machinery' (NRMM)
- Submit a for approval Dust monitoring programme

All the above submissions shall have regard to the Mayor's SPG. Reference shall be made to:

- BRE four part Pollution Control Guides 'Controlling particles and noise pollution from construction sites'.
- BS 5228: Noise and vibration on construction and open sites Unexploded Ordnance Desktop Survey

7. 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).

## **Architecture and Design**

8. Notwithstanding the submitted plans, prior to the commencement of development, notwithstanding site clearance and investigation works, demolition and construction to slab level, samples and a schedule of materials to be used in the construction of the external surfaces of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter retained as such for the lifetime of the development.

9. Prior to the commencement of development on site, notwithstanding site investigation and clearance works, demolition and constructions to slab level, details relating to the siting, design and height and finish of all new walls, gates, fencing, railings, and other means of enclosure (including the fencing along the pond) 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 operation of the development hereby approved and thereafter shall be fully retained and maintained accordingly for the lifetime of the development.

### **Security and Safety**

10. Prior to the commencement of development on site, notwithstanding site investigation work, clearance and demolition, full details of measures to be incorporated into the development, demonstrating how site security would be achieved and include details of CCTV, lighting and entry control systems on site (including the staff only access within the crematorium, service yard and substation), along with how the development can achieve the principles of Secure by Design accreditation and this shall be submitted to, and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details prior to the operation of the development and shall thereafter be retained for the lifetime of the development.

11. Prior to the commencement of the development, notwithstanding site investigation and clearance works, demolition and groundworks to slab level, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. All luminaries shall be oriented and designed in such a way to minimise light spillage beyond the site boundary and prevent glare to the windows of residential or light sensitive properties identified and of local ecology. The lighting scheme shall be implemented in accordance with the agreed details and thereafter maintained as such for the lifetime of the development.

### **Sustainable Design**

12. Prior to the commencement of development on site, notwithstanding site investigation, clearance works and demolition, specifications of a surface water drainage system based on sustainable drainage principles to include details of design, implementation including construction detail, adoption, maintenance and management shall be submitted to and approved in writing by the Local Planning Authority. The approved SUDS shall be fully implemented prior to operation of the approved crematorium and thereafter maintained in accordance with the agreed details for the lifetime of the development.

13. The development shall be implemented in accordance with the approved Sustainability Statement (issue 1, dated 18/09/2024) and the carbon reduction measures set out in the statement to ensure the carbon dioxide emissions of the development shall be reduced by at

least 35% compared to the 2021 Building Regulations. The energy efficiency measures shall be maintained in accordance with the agreed details for the lifetime of the development.

## **Noise**

14. Prior to the operation of development on site, details of the manufacturing specifications of the cremators, and an acoustic report demonstrating that the plants as installed meet the design requirements in accordance with the Noise Impact Assessment, rev 02, dated 5 September 2024 shall be submitted to and approved in writing by the Local Planning Authority. The report shall include all noise mitigation measures to be implemented on site. All constituent parts of the new plants shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

15. Noise from all new building services plant (excluding emergency plant during testing cycles) for the lifetime of the development 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. The underlying background LA90 shall be determined in the absence of the new plant noise. This assessment shall be completed in accordance with BS4142: 2014+A1:2019, "Methods for rating and assessing industrial and commercial sound". The applicant shall also ensure that vibration/structure borne noise derived from the use of plant machinery or any other site equipment during the operational phase does not exceed 1.0mms<sup>-1</sup> within existing residential or noise sensitive premises in the surround.

16. Emergency equipment such as generators which are only to be used for short periods of time will be required to meet the noise criteria of no more than 10dB above the background level (L90 15 minutes). This will also include plant testing periods. During standby periods, emergency equipment will be required to meet the usual criteria for plant and machinery.

## **Biodiversity and Soft Landscaping**

17. Prior to the commencement of the development on site, notwithstanding site investigation work, no other work including any site clearance or demolition shall take place until a detailed Arboricultural Method Statement including an updated Arboricultural Impact Assessment and a tree protection plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and all works shall comply with BS 3998:2010 (Tree Work - Recommendations) and shall be supervised by a suitably qualified Arboriculturist and any post-construction mitigation measures shall thereafter be maintained for the lifetime of the development.

18. Prior to the commencement of the development on site, notwithstanding site investigation work, no other work including any site clearance or demolition shall take place until a Biodiversity Gain Plan has been prepared in accordance with Ecological Impact Assessment, version 1.0, dated 27 September 2024 and Biodiversity Gain Plan and Urban Greening Factor Review, version 1.0, dated 26 September 2024, and submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full and retained thereafter in accordance with approved Biodiversity Gain Plan, failure to achieve 10% Biodiversity Net Gain or any shortfall, will require for the developer to either enter "A Biodiversity Offsetting Scheme" or "Statutory Biodiversity Credits".

19. Prior to the commencement of development on site, notwithstanding site investigation

and clearance works, demolition and constructions to slab level, a 30 year Habitat Monitoring and Management Plan (HMMP), prepared in accordance with an approved Biodiversity Gain Plan, shall be submitted to and approved in writing by the Local Planning Authority. The approved HMMP shall be strictly adhered to and implemented in full for its duration of 30 years, and the developer shall pay the funds associated with the BNG Monitoring for the required period.

20. The development shall be carried out solely in accordance with the approved details of the hard and soft landscaping shown on the following plans:

2273-WWA-ZZ-ZZ-D-L-0100, Landscape Masterplan, rev P06, dated 24/09/24

2273-WWA-ZZ-ZZ-D-L-0101, Landscape Layout Plan 1 of 3, rev P02, dated 24/09/24

2273-WWA-ZZ-ZZ-D-L-0102, Landscape Layout Plan 2 of 3, rev P02, dated 24/09/24

2273-WWA-ZZ-ZZ-D-L-0103, Landscape Layout Plan 1 of 3, rev P02, dated 24/09/24

2273-WWA-ZZ-ZZ-D-L-0104, Western Entrance Layout Plan, rev P03, dated 21/01/25

2273-WWA-ZZ-ZZ-D-L-0105, Levels and Drainage Plan, rev P02, dated 24/09/24

2273-WWA-ZZ-ZZ-D-L-0110, Landscape Site Wide Plan, rev P03, dated 21/01/25

2273-WWA-ZZ-ZZ-D-L-0120, Stand Pipe Location Plan, rev P01, dated 25/09/24

2273-WWA-ZZ-ZZ-D-L-0501, Hard Landscape Details 1 of 2, rev P02, dated 25/09/24

2273-WWA-ZZ-ZZ-D-L-0502, Hard Landscape Details 2 of 2, rev P02, dated 25/09/24

2273-WWA-ZZ-ZZ-D-L-0506, Soft Landscape Details, rev P02, dated 25/09/24

2273-WWA-ZZ-ZZ-D-L-0400, Landscape Sec 1 of 2, rev P01, dated 25/09/24

2273-WWA-ZZ-ZZ-D-L-0401, Landscape Sec 2 of 2, rev P01, dated 25/09/24

All approved planting shall be carried out in the first planting season following the operation of the development hereby permitted or the substantial completion of the development, whichever is the sooner. Any trees, hedges, shrubs, and greenspaces forming part of the approved scheme shall be maintained as part of a management plan, and any seriously damaged or diseased shall be replaced with others of similar size and species.

21. Prior to the operation of the approved development, a Landscape Management Plan, which includes long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the Local

Planning Authority. The approved Landscape Management Plan shall be implemented prior to operation of the approved crematorium and thereafter maintained for the lifetime of the development.

22. Prior to the commencement of development, including the demolition of the existing building, details of ecological enhancement measures (including bat boxes and sensitive lighting) and associated location plan to identify areas of enhancement on site shall be submitted to and approved in writing by the local planning authority. The measures shall be installed prior to the operation of the approved crematorium and shall thereafter be maintained in accordance with the approved details in perpetuity.

### **Waste Management**

23. Prior to operation of the development hereby permitted, a detailed Waste Management Strategy, which sets out a scheme for the storage and disposal of waste and recycling, including details of methods for collection and enclosures, 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 the refuse stores brought into use prior to operation of the development hereby permitted and shall be retained as such together with the approved Waste Management Strategy being operated for the lifetime of the development.

### **Parking Management**

24. Prior to the commencement of development on site, notwithstanding site investigation work, clearance and demolition, and notwithstanding any indication on the submitted drawings, details of electric vehicle charging point locations and technical specifications 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 thereafter for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

25. Prior to the commencement of the development on site, notwithstanding site investigation works, clearance, demolition and construction to slab level, detailed drawings of the cycle storage facilities, including enclosures, access and security, must be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and the areas identified cycle storage shall be retained as such for the lifetime of the development.

### **Cremators**

26. The development shall only use electric cremators.

For the following reasons:

1. For the avoidance of doubt and in the interests of proper planning.
2. For the avoidance of doubt and in the interests of proper planning.
3. To preserve heritage assets and archaeology of the area in accordance with Policy HC1 of London Plan (2021) and Policy 73 of the adopted Waltham Forest Local Plan LP1 (2024).

4. To ensure that disruption is kept to a minimum and does not affect highway traffic flows to comply with Policies T1 and T5 of London Plan (2021), Policies 50, 57, 63, 65, 87 and 89 of the adopted Waltham Forest Local Plan LP1 (2024).
5. To ensure that disruption is kept to a minimum and does not affect highway traffic flows to comply with Policies T1 and T5 of London Plan (2021), Policies 50, 57, 63, 65, 87 and 89 of the adopted Waltham Forest Local Plan LP1 (2024).
6. To ensure considerate construction and to protect the amenities of the nearby residents from excessive noise and dust and to comply with Policies D6 and SI1 of London Plan (2021), Policies 57, 63, 64, 87 and 88 of the adopted Waltham Forest Local Plan LP1 (2024).
7. To ensure that air quality is not adversely affected by the development in line with the Mayor's SPG: The Control of Dust and Emissions during Construction and Demolition, to comply with Policy SI1 of the London Plan (2021).
8. To ensure high quality design delivery ,safeguard the visual amenities and ensure positive contribution of the site in the long term interest of the area in accordance with Paragraphs 131 to 141 of the NPPF (2024) , Policies D3 and D4 of the London Plan (2021), and Policy 53 of the adopted Waltham Forest Local Plan LP1 (2024).
9. In the interest of general visual amenity, amenity of neighbouring occupants and site security, in accordance with Policies D4 and D6 of London Plan (2021), Policies 53, 57 and 58 of the adopted Waltham Forest Local Plan LP1 (2024).
10. In the interest of security and to protect the living conditions of existing and future residents in the locality in accordance with Policy D11 of the London Plan (2021) and Policy 58 of the of the adopted Waltham Forest Local Plan LP1 (2024).
11. To protect the amenities of adjoining occupiers and the surrounding area, to comply with Policies 50 and 57 of the adopted Waltham Forest Local Plan LP1 (2024).
12. To prevent the increased risk of flooding, both on and off-site to ensure that adequate drainage facilities are provided in accordance with Policies 89 and 91 of the adopted Waltham Forest Local Plan LP1 (2024).
13. To ensure the development is sustainable and to comply with Policies 85 and 87 of the adopted Waltham Forest Local Plan LP1 (2024).
14. To protect the amenities of adjoining occupiers and the surrounding area in order to comply with Policy D14 of the London Plan (2021), Policy 50 and 57 of the adopted Waltham Forest Local Plan LP1 (2024).
15. To protect the amenities of adjoining occupiers and the surrounding area in order to comply with Policy D14 of the London Plan (2021), Policy 50 and 57 of the adopted Waltham Forest Local Plan LP1 (2024).
16. To protect the amenities of adjoining occupiers and the surrounding area in order to comply with Policy D14 of the London Plan (2021), Policy 50 and 57 of the adopted Waltham Forest Local Plan LP1 (2024).



17. To ensure the well-being of the trees and in the interest of biodiversity and the amenity of the surrounding area, in accordance with Policies G1 and G6 of the London Plan (2021), Policies 79 and 80 of the Waltham Forest Local Plan LP1 (2024).

18. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990, Policies G6 of the London Plan (2021) and Policy 79 of the Waltham Forest Local Plan LP1 (2024).

19. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990, Policies G6 of the London Plan (2021) and Policy 79 of the Waltham Forest Local Plan LP1 (2024).

20. To ensure a satisfactory appearance and in the interest of local amenity and biodiversity in accordance with Policies G1, G5 and G6 of London Plan (2021), Policies 53, 77, 79 and 80 of the adopted Waltham Forest Local Plan LP1 (2024).

21. To ensure the well-being of the trees and in the interest of biodiversity, in accordance with Policies G1, G5 and G6 of London Plan (2021), Policies 53, 77, 79 and 80 of the adopted Waltham Forest Local Plan LP1 (2024).

22. In the interest of local amenity and biodiversity in accordance with Policies G1, G5 and G6 of London Plan (2021), Policies 53, 77 and 79 of the adopted Waltham Forest Local Plan LP1 (2024).

23. To ensure that adequate arrangements are made for the storage and collection of refuse and recycling and to comply with Policy SI7 of the London Plan (2021), Policies 57 and 93 of the adopted Waltham Forest Local Plan LP1 (2024).

24. In the interest of effective provision of safe and well designed parking facilities in accordance with Policy 67 of the Waltham Forest Local Plan LP1 (2024).

25. To comply with London Cycle Design Standards, Policies T1 and T5 of London Plan (2021), Policy 53, 60 and 61 of the adopted Waltham Forest Local Plan LP1 (2024).

26. To ensure the development is sustainable and to comply with Policies 85 and 87 of the adopted Waltham Forest Local Plan LP1 (2024).

**Informatives:**

1. To assist applicants the Local Planning Authority has produced policies and provided written guidance, all of which is available on the Council's website and which have been followed in this instance.

2. The Biodiversity Gain Plan will need to include the following information:

- a. information about the steps taken or to be taken to minimise the adverse effect of the development on the existing biodiversity of the onsite habitat and any other habitat;
- b. the pre-development biodiversity value of the onsite habitat;
- c. the post-development biodiversity value of the onsite habitat;
- d. any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- e. any biodiversity credits purchased for the development; and

- f. any such other matters as the Secretary of State may by regulations specify.

3. The Habitat Monitoring and Management Plan (HMMP) will need to include the following information:

- a. Description and evaluation of the features to be managed;
- b. Ecological trends and constraints on site that may influence management;
- c. Aims, objectives and targets for management - links with local and national species and habitat action plans;
- d. Description of the management operations necessary to achieving aims and objectives;
- e. Prescriptions for management actions;
- f. Preparation of a works schedule, including annual works schedule;
- g. Details of the monitoring needed to measure the effectiveness of management;
- h. Details of the timetable for each element of the monitoring programme;
- a. Details of the persons responsible for the implementation and monitoring;
- j. mechanisms of adaptive management to account for necessary changes in work schedule to achieve the required targets; and
- k. Reporting on year 1,2,5,10,20 and 30, with biodiversity reconciliation calculations at each stage.

4. **IMPORTANT:** Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences. You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.

- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.

- Beginning development in breach of a planning condition will invalidate your planning permission.

- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a Certificate of Lawfulness.

5. 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 operation, as agreed with the Councils Street Naming/Numbering Officer.

6. 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.

7. The AQDMP can form part of the Construction Environmental Management Plan (CEMP). The AQDMP shall include the following for each relevant phase of work (demolition, earthworks, construction and track out):

- i. A summary of work to be carried out;

- ii. Proposed haul routes, location of site equipment including supply of water for damping down, source of water, drainage and enclosed areas to prevent contaminated water leaving the site;
- iii. Inventory and timetable of all dust and NOx air pollutant generating activities;
- iv. List of all dust and emission control methods to be employed and how they relate to the Air Quality (Dust) Risk Assessment;
- v. Details of any fuel stored on-site;
- vi. Details of a trained and responsible person on-site for air quality (with knowledge of pollution monitoring and control methods, and vehicle emissions);
- vii. Summary of monitoring protocols and agreed procedure of notification to the local authority; and
- viii. A log book for action taken in response to incidents or dust-causing episodes and the mitigation measure taken to remedy any harm caused, and measures employed to prevent a similar incident reoccurring. Developments assessed to be medium risk or greater for any of the steps required in an Air Quality and Dust Risk Assessment (AQDRA) regular or continuous PM10 monitoring should be carried out on site. Baseline monitoring should commence 3 months before the commencement of works and continue throughout all construction phases. Details of the equipment to be used, its positioning, additional mitigation to be employed during high pollution episodes and a proposed alert system should be submitted to the Council for approval. No demolition or development shall commence until all necessary pre-commencement measures described in the AQDMP have been put in place and set out on site. The demolition and development shall thereafter be carried out and monitored in accordance with the details and measures approved in the AQDMP. The IAQM "Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites" details appropriate monitoring for the scale of the site or project.

8. Air Quality ADMS-Roads input data and output files must be provided to LB of Waltham Forest on validation of the planning application. AQ modelling must be based on transport related inputs which have been approved by LB of Waltham Forest Transport Assessment team. It is essential that junctions and heavily congested roads are modelled accurately, and this is reflected in the choice of relevant node spacing and vehicle speed inputs – clearly showing the node distance with speed reduction as the vehicle approaches the area of congestion/junction. This also applies to pedestrian crossings, roundabouts and any street layout which causes congestion such as single lanes with a bus stop. Where under predictions occur nodes must be scrutinised and where necessary vehicle speeds adjusted to reflect queuing. It is the responsibility of the applicant to ensure that their appointed consultants' modelling verification is robust and adjustment factors clearly explained and justified, calculations and graphs must be provided at validation. Margin of error must not exceed 4 (refer to LAQM guidance as best practice). Contrary to the values given in the EPUK guidance a magnitude of change greater than 0.5 µg/m<sup>3</sup> is considered significant in areas where present concentrations are approaching / breaching limit values and shall be assessed as such. Any other scenarios should be considered which are relevant to this site.

9. A 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](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via <https://protect-eu.mimecast.com/s/NnT8CPjLVhNRRj4lzKCJR>.

10. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

11. This determination does not constitute permission to build under the Building Regulations 2010. Works should not commence until any appropriate building regulation applications have been submitted and where necessary approved.

12. This notice is without prejudice to your responsibilities under any other legislation.

13. Prior to the operation of the crematorium, the developer shall engage with local residents adjoining the cemetery grounds to review and enhance the existing boundaries to enhance neighbouring privacy.

14. An agreement has been entered into with the Local Highway Authority in conjunction with this grant of planning permission to ensure appropriate facilitating highway works, sustainable transport and monitoring of Construction Logistics Plans. It is the developer's responsibility to engage with the Local Highway Authority to fulfil the agreement.