

**LONDON BOROUGH OF WALTHAM FOREST**

Committee / Date:	Planning – 7 March 2022
Application Reference:	212685
Applicant:	London Square Developments and London Borough of Waltham Forest.
Location:	<p>Lea Bridge Station Sites:</p> <p>Site 1 – Adjoins railway overpass to southern boundary, railway to west and Argall Way to north and east.</p> <p>Site 2 – Adjoins Orient Way to west, Lea Bridge Road to the north and rear of Elm Park Road properties to east, and Wannis Warehouse to the South.</p> <p>Site 3 –Adjoins railway overpass to north, railway to west and Orient Way to south and east.</p>
Proposed development:	Demolition of existing structures and redevelopment of three land parcels to deliver 345 x residential units (Use Class C3), commercial floorspace (Use Class E) and community floorspace (Use Class F.2) in buildings of up to 26 storeys. Associated development including new public realm areas, tree planting and landscaping, accesses, parking and servicing facilities.
Wards Affected:	Lea Bridge
Appendices:	None

**1. AMENDMENTS TO REPORT****1.1. Amend Section 7 (consultees) as follows:**

Two additional objections have been received since the publication of the Committee report, raising the following concerns:

<b>Objection</b>	<b>Officer Response</b>
This development when combined with others near by will result in additional residents living in the area with associated traffic, worsening congestion.	<p>See Section 10H (Transport and Highways).</p> <p>Cumulative impacts have been taken into account.</p>
Delivery and servicing vehicles associated with the development when it is operational will worsen congestion and have not been properly accounted for.	See section 10H (Transport and Highways).
Construction vehicles will cause congestion and harm the operation of local businesses.	See section 10H (Transport and Highways).

	Increase in traffic due to construction would not be so great as to result in a significant effect in the context of the EIA Regulations.
The development will worsen air quality	<p>See Section 10M of the Committee report.</p> <p>A condition is recommended to secure a detailed Construction Environmental Management Plan.</p> <p>The increase in emissions relative to the annual mean criteria for all pollutants (including the WHO guideline for PM2.5) would be negligible.</p>
No significant traffic mitigation measures are proposed.	<p>A condition is recommended to secure a Construction Logistics Plan, and this will enable construction traffic to be controlled.</p> <p>When operational, the development would be car free (apart from blue badge spaces). Conditions are recommended to ensure there is robust control over the way servicing is undertaken. The development would bring about improvements to walking and cycling facilities and deliver an enhanced station entrance.</p>
Future residents will park cars in surrounding streets, exacerbating congestion and access issues for local businesses.	The application will secure funding to enable the local CPZ to be reviewed and extended if necessary.
There is an objection to tree loss.	See Section 10K (Trees Landscaping and Ecology).

1.2. In addition, a typed petition listing 1,674 names was received objecting to the loss of trees.

1.3. Amend the Head of Term relating to affordable housing by removing reference to the delivery clause (to allow this detail to be informed by advice from a Registered Provider (when one is engaged)).

1.4. For clarity amend Section 9 (material planning considerations) and Section 10A (Principle of Development) as they relate to the emerging site allocation as follows:

*The emerging site allocation notes for the 3 Lea Bridge Station sites that development of the site should:*

- *Seek to optimise site capacity and deliver around 350 new homes.*
- *Provide a new station entrance.*

- *Provide new commercial floorspace.*
  - *Provide a new community hub.*
  - *Deliver 1500 sqm public realm and landscaping including 750 sqm public green space.*
  - *5 new trees to be planted for every 1 tree lost (including off site provision in the local area) to facilitate a net increase in the number of trees and the area of canopy.*
- 1.5. Historic England published an updated Tall Buildings Advice Note on 4 March 2022, which is a useful guide for those involved with the planning and design of tall buildings.
- 1.6. The Tall Buildings Advice Note was first published in 2007 and the 2022 update responds to a public consultation in 2020 and recent changes in the National Planning Policy Framework, other government guidelines such as the National Design Guide, and good practice. The Council has taken the updated advice note into account as part of the assessment of the application.

## **2. RECOMMENDATION:**

- 2.1 Officer recommendation remains unchanged.