

LONDON BOROUGH OF WALTHAM FOREST

Committee/Date:	13 January 2026
Application reference:	210801
Applicant:	Providence Capital Securities Limited
Location:	278 - 284 Hoe Street, Walthamstow, London, E17
Proposed development:	Demolition of the existing buildings and redevelopment of the site to provide a new building comprising basement and 18 storeys with rooftop plant for residential use (C3) with associated amenity space, reconfigured vehicular and pedestrian access, landscaping and works associated and ancillary to the proposed development. (Revised Location Plan) UPDATE 17/09/2025: Amended proposal comprising, in summary, the following changes: Alterations to internal layout to accommodate a second staircase; consequential increase in size and footprint of the proposed building; revised layout at ground floor (internal and external); alterations to public realm and access strategy including landscaping, servicing and parking arrangements and other associated works. Updated Plans and drawings and other documentation including: updated site location plan, design and access statement, energy statement, sunlight daylight and overshadowing statement, fire statement and gateway 1 statement, transport note, wind statement, demolition audit, acoustic and overheating report.
Ward	Markhouse
Appendices:	Appendix 1 - Committee Report dated March 2022

1. Recommendation

- 1.1 That members note the changes from the scheme that was the subject of a resolution to grant at the planning committee meeting on 1st March 2022.
- 1.2 That Planning Permission be GRANTED subject to
 - receipt of an updated active travel zone assessment and stage 1 Road Safety Audit to be approved by TFL and any further consequential mitigation measures to be secured by way of the S106 agreement and to be funded through the Walking Cycling and Public Realm Contribution,
 - updated conditions as set out at the end of this report;
 - Stage 2 Referral to the Greater London Authority (GLA); and
 - completion of a Section 106 Agreement with the following updated Heads of Terms:

Affordable Housing Provision:

- Viability Review Mechanism (both early and late stage review) to capture any surplus in profit generated from the development;
- Provision of Discount Market Rent (DMR) units, which would be the tenure of affordable housing provided;
- 17 (26%) of the BtR units to be provided as 100% DMR units in perpetuity;

- The DMR units to be delivered prior to occupation of more than 50% of the market BTR units;
- The DMR units must be let at a rent no more than 80% local market rent, be to those whose needs are not adequately served by the commercial rental market and be on assured short hold tenancy basis; and

Build to Rent Provision:

- 66 Build to Rent (BtR) units for a minimum of 15 years from the date of the planning permission, subject to a review mechanism if any of the Build to Rent units are sold within this period; and
- Submission and approval of BtR management and tenure scheme.

Wheelchair Housing:

- Wheelchair housing to be exclusively marketed to those who require wheelchair accessible housing in accordance with a Wheelchair Accessible Dwelling Marketing Strategy that sets out how the wheelchair units would be promoted and advertised during the exclusivity period to be agreed prior to commencement of development of the relevant part of the development.
- LBWF to support the developer in the development and execution of the Wheelchair Accessible Dwelling Marketing Strategy.

Car Free:

- No residential unit would be eligible for a parking space unless registered blue badge holder.
- Each new residential occupier of the development must be informed prior to occupying any residential unit that they shall not be entitled to a residents parking permit unless they are a blue badge holder.
- Car club membership for two years with an accredited car club operator. This means 1 transferable membership per household, with a maximum of 2 years per dwelling in total, regardless of any changes in ownership or occupation of a dwelling during this period.
- Evidence of car club contract to be submitted prior to occupation.

Employment and Training Strategy:

- Construction Jobs - Procure that 30% of all jobs available for the construction or fit-out of the Development during the Construction Phase are fulfilled by Local Residents. Local Residents defined as residents of residents of Waltham Forest, Hackney and Newham.
- Local Labour – Apprenticeships - Provide a minimum of 9 Apprentice Posts in the construction trade during the Construction Phase of the Development with such posts being first offered to Local Residents through the Council's Employment, Business and Skills Service. Default Payments to be applied if fall short.
- Work Placements - To provide a minimum 3 Work Placements, paid at London Living Wage (LLW) in the construction trade during the Construction Phase of the Development with such posts being first offered to Local Residents through the Council's Employment, Business and Skills Service.
- Employment and Skills Plan - To be negotiated and prepared at least 6 weeks prior to implementation. Provide details of all new jobs created in the development to the Council in reasonable time.
- End Use - To procure that the end user is to liaise with the with the Employment, Business and Skills Service's lead contact to ensure efficient management and

supply of local Council residents for employment and training opportunities post Implementation of the Development.

- To ensure that all of the jobs that are generated by the operator to go through the Council's Job brokerage service, Steps Into Work (SiW), in the End User Phase as local labour opportunities for Local Residents
- To use reasonable endeavours to ensure that 50% (fifty percent) of non-technical jobs are taken up by Local People in the End-User Phase of the Development. If 50% is not achieved, then the Developer shall demonstrate such reasonable endeavours to the Council's satisfaction and agreed in writing by the Council. End Use employment anticipated to be limited - estate management staff
- Default Payments – as set out in LBWF's adopted Planning Obligations SPD if obligations above are not met

Retail and Commercial Space Strategy:

- A Retail and Commercial Space Strategy to be submitted to and approved in writing by the Local Planning Authority at least six months prior to occupation of any part of the commercial element that would seek to ensure diversity in the local offer.

Highways:

- A financial contribution of £36,700 to TfL towards station upgrade improvements. A S278 Agreement with the Highway Authority to fund highway works including, but not limited to:
 - Removal of the enabling works and existing crossover on Priory Avenue.
 - Renewal of the footway, kerbing along the frontages of the site on Priory Avenue, Hoe Street and public highway section of Station Approach.
 - Any changes to waiting and loading restrictions, including changes to road signs, road markings and traffic management orders.
- Measures to secure the completion of private highway works along station approach prior to the occupation of the development if considered necessary following legal advice.
- A Section 38 agreement will be required for the adoption of private land created by building insets on the Hoe Street frontage.

Walking, cycling and public realm contribution

- A contribution of £94,190 to be allocated in accordance with the sequential approach set out below:
 - 1) Any mitigation/improvement works considered necessary by TfL following receipt of the Active Travel Assessment
 - 2) If there is a surplus following 1, a contribution up to the value of £66,000 towards additional walking and cycling improvements in the vicinity of the site; and
 - 3) Any residual amount towards public realm improvements in the Walthamstow station area including improved wayfinding and signage.

Travel Plans:

- Travel Plan to identify opportunities for the effective promotion and delivery of sustainable transport initiatives.

- Monitoring contribution of £4,000 – one off payment

Estate Management Plan:

- To be agreed prior to first occupation. Details of Estate Management company

Parks and Leisure - Children's Play Space:

- A financial contribution of £100,000 towards the improvement of local play provision.

Air Quality:

- A financial contribution of £6,600 towards implementation of the Air Quality Action Plan.

Carbon Offset Fund:

- A minimum financial contribution of up to £5,812 towards the Carbon Offset Fund to address the shortfall in carbon emission reductions.

Decentralised Energy Network:

- To design and construct the whole development so that it is capable of connecting to a decentralised energy network, including associated reserved areas in the plant room and protected pipework routes within and adjacent to the development.

Epping Forest Special Area of Conservation (SAC):

- A financial contribution of £42,900 towards the Epping Forest Strategic Access Management and Monitoring Strategy (SAMMS).

Retention of Architect

- The applicant shall retain the architect during the build phase until completion.

Legal Fees:

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

Monitoring and Implementation:

- Payment of 5% of the total amount of S106 contributions towards monitoring, implementation and compliance of the legal agreement or a monitoring fee to be agreed in writing by the LPA.

Minor Amendments

1.3 That authority to be given to the Assistant Director - Development Management and Building Control in consultation with the Council's Legal Services for the sealing of the

S106 Agreement and to agree any minor amendments to the conditions or the legal agreement on the terms set out above.

- 1.4 In the event that the S106 Agreement is not completed within six months following the date of Planning Committee, the Assistant Director - Development Management and Building Control is hereby authorised to refuse the application, if appropriate, in consultation with the Chair of the Planning Committee. In the absence of this S106 Agreement, the proposed development would not be able to deliver the mixed-use development on the site. The implication of this happening is that the opportunity for securing the provision of affordable housing would be lost. Additionally, other financial and non-financial commitments would be lost, which otherwise would be secured by the S106 Agreement.

REASONS REFERRED TO COMMITTEE

- 1.5 This application was previously presented to Planning Committee in March 2022 as the application is classed as a largescale major application with 66 residential units, and the building would measure over 30m in height therefore being referable to the Mayor of London (GLA). Members are referred to Appendix 1 which comprises the previous committee report, detailing the previous consultation responses, including the Stage 1 report from the GLA, who have responded to this consultation confirming the previous Stage 1 response remains relevant.
- 1.6 The application was voted for approval in line with Officer recommendation in March 2022. However post-Committee meeting, amendments to Fire Safety: Approved Document B Building Regulations were introduced requiring new residential development over 18m in height to have two staircases. This resulted in the application being held in abeyance for a significant period of time. Amendments were eventually submitted facilitating the internal changes necessary for the scheme to progress. Re-consultation took place in Autumn 2025.
- 1.7 In addition to this, there are major matters of planning policy involved given the scale of the development, and the number of consultation responses requires the scheme to be reported to planning committee.

2. SITE AND SURROUNDINGS

- 2.1 The application relates to a site located on the west of Hoe Street between Priory Avenue to the south and Station Approach to the north, close to Walthamstow Central Station. It is approximately 0.08 hectares in area and square in form. The site currently comprises 2no. two and three storey brick buildings forming a terrace along Hoe Street, occupied by Barclays Bank and a now closed solicitors offices with three residential units above. These buildings date back to the 1880s but they have been significantly altered since the 1970s. The buildings are not statutorily listed or locally listed, though they are identified as non-designated heritage assets.



2.2 The site is located within the Walthamstow town centre, which is largely focused around Walthamstow Central Station, along Hoe Street and High Street. Hoe Street is a busy main road. To the north east lies Juniper House which is a residential-led mixed use scheme over 16 storeys. A 14 storey hotel lies on the northern side of the junction with Station Approach, with an area of landscaped public realm lying between it and the carriageway. To the west is the locally listed Walthamstow Central Station, a 19th century, single storey stock brick building, alongside a recent, eight storey building and the 12 storey Gateway Apartments development. The railway tracks lie to the north, along with the northern station entrance which fronts Selbourne Road. Further west of this lies the recently completed 'Eades' towers, of 34 and 27 storeys in height.

2.3 The site is not located in a designated Conservation Area (CA), the closest being distanced some 500m away, namely Walthamstow Village CA and Orford Road CA. The closest listed building, Walthamstow Central Library, is approximately 270m to the north west and closest locally listed building the Walthamstow Central Station to the north of Station Approach.

2.4 The site falls within the Borough-wide Air Quality Management Area (AQMA), the identified Zone of Influence of the Epping Forest Special Area of Conservation and Flood Zone 1 which is considered low risk according to Environment Agency.

2.5 The site falls within the Walthamstow Major Town Centre and benefits from the highest Public Transport Accessibility Level (PTAL) rating (6b) given the proximity of Walthamstow Central, which is served by both London Overground and the Victoria line. Walthamstow Queen's Road Station is a short walk and provides Overground services running between Gospel Oak and Barking. Walthamstow Bus Station is immediately to the north of the railway station.

2.6 Due to the site's town centre location, the area is mixed use in character and typologies primarily comprising retail uses at ground floor with residential and commercial uses on upper floors. As described previously, there are several taller buildings within the locality, along with other developments coming forward within the town centre in the Local Plan Part 2.

3. APPLICATION PROPOSAL

Background

3.1 The application seeks planning permission for the:
'Demolition of the existing buildings and redevelopment of the site to provide a new building comprising basement and 18 storeys with rooftop plant for residential use (C3) with associated amenity space, reconfigured vehicular and pedestrian access, landscaping and works associated and ancillary to the proposed development'.



3.2 The application was first presented to Planning Committee in March 2022 which resulted in a resolution to approve. The requirement for a second staircase has increased the overall bulk of the building, however the height and unit numbers remain as previously supported, and officers consider the changes have been accommodated without diminishing the design quality of the development.

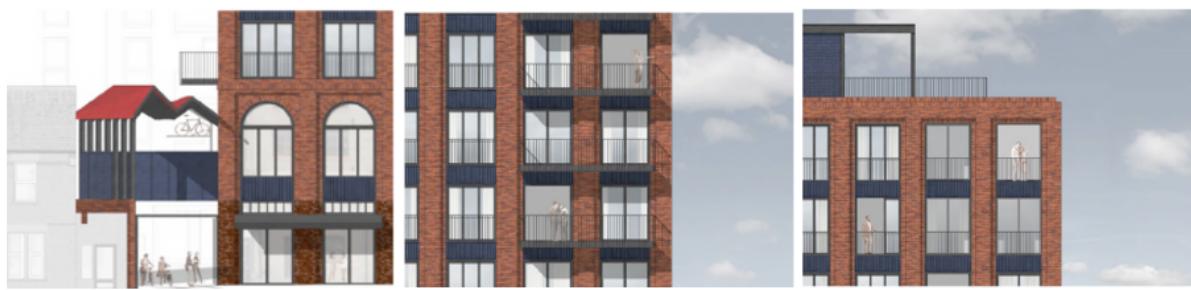
The key changes can be summarised as follows:

- Internal Layout/fire safety – a second staircase has been added to the building, resulting in minor changes to the layout of both the apartments and the common parts.
- External layout – revisions have been made to ground floor yard and access area. In particular, the yard area to the west of the site has been enclosed as a private space.
- Minor consequential changes have been made to the ground floor internal and external layout reflecting an updated servicing strategy.

- Bulk and massing – the footprint of the building has slightly increased in size due to the increased floorplate to accommodate the second staircase, this has pushed the built form circa 1m to the north and west of the site.
- Sustainability – the energy and sustainability strategy has been updated to meet updated policy requirements

3.3 The revised scheme is otherwise consistent with the original concept for the site, which seeks to deliver a comprehensive mixed use, residential led development with a tall landmark building in the town centre providing a total of 66 build to rent (BtR) homes and commercial coffee/deli at ground floor. The residential component seeks to deliver 26% affordable housing by unit and 21% by habitable room at Discounted Market Rent (DMR).

3.4 The proposed building would rise up to 18 storeys to an overall height of circa 60 metres to the top of the brick parapet. The building would be defined by double height arched openings, occupied by amenity spaces for the residential units above and predominantly brick and glass on a simple grid configuration with a mixture of inset and protruding balconies. The proposed material palette seeks to emphasise the verticality of the tower, with brick piers running from top to bottom. There would be a clear distinction between base, middle and top and the site forms a partial island site, being surrounded on three sides by roads.



3.5 At basement level there would be plant space, at ground floor level refuse storage, bicycles, post and concierge and a coffee and deli area. At first floor level there would be a gymnasium and associated changing rooms, plant and cycle storage. The upper floors (levels 02-18) provide residential apartments, and further plant and a resident only roof terrace are provided at roof level. The building is located toward the eastern boundary of the site. To the west is a covered external area housing residents and servicing access to refuse storage for the residential and commercial aspects, delivery access to the concierge, and cycle storage lift.

4. RELEVANT PLANNING HISTORY

4.1 Planning Enforcement: No relevant planning enforcement investigations.

4.2 Planning History:

Reference	Description of Development	Decision
161766	Installation of signage (including illuminated signage) to Hoe Street and Station Approach frontages.	Approved on 1/8/16

162586	Replacement of existing marble cladding with new white render to front and side elevations.	Approved on 20/9/16
161758	Alterations to front elevation to relocate existing ATM, installation of four condensing units to ground floor level, one mechanical ventilation and heat recovery unit and condensing unit at first floor level, and one mechanical ventilation and heat recovery unit at second floor level	Approved on 15/8/16
191111	Advertisement consent for the installation of one internally illuminated TV screen (55") to front elevation.	Approved on 11/6/19
251070	Installation of 1 x internally illuminated ATM surround and signage behind the shopfront.	Approved on 19/6/25

Pre-Application

- 4.3 An extensive programme of pre-application discussions took place prior to the submission of the planning application in 2021. This included engagement with the public, along with engagement with planning officers through a Planning Performance Agreement. The applicant engaged with the Greater London Authority through its formal pre-planning application advice service, and the scheme was informed by comments from the Design Review Panel. Full details of the previous pre application engagement are set out in section 6 of the previous planning committee report (Appendix 1).
- 4.4 Following the resolution to grant in 2022, the applicant engaged in a Development Performance Agreement to work with officers in light of the new fire safety requirements and consequential changes. This pre application engagement has informed the amended scheme now before planning committee.

5. CONSULTATIONS

Public Consultation

- 5.1 Statutory public consultation was undertaken at initial submission of the application in April 2021 with further re-consultation in January 2022. The details of this are outlined in Section 6 of the previous Committee Report appended to this report (Appendix 1).
- 5.2 The submission of amended documents in response to the outlined changes has triggered a further consultation process which began on 18 September 2025. The same circa 500 addresses consulted previously were consulted again on the amendments and site notices were displayed around the site.
- 5.3 This consultation round resulted in a total of 6 objections. These representations are detailed in the Table below and are addressed further in the 'Assessment' section of this report:

Objection Received	Officer Response
Design: <ul style="list-style-type: none"> - Height - Massing 	<p>The proposal would enhance the appearance of the area through high-quality architecture that is visually attractive, respectful of the local character, and contribute positively to the streetscape and sense of place.</p> <p>The Local Plan identifies the site as being suitable for tall buildings, the scale and massing being carefully considered through appropriate assessments to deliver the highest appropriate density in the highly sustainable town centre location, along with recently built developments within the locality.</p> <p>This is discussed further in section D and G of the report.</p>
Tall Buildings <ul style="list-style-type: none"> - Impact on fire safety, microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference. 	<p>Potential wind impact has been carefully considered, with specialist advice and updated document commissioned by the developer. This concludes that the development shows no regions exceeding wind safety criteria to the public with mitigation proposed through additional vegetation at ground level recommended to mitigate the effects of incoming wind.</p> <p>A Fire Statement has been provided and alterations come about from Building Regulation changes. The development will comply with all relevant regulations and this is confirmed following consultation with the London Fire Brigade.</p> <p>These points are discussed further in section N of the report.</p>
<ul style="list-style-type: none"> - Disruption and length of construction - Impact on Highway Network and Parking 	<p>Any disruption during construction would be managed through the Construction Environment Management Plan that will be required by condition prior to commencement of the development.</p> <p>The development would be car-free and therefore aims to reduce vehicle traffic within the local road network and encourage the use of public transport, walking and cycling.</p> <p>Highways impacts have been assessed in supporting documents and is considered further in section J of this report.</p>
Impact on Local Infrastructure	<p>The proposal is on an allocated site for development and forms part of the planned growth for the borough, supported by the Infrastructure Delivery Plan. The site allocations monitored existing and future infrastructures to ensure suitable provision of services for existing residents, CIL contributions could support local facilities and infrastructure.</p> <p>A contribution of £36,700 towards the station upgrade at Walthamstow Centre which is currently</p>

	<p>underfunded will be secured by s.106 legal agreement subject to planning approval.</p> <p>Enhanced public realm with £100,000 secured by s.106 legal agreement towards Parks and Open Space, as well as £94,190.48 towards expanding local secondary provision.</p> <p>This is discussed further in section I of the report.</p>
Daylight and Sunlight	<p>The updated Daylight, Sunlight and Overshadowing Report was submitted with the application in light of the massing changes. An assessment of this is set out in full later in this report, in Section F.</p>
Amenity - Overlooking on Priory Avenue - Noise pollution	<p>Given the development site's layout in respect to neighbouring properties and separation distances, it is not considered that the proposal would result in direct or actual overlooking. This is assessed fully later in section F of this report.</p> <p>The application has been supported by a Noise Impact Assessment and has been duly reviewed. Noise impacts are assessed in section O of this report.</p>
Proliferation of Coffee Shops	<p>The proposed use is considered appropriate in a Town Centre location and is unchanged from the previous resolution to grant.</p>
Landscape Management	<p>The proposed landscaping details are to be secured by condition as well as management plans to secure the success of the public realm improvements.</p>

Other Consultation

5.4 Internal and external consultees were first consulted on 29 April 2021 when the application was initially submitted to the Local Planning Authority, Consultation responses as a result of the consultations in response to the previous iteration of the scheme are available for review within the previous Committee Report at Appendix 1.

5.5 The below responses are in relation to the current amended proposal.

Internal and External Representations Received

Responses received from Waltham Forest Council consultees:

LBWF Consultees	Comments
Place and Design	<p>The revised scheme enhances accessibility with a sheltered northern entrance and dedicated southern cyclist access to secure storage. Full-height glazing along Hoe Street creates an active frontage with potential retail use, while management and refuse areas are discreetly located for efficiency. Segregated</p>

	<p>pedestrian and cyclist routes improve safety, and Secure by Design compliance will be secured by condition.</p> <p>The tower is appropriately scaled for the town centre, with revised massing and improved efficiency supporting inclusivity and safety. Vertical articulation, stepped setbacks and discreet rooftop plant integration preserve skyline quality.</p> <p>A sympathetic palette of brick tones and detailing ensures harmony between contemporary architecture and surrounding character. The 18-storey tower is sensitively integrated into its urban context, respecting the scale, character, and hierarchy of nearby locally listed buildings through careful massing, materiality, and façade articulation.</p> <p>Conditions suggested:</p> <ul style="list-style-type: none"> Detailed bay study Material samples and mock-ups Public realm and landscaping strategy
Planning Policy	No response.
Highways	<p>Servicing and Delivery: Revised Delivery and Servicing Plan (DSP) required using latest TRICS 2025 data. Must include food & beverage element, loading bay management plan, and TfL approval. Safety concerns raised over loading bay design; updated Road Safety Audit (Stage 1 & 2) and Designer's Response required.</p> <p>Construction Logistics: Detailed Construction Logistics Plan (CLP) required prior to commencement. Delivery hours restrictions must be included; pedestrian management plan for Station Approach needed. £7,500 S106 contribution requested for CLP monitoring.</p> <p>Drainage and Flood Risk: Revised drainage strategy required to reflect updated scheme. Must include SuDS details, exceedance flow routes, and maintenance schedule. Potential contribution (amount TBC) for undrained hardstanding areas.</p> <p>Cycle and Vehicle Parking: Transport Policy to comment on proposed provision, including blue badge parking. Car-free scheme; permit-free agreement required via S106. Potential £30,000–£50,000 contribution if CPZ enforcement costs increase.</p> <p>Walking and Cycling: £66,000 S106 contribution requested for off-site walking and cycling improvements.</p> <p>Basement Construction: Approval in Principle (AiP) required under CG300 for basement adjacent to highway.</p> <p>Developer Highway Works:</p>

	<p>S278 agreement required for footway reinstatement, loading bay construction, and Priory Avenue crossover removal.</p> <p>Separate S278 agreement needed with TfL for Station Approach works.</p> <p>Boundary and Adoption Matters: Stopping up order required for isolated highway land on Station Approach.</p> <p>Clarification needed on Hoe Street frontage strips – adoption or private maintenance.</p> <p>Boundary treatment plan required prior to construction.</p>
Transport Policy	<p>No objection to the proposed cycle parking. Advise that the outdoor cycles are not advertised from the street and that they are appropriately protected from the elements.</p>
Environmental Health	<p>No objection with conditions.</p>
Air Quality Officer	<p>S106 contribution of £6,600 towards implementation of the Council's Air Quality Action Plan.</p> <p>Conditions recommended regarding Air Quality Neutral Assessment. It is expected that the trips generated from this development would make the development air quality neutral.</p> <p>Other conditions and informatives also recommended relating to emissions from nonroad mobile machinery and air quality dust management</p>
Energy and Sustainability	<p>No Objection subject to conditions and S106 clauses</p> <p>Estimated saving showing 57% site wide (58% for domestic parts, 55% for non-domestic parts) a small improvement over the original application. This includes an 8% reduction at the Be Lean stage, a small decrease compared to the original application and now below our usual requirements, but acceptable in the situation due to the difficulties of adjusting an existing design and the overall improvement in carbon emissions.</p>
Regeneration	<p>The Area Regeneration Team supports the proposed amendments, which will deliver a high-quality, active town centre development. Due to the scale and impact on Walthamstow Town Centre, a Section 106 contribution of £100,000 is requested to fund strategic improvements focused on the Central Area and transport accessibility.</p> <p>Officer Comment: This contribution was not requested during the previous consultation and did not form part of the recommendation which attained resolution to grant. Given the proposal includes affordable housing this request cannot be achieved in full, as it would be likely to impede delivery of affordable housing given the viability constraints of the scheme.</p> <p>Notwithstanding this, the request has been supported by evidence of a need to achieve improved public realm around Walthamstow Central Station, including through improved lighting and wayfinding, and consequently has been justified in planning</p>

	terms. Consequently, any residual amount following the allocation of the walking, cycling and public realm contribution to highways and TfL can be used for this purpose.
Waste	<p>Waste Team is content that the arrangements would be contractually acceptable subject to the following being confirmed at approval of details stage:</p> <p>Rotation of bins to be clarified in waste strategy as space is tight.</p> <p>Clarification of hours associated with "daytime" reference (collections can take place between 5am-10pm).</p> <p>Access strategy for the gates.</p> <p>Clarification on the drawings that bulky waste (not bins) will be moved to presentation point on collection day.</p>
Trees and Urban Greening	<p>The revised scheme provides limited detail on soft landscaping though there have been detailed discussions previously, though as a result of the highly urbanised context and constraints of the site, the proposal has faced challenges in achieving exemplar quality urban greening which is reflected in the Urban Greening Factor score at 0.27.</p> <p>There are improvements upon the previous scheme with the green roof terrace including a reasonable amount of roof top planting, supplemented by an inaccessible extensive green roof.</p> <p>Ground level planting is minimal though does include an amenity space to the south of the site which can make a valuable contribution to the site's character. There is also a planting area indicated on the northern side but there is limited detail on how this would function. Consideration should be given to the tree species proposed to the southeastern corner of the site given the proximity of the residential balconies above.</p> <p>Inclusion of habitat provision across the site should be considered as part of the built fabric and as part of the soft landscaping.</p> <p>These details can be secured through appropriate conditions.</p>
Building Control	No comments received
Housing Delivery	No comments received

Responses received from external and statutory consultees:

External Consultation	Comments
Greater London Authority	The applicant has provided information to satisfy the Mayor's Stage 1 report where it was initially advised that the application at the time of submission did not comply with the London Plan. Subject to inclusion of conditions and matters to be addressed at Stage 2, officers are satisfied the proposal can progress for Members' consideration.
Historic England	No objection in relation to designated heritage assets.
Met Police	Design elements require amendment or justification (Western gating access/Commercial and Residential spaces in this area,

	the Hit and Miss Brickwork and climbing aids/upper level bike store access). Secure by Design Certification to be secured by condition.
Health and Safety Executive	HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations. However, HSE has identified some matters that the applicant should try to address, in advance of later regulatory stages. Officers consider this would be covered at Building Control stage.
Transport for London (Infrastructure Protection)	No objection in principle subject to conditions.
Transport for London (Spatial Planning)	In our previous set of comments, in summary, our view was that the scheme could be capable of being compliant with the (at the time) adopted and draft (now current) London Plans, however given the time that has passed it is regrettable that some matters are left to condition or later approval which can be a risk to the developer. However, there is potential to meet the relevant London Plan policies subject to resolution on issues relating to: <ul style="list-style-type: none"> • blue badge parking • cycle parking • the Active Travel Zone assessment • servicing and Road Safety Audit (RSA), and • s106 financial contributions, particularly towards the Walthamstow Station upgrade.
Environment Agency	No response
London Fire Brigade	No further comments to re-consultation. Previous consultation response stated satisfied with the proposals in relation to the fire precautionary arrangements set out in the accompanying Fire Statement.
Natural England	No response
Network Rail	No response
Thames Water	No response
Waltham Forest Civic Society	No response
Twentieth Century Society	No response
Council for British Archaeology	No response
Historic buildings and places	No response
North London Waste Authority.	No response
Lee Valley Regional Park	No response
London Wildlife Trust	No response

British Transport Police	No response
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6. POLICY CONSIDERATIONS

Development Plan

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

6.2 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 determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

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

London Plan (2021)

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

- D1 London’s form, character and capacity for growth
- D12 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public realm
- D9 Tall Buildings
- D11 Safety, security and resilience to emergency
- D12 Fire Safety
- D14 Noise
- E1 Offices
- E2 Providing suitable business space
- E3 Affordable workspace
- E9 Retail, markets and hot food takeaways
- E11 Skills and opportunities for all
- G1 Green Infrastructure
- G4 Open Space
- G5 Urban Greening
- G6 Biodiversity and access to nature

- G7 Trees and woodlands
- G9 Geodiversity
- GG1 Building strong and inclusive communities
- GG2 Making best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increase efficiency and resilience
- H1 Increasing housing supply
- H4 Delivering affordable housing
- H5 Threshold approach to applications
- H6 Affordable housing tenure
- H10 Housing size mix
- HC1 Heritage conservation and growth
- HC3 Strategic and local views
- HC5 Supporting London's culture and creative industries
- HC6 Supporting the night-time economy
- SD1 Opportunity Areas
- SD3 Growth locations in the Wide South East and beyond
- SD10 Strategic and local regeneration
- S1 Developing London's social infrastructure
- S2 Health and social care facilities
- S3 Education and Childcare facilities
- S4 Play and informal recreation
- S5 Sports and recreation facilities
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy infrastructure
- SI4 Managing heat risk
- SI5 Water infrastructure
- SI6 Digital connectivity infrastructure
- SI7 Reducing waste and supporting the circular economy
- SI12 Flood Risk Management
- SI13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car Parking
- T6.1 Residential parking
- T6.3 Retail parking
- T6.5 Non-residential disabled persons parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivering of the Plan and Planning Obligations

6.5 The Waltham Forest Local Plan (LP1) was subsequently adopted on 29th 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. This is a key change since the original presentation of this application to Planning Committee. The application was previously assessed against the now superseded Development Plan and must now be considered in the context of the adopted LP1 2024. The relevant policies include:

- Policy 1 Sustainable Development and Mixed-Use Development
- Policy 2 Scale of Growth
- Policy 3 Infrastructure for Growth
- Policy 4 Location of Growth
- Policy 5 Management of Growth
- Policy 6 Ensuring Good Growth
- Policy 7 Encouraging Mixed Use Development
- Policy 10 Central Waltham Forest
- Policy 12 Increasing Housing Supply
- Policy 13 Delivering Genuinely Affordable Housing
- Policy 14 Affordable Housing Tenure
- Policy 15 Housing Size and Mix
- Policy 16 Accessible and Adaptable Housing
- Policy 18 Other Forms of Housing
- Policy 24 Supporting Economic Growth
- Policy 28 Approach to Non-Designated Employment Land
- Policy 33 Local Jobs, Skills, Training and Procurement
- Policy 35 Promoting Culture and Creativity
- Policy 39 New Retail, Office and Leisure Developments
- Policy 40 Revitalisation, Adaptation and Regeneration in Designated Centres and Parades
- Policy 44 Evening and Night-Time Economy Uses
- Policy 45 Shopfronts and Signage
- Policy 50 Noise, Vibration and Light Pollution
- Policy 53 Delivering High Quality Design
- Policy 54 Tall Buildings
- Policy 55 Building Heights
- Policy 56 Residential Space Standards
- Policy 57 Amenity
- Policy 58 Making Places Safer and Designing Out Crime
- Policy 60 Promoting Sustainable Transport
- Policy 61 Active Travel
- Policy 62 Public Transport
- Policy 63 Development and Transport Impacts
- Policy 64 Deliveries, Freight and Servicing
- Policy 65 Construction Logistic Plans
- Policy 66 Managing Vehicle Traffic
- Policy 67 Electric Vehicles
- Policy 68 Utilities Infrastructure
- Policy 70 Designated Heritage Assets
- Policy 71 Listed Buildings

- Policy 72 Conservation Areas
- Policy 73 Archaeological Assets and Archaeological Priority Areas
- Policy 74 Non-Designated Heritage Assets
- Policy 75 Locally Listed Heritage Assets
- Policy 77 Green Infrastructure and the Natural Environment
- Policy 78 Parks, Open Spaces and Recreation
- Policy 79 Biodiversity and Geodiversity
- Policy 80 Trees
- Policy 81 Epping Forest and the Epping Forest Special Area of Conservation
- Policy 85 A Zero Carbon Borough
- Policy 86 Decentralised Energy
- Policy 87 Sustainable Design and Construction
- Policy 88 Air Pollution
- Policy 89 Water Quality and Water Resources
- Policy 90 Contaminated Land
- Policy 91 Managing Flood Risk
- Policy 92 Overheating
- Policy 93 Waste Management
- Policy 94 Infrastructure and Developer Contributions

7. MATERIAL PLANNING CONSIDERATIONS

National Planning Policy Framework (2024)

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

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

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

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

- Building a strong, competitive economy
- Ensuring the vitality of town centres
- Promoting healthy and safe communities

- Promoting sustainable transport
- Making effective use of land
- Achieve well-designed places
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment

NPPF Amendments December 2025

7.5 On 18 December 2025 the government published an amended NPPF for consultation. However, this is subject to change and has very little weight in this decision.

GLA and Central Government Consultation on Improving Housebuilding in London

7.6 The Government and Mayor of London have announced a package of emergency, time-limited measures to accelerate housebuilding across the capital, responding to stalled delivery caused by high construction costs, interest rates, regulatory constraints and wider economic pressures. The measures include a fast-track planning route for schemes delivering at least 20% affordable housing, temporary CIL relief to support viability, removal of certain design restrictions, and greater flexibility on density and cycle parking standards. The Mayor will gain expanded powers to review and call-in major schemes, including developments of 50+ homes and some green belt proposals, alongside £322m initial funding for a new City Hall Developer Investment Fund. The package aims to unlock tens of thousands of homes—particularly affordable and social rent units—by speeding up decision-making, improving viability, and incentivising prompt build-out across London. The six week consultation on the emergency housing measures ends 22 January 2026.

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

7.7 The Site Allocations Document (Draft Waltham Forest Local Plan Part 2: Site Allocations Document (2021 – Reg 19) seeks to ensure that the London Borough of Waltham Forest promotes the right development in the right places at the right scale, creating attractive sustainable neighbourhoods as well as economic opportunities. The Council is in the process of preparing Local Plan Part 2: Site Allocations (LP2). The document has been subject to 2 public consultations, and the Council held a further statutory consultation on the document between 6th August 2024 and 9th October 2024. Examination of the document was held in March 2025 and main modifications have been made. The consultation on these was held from 11 August 2024 to 13 October 2025. Waltham Forest Local Planning Authority are currently awaiting the publication of the Inspector's report.

7.8 The subject site is included in LP2 under site reference R19086 Barclays Bank, Walthamstow and adjacent sites. This site allocation states indicative capacities of 65 homes and town centre uses to be determined through a detailed application, as well as making reference to the resolution to grant and potential delivery timescale between 2025-2030.

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

Waltham Forest Town Centre Framework (May 2025)

7.10 This document is delivered in partnership with Community Safety to mitigate anti-social behaviour via strategic town centre development around Waltham Forest's key transport hubs and responds to specific community safety, accessibility and placemaking requirements.

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

7.11 This standard relates to the internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal Area (GIA) of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home including bedrooms and storage.

Mayor's Housing Design Standards LPG (June 2023)

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

London Plan Affordable Housing and Viability SPG (2017)

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

Waltham Forest - Affordable Housing & Viability SPD (2018)

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

London Plan the Sustainable Design and Construction SPG (April 2014)

7.15 The Mayor published an SPG on sustainable design and construction.

Mayor's Housing SPG (March 2016)

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

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

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

Mayor's Fire Safety LPG (February 2022)

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

Mayor's Urban Greening Factor LPG (February 2023)

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

Mayor's Air Quality Positive LPG (February 2023)

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

Waltham Forest - Planning Obligations SPD (2017)

7.21 This document seeks to provide transparent, clear, and consistent information for the negotiation of planning contributions and S106 Agreements and how these work alongside the Community Infrastructure Levy (CIL) to help deliver necessary infrastructure in the Borough.

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

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

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

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

8. ASSESSMENT

8.1 For ease of reference, the headings reflect those in the 2022 report (Appendix 1). The main issues relate to the following:

- A. Principle of Development
- B. Market and Affordable Housing and Viability
- C. Housing – tenure and mix
- D. Density of development
- E. Standard of residential accommodation
- F. Residential amenity
- G. Design of the development
- H. Impact on heritage assets
- I. Transport and highways
- J. Waste management
- K. Education and healthcare provision
- L. Trees, Landscaping and Ecology
- M. Sustainable design and energy efficiency
- N. Environmental impact
- O. Safety and Security
- P. Planning Obligations

A. Principle of Development

8.2 Since the initial presentation of this application to Planning Committee in March 2022, the new Waltham Forest Local Plan LP1 (2024) has been adopted and is now afforded full weight in decision making. This section outlines the principle of development as assessed against the updated development plan.

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

8.4 Policy SD1 of the London Plan (2021) relates to Growth Corridors and Opportunity Areas and states that these areas should realise their growth and regeneration potential.

8.5 Policy SD6 of the London Plan (2021) states that the vitality and viability of London’s varied town centres should be promoted and enhanced by ensuring town centres are the primary locations for commercial activity beyond the CAZ and important contributors to the local as well as London-wide economy.

8.6 E9 of the London Plan (2021) supports the development of additional convenience shopping facilities to serve existing or new residential communities, provided that this is in line with London Plan Policy SD7 on town centres. Alongside Paragraph 90 of the NPPF, London Plan Policy SD7 requires that significant retail, office and leisure and other main town centre uses should be located within town centres.

8.7 Policy H1 of the London Plan (2021) states that housing targets should optimise the potential for housing delivery on all suitable and available brownfield sites. Criterion b) states that Council should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and planning decisions, especially the following sources of capacity; mixed-use redevelopment of car parks and low-density retail parks and supermarkets.

8.8 Policy H11 of the London Plan (2021) states development that meet the criteria set out in Part B, the affordable housing offer can be solely Discounted Market Rent (DMR) at a genuinely affordable rent, preferably London Living Rent level. Boroughs should take a positive approach to the Build to Rent sector to enable it to better contribute to the delivery of new homes.

8.9 Policy 1 of the Waltham Forest Local Plan LP1 (2024) seeks to deliver sustainable growth whilst ensuring that development and growth are positive, work to the benefit of residents and businesses, and enhance the existing physical environment. Policy 12 of the Waltham Forest Local Plan LP1 (2024) highlights that over the Plan period (2020-2035), the Council will maximise opportunities for economic growth by promoting significant levels of housing, envisioning net increases of 27,000 additional homes.

8.10 Policy 10 of the Waltham Forest Local Plan LP1 (2024) outlines the strategic aims of Central Waltham Forest, including the delivery of 1850 new homes in Walthamstow Town Centre Strategic Location and supporting the delivery of at least 3000 new jobs in Central Waltham Forest.

8.11 Policy 18 of the Waltham Forest Local Plan LP1 (2024) states that other forms of housing will be supported where they meet the definition of Build to Rent, contribute towards mixed, balanced and inclusive neighbourhoods and communities; located in areas of good transport accessibility and well connected to local services and

amenities; contribute to the delivery of affordable housing (in line with the London Plan); and are of high-quality design including size of homes and accessibility.

8.12 Policy 39 of the Waltham Forest Local Plan LP1 (2024) identifies the designated centres as the preferred locations for new retail, office, workspace, leisure and cultural/tourism, entertainment, hotel, community and other service uses. Development proposals will be supported where the scale of development is appropriate to the role and function of the particular designated centre or parade.

Loss of Existing Residential and Employment Uses

8.13 Policy 12 of the Waltham Forest Local Plan LP1 (2024) states that the Local Planning Authority will resist the unjustified net loss of residential accommodation. Given the existing residential accommodation amounts to three units, comprising one- and two-bedroom flats with no affordable housing, the overall uplift in residential unit numbers to 63 (66 total) facilitated by the loss of existing units would be considered acceptable in policy terms. Furthermore, the existing units are considered of relatively poor quality, being above two commercial units with no access to private amenity space. Their removal would ultimately allow for better use and intensification of the site to optimise the delivery of new dwellings and non-residential floorspace which meets modern standards and makes this part of the Walthamstow Town Centre a more attractive place to live, shop and visit.

8.14 With regards to the loss of employment floorspace, the existing site comprises a commercial unit, Barclays Bank, with a floor area of approximately 442sqm and the adjoining unit comprises approximately 263sqm, resulting in 706sqm total. The proposal would result in approximately 1097sqm therefore increasing the existing floor area including a gym and workspace. Overall, there would be no net loss of residential unit and employment floorspace, therefore the proposal is compliant with local and national policy.

Residential – Build to Rent (BtR)

8.15 The site falls within the Walthamstow Town Centre which is identified as a strategic location and major centre within the Waltham Forest Local Plan (LP1). The proposal seeks to develop previously developed, brownfield land that is considered to be underutilised. This presents an opportunity to regenerate and make better use of the land whilst increasing the supply of homes through the proposed 66 BtR homes. This form of housing would help broaden the choice of tenures in the borough, provide high quality rental homes in a highly sustainable location, as well as meeting the affordable housing requirements of the policy. The BtR model is consistent with the policy framework for other forms of housing within Local and London Plans.

Flexible Use Class, Gymnasium and Ancillary Residential Workspace

8.16 The proposed mixed-use scheme aims to continue the comprehensive regeneration of this major town centre, seeking to deliver effective redevelopment of an unusual three-sided brownfield site. The principle of intensification to deliver an optimal mixed use development to coincide with the wider regeneration priorities is supported in local and national planning policy.. The proposed non-residential component would not lead to a net loss of non-residential floorspace, comprising ancillary space for residents to make use of for rest or working, along with a café/deli. This would improve the quality and facilities of the land use, activate the streetscene and stimulate further growth and investment in this part of the town centre location. The provision of a new gym would support health and wellbeing.



Previously Proposed Ground Floor

Previously Proposed First Floor



Current proposed Ground Floor

Current Proposed First Floor

- 8.17 The amended plans show the ground floor space as a coffee shop/deli with a floor area of approximately 101sqm, replacing the dedicated residents lounge area previously proposed. This is considered to achieve the aim of activating the ground floor frontage which is appropriate in this town centre location.
- 8.18 To ensure the non-residential floorspace is apposite and suitably contributes to the vitality of the town centre, the applicant will need to submit a retail and commercial strategy within six months prior to occupation of any part of the non-residential components secured by s.106 legal agreement. This will ensure diversity in the local offer and continue to grow the economy in a sustainable location.
- 8.19 The proposed use would be appropriate in a town centre location and would create activation at street level. This complies with the objectives of the Waltham Forest Local Plan LP1 having regard to the encouragement of a mix of uses in the town centre and making more effective use of land through intensification.

8.20 The GLA advised in their stage 1 report that the principle of the land use for residential-led mixed use in this highly sustainable location is supported. As such, the scheme is considered acceptable in principle, subject to other material considerations discussed later in the report, consistent with Policies GG2, SD1 and SD6 of the London Plan (2021), Policies 4, 5, 6, 7, 8, 12, 18 and 39 of the Waltham Forest Local Plan LP1 (2024).

B. Market and Affordable Housing and Viability

8.21 The residential component of this proposal is a Build to Rent scheme (BtR). The NPPF (2024) states that affordable housing on Build to Rent schemes should be provided in the default form of affordable private rent, a class of affordable housing specifically designed for build to rent. Affordable private rent and private market rent units within a development should be managed collectively by a single Build to Rent landlord.

8.22 Government guidance ‘Build to Rent’ September 2018 states that 20% is generally suitable for the level of affordable private rent homes to be provided (and maintained in perpetuity) in any Build to Rent scheme, unless the Local Authority has set different proportions. National affordable housing policy also requires a minimum rent discount of 20% for affordable private rent homes relative to local market rents. The discount should be calculated when a discounted home is rented out, or when the tenancy is renewed. The rent on the discounted homes should increase on the same basis as rent increases for longer-term (market) tenancies within the development.

8.23 Policy H11 of the London Plan (2021) seeks to promote a real choice of homes for Londoners. Central to this policy is encouraging a range of tenures, including different types of affordable housing and providing for groups with distinct housing requirements. The Mayor’s Housing SPG (2016) provides guidance on the overall approach to estimating needs of different sorts; on the role of planning in facilitating private rented housing; and addressing the requirements of distinct groups. The London Plan (2021) further states that positive support should be given for purpose-built private rented homes through the land use planning system at the local as well as the strategic level.

8.24 Policy H4 of the London Plan (2021) seeks to maximise affordable housing provision to ensure an average of at least 43,500 additional affordable homes per year across London. The Mayor of London supports Build to Rent as the private rented sector (PRS) is the only housing tenure in London to have seen growth in recent years. This sector is essential in supporting labour market mobility, with a high proportion of those coming to London finding their first home in the PRS.

8.25 Policy 13 of the Local Plan LP1 (2024) seeks to maximise the delivery of genuinely affordable housing, aiming to provide at least 50% of all new affordable homes across the borough throughout the Plan period. Proposals that are not public sector land or industrial land are required to achieve a minimum of 35% affordable housing without public subsidy. Where this criterion cannot be achieved they are required to undertake viability testing as necessary. Policy 14 of the Waltham Forest Local Plan LP1 (2024) (Affordable Housing Tenure) states that development for schemes of 10 or more homes should seek to provide the following tenure mix: 70% low-cost affordable rent and 30% intermediate housing products.

8.26 As stated in the Waltham Forest Local Plan Affordable Housing and Viability SPD (2018), the Council expects there to be a covenant in the S106 Agreement to ensure that homes are retained as professionally managed private rented accommodation,

in single ownership, individual homes cannot be sold, and overall ownership of the scheme can only change if the scheme stays as BtR. The covenant is expected to be at least 15 years for market homes and in perpetuity for the affordable housing element.

8.27 A Financial Viability Assessment (FVA) was submitted as part of the original application, confirming the delivery of 26% affordable housing by unit (21% by habitable room). This provision falls below the 35% policy threshold but was justified on viability grounds, with the assessment indicating the scheme operates at a financial deficit. This position was subject to an independent review and accepted by officers when the scheme was previously reported to planning committee.

8.28 Although no updated FVA has been provided, it is anticipated that increased building size requirements for regulation compliance, combined with construction cost inflation since March 2021, have further reduced viability. These pressures are expected to outweigh any rental growth over the same period. Notwithstanding this, the applicant has not sought to change the affordable housing offer. In this context, officers have not sought to reopen the viability negotiations. The Mayor's Stage 1 report raised queries regarding the FVA, and the GLA will need to agree the level of deficit, along with build costs, benchmark land costs and rental assumptions at Stage 2 referral. Early and late stage review mechanisms secured through the Section 106 agreement will ensure affordable housing contributions increase if viability improves.

8.29 As part of securing BtR units, by way of s.106 and clauses, as set out in the London Affordable Housing SPG (2017) it must include:

- Clawback mechanism;
- hold its constituent homes as Build to Rent under a covenant for at least 15 years;
- provide units that are all self-contained and let separately
- operate under unified ownership and management;
- offer longer tenancies (three years or more) to all tenants, with break clauses that allow the tenant to end the tenancy with a month's notice any time after the first six months;
- offer rent certainty for the period of the tenancy, the basis of which should be made clear to the tenant before a tenancy agreement is signed, including any annual increases which should always be formula-linked;
- include on-site management, which does not necessarily mean full-time dedicated on-site staff, but must offer systems for prompt resolution of issues and some daily on-site presence;
- be operated by providers who have a complaints procedure in place and are a member of a recognised ombudsman scheme; and
- not charge up-front fees of any kind to tenants or prospective tenants, other than deposits and rent-in-advance

Detailed Affordable Housing Offer:

8.30 The scheme provides 26% affordable housing by unit (20% by habitable room), comprising 17 Discounted Market Rent (DMR) units for households earning up to £60,000. These rents are set as a percentage of market rent and meet London Living Rent thresholds, ensuring affordability. The remaining 49 units will be let at open market rates. DMR units will be secured in perpetuity via s.106 covenants, supporting integration and socially cohesive communities. The proposal aligns with the National

Planning Policy Framework (2024), which requires a minimum 20% discount from local market rents in BtR schemes, maintained at initial letting and renewal.

8.31 Overall, the affordable housing offer is unchanged since the previous presentation to Planning Committee and is considered justified following the original FVA scrutiny by the Council independent assessors. Furthermore, the provision of affordable housing is acceptable in the context of Mayor's Affordable Housing and Viability SPG (2017), National Planning Practice Guidance, the Waltham Forest Local Plan Affordable Housing and Viability SPD (2018), Waltham Forest Local Plan Policies 13 and 14, and Policies H4, H5 and H6 of the London Plan (2021). The provision of on-site affordable housing is considered a significant public benefit to be applied in the planning balance, which is considered further in the conclusion of this report.

C. Housing – Tenure and Mix

8.31 The NPPF (2024) recognises that in order to create sustainable, inclusive and diverse communities, a mix of housing types, which is based on demographic trends, market trends and the needs of different groups, should be provided.

8.32 London Plan Policy H10 requires schemes to generally consist of a range of unit sizes, having regard to robust local evidence of need and the nature and location of the site.

8.33 Policy 15 of the Waltham Forest Local Plan LP1 (2024) seeks to capture a diverse range of housing and suggests the following mix of dwelling sizes across all tenures. The priorities for dwelling size and tenures are based on the Strategic Housing Market Assessment (SHMA) and the borough's housing waiting list. Policy 15 allows for variations to the dwelling size mix where it can be fully justified based on the tenures and type of housing proposed, site location, area characteristics, design constraints and scheme viability, amongst other things.:

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

8.34 The proposal includes 66 residential units (including 17 Affordable Units at DMR) would provide the following combined housing mix:

- 28 one-bedroom units (42.4%);
- 34 two-bedroom units (51.5%); and
- 4 three-bedroom units (6.1%).

8.35 The proposed housing mix for the DMR units were agreed with the GLA Viability Team under the previous iteration of the scheme during S106 discussions and have remained unchanged. The 17 affordable units would be comprised of:

- 8 one-bedroom units at London Living Rent;

- 5 one-bedroom units at Discount Market Rent; and
- 4 two-bedroom units at Discount Market Rent.

8.36 The previous housing mix for the BtR and DMR units are set out below:

	Studio	1 Bed	2 Bed	3 Bed	Total	%
BtR	1	12	34	2	49	74%
DMR	3	10	4	0	17	26%
TOTAL	4	22	38	2	66	100%

8.37 66 new homes would be provided across a range of sizes and tenures although, in terms of the traditional family accommodation, the scheme only provides 4x3 bed units which falls below targets, though this is an improvement upon the previously proposed scheme which proposed only 2. Whilst this is conventionally against policy for traditional home builders and housing products, this scheme would provide 34x2 bed units which equate to 51.5% of the overall total to be delivered within the BtR product. These are considered units that are considered more suitable for family accommodation especially in the rental market in current and future markets. The previous mix proposed a higher percentage of 2 bed units at 57%, however this iteration has removed all studios for 1 bedroom units which is supported in providing quality accommodation across both tenures. They would provide suitable accommodation for small/young families and given the location and rental nature of the scheme; these units are likely to not be 'permanent' homes such that it allows families to live in the area whilst potentially looking for larger homes. The BtR is an attractive housing product for a wide range of the community including young families who wish to remain in the area but are unable to enter the housing market.

8.38 The GLA in their Stage 1 Report confirmed that the BtR approach is acceptable due to the site's town centre location and particular demographics of BtR tenants, and the scheme exceeds all of the relevant residential design standards such that the units would be delivered with the highest quality of accommodation for all future occupiers. The scheme provides for over 61% as family suitable accommodation (58% 2bed and 3% 3bed) and this is considered acceptable in this instance. Strategically, the GLA accept this residential mix.

8.39 As such, the proposed mix provides a range of BtR and DMR unit types and sizes across the development that is considered appropriate in this instance. The variety of units proposed would assist in creating a mixed and balanced community whilst meeting identified local needs in accordance with the objectives of Policy 15 of Waltham Forest Local Plan LP1 (2024) and London Plan (2021) Policy H11.

D. Density of Development

8.40 The NPPF (2024) in Chapter 11 Making Effective Use of Land seeks to ensure policies and decisions support development that makes efficient use of land.

8.41 Policy D2 of the London Plan (2021) sets out that development densities should be proportionate to a site's connectivity and accessibility by walking, cycling, and public transport to jobs and services. It also generally requires that suitable levels of infrastructure are or will be in place to support the density of developments being tall proposed.

8.42 Policy D3 states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, ensuring schemes achieve an appropriate density that responds to a site's context and capacity for growth, setting out considerations relating to form and layout, user experience, and quality and character.

8.43 Policy 12 of the Waltham Forest Local Plan LP1 (2024) indicates at Part D that opportunities to increase the supply of homes should be maximised on brownfield land and on surplus public sector land, and that effective and efficient use of land should be made through optimising housing densities.

8.45 Policy 54 indicates that tall buildings will only be supported on certain sites identified for a 'Transition' or 'Transformation' approach to character intensification, these are identified in Figure 14.1 in the Local Plan including the site subject of this application. The acceptability of tall buildings on these sites remains subject to contextual analysis and assessment against all relevant policy tests in the Development Plan. Though the policy states that buildings between 10-17 storeys are generally appropriate, there are opportunities to exceed this and that indicative ranges of potentially acceptable height will be provided in Local Plan Part 2 – Site Allocations. In this instance, the LP2 allocation includes note that the site is identified as a location where 18 storeys or more may be acceptable, this having been tested and approved as part of a resolution to grant this application, as in 2022. These amendments have not altered the height as previously recommended for approval and are supported in draft LP2 document.

8.46 The development proposes a tall building within an area that has been identified as suitable for tall buildings. The impact of the proposed building has been assessed with the application, specifically within the Townscape and Visual Impact Assessment (TVIA). This concludes that the building would be read alongside existing buildings of similar and larger heights, contribution to the regeneration of this part of the town centre. There are no identified, visual, functional or cumulative impacts as a result of the development. Though it is appreciated the indicative massings shown are based on the previous iteration of the scheme, the overall height is maintained and the extension to the floorplate is minor being one metre to the west and north of that previously proposed. Therefore, the conclusions can be considered relevant to assessing the scheme.

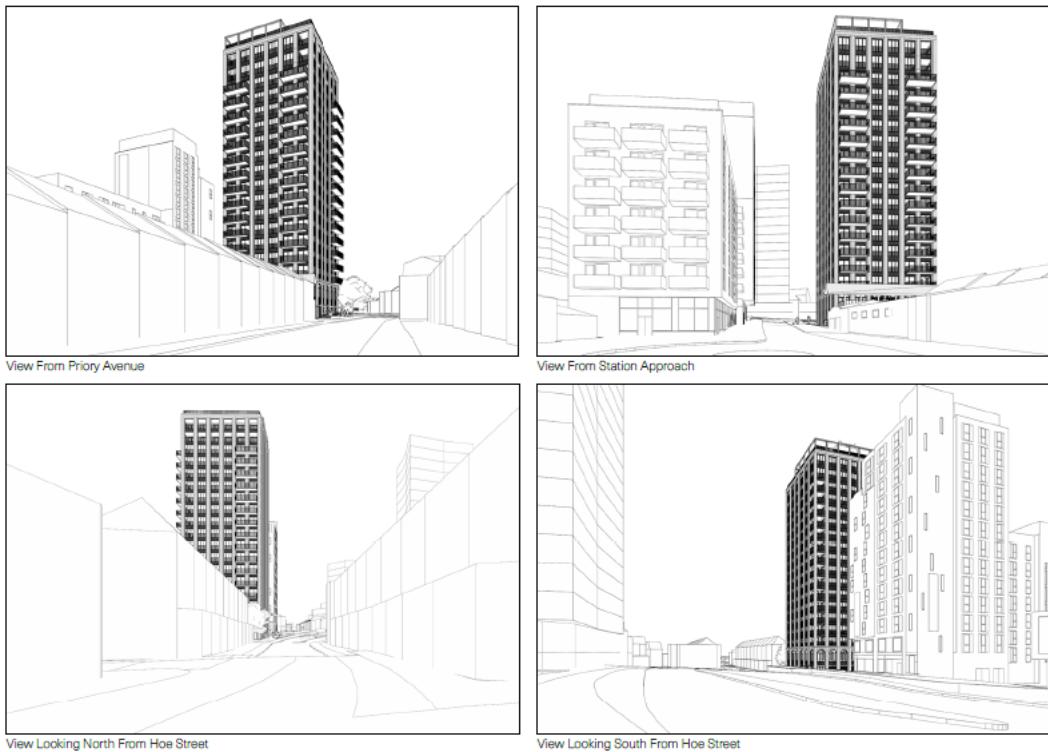


Image showing indicative massing in context

- 8.47 The site benefits from the highest PTAL rating (6b) given Walthamstow Central Station's proximity which is served by both London Overground and the Victoria line. Given the location within Walthamstow Town Centre, the site is well served by public transport links and facilities, being well suited for accessibility by means other than the public car. The site is therefore well placed to absorb car free population growth of this scale.
- 8.48 Officers consider that the scale of development proposed optimises the potential of the site, and this accords with local policy and that set out in the London Plan. The density of the scheme therefore aligns with the aims of strategic and local planning policy.

E. Standard of Residential Accommodation

Internal Space Standards

- 8.49 Policy D6 of the London Plan (2021) sets out the housing quality and standard design specifications for new developments. Including internal rooms sizes, dual aspect, built in storage.
- 8.50 Policy 56 of the LP1 (2024) requires all new residential development to meet minimum internal and external amenity spaces. Policy 56 also seeks for all housing designs to maximise the provision of dual aspect dwellings and avoid the provision of single aspect dwellings wherever possible.
- 8.51 The 'Technical Housing Standards – Nationally Described Space Standard' (2015) (NDSS) stipulate the minimum gross internal floor space required for residential units based on the level of occupancy that could be reasonably expected for the proposed units. The policy seeks for high quality internal and external design, which should consider the sense of 'arrival' at the building and the 'home as a place of retreat', with

acceptable rooms sizes and functional room layouts, that meet the minimum spatial requirements.

8.52 All the proposed residential units would either meet or exceed the minimum space standards contained within the NDSS, in accordance with Policy 56 of the LP1 (2024).

Dual Aspect Units

8.53 Policy D6 of the London Plan (2021) advises that dual aspect dwellings with opening windows on at least two sides have better daylight, a greater chance of direct sunlight, natural cross-ventilation, a greater capacity to address overheating, pollution mitigation, improved aspect and outlook, greater flexibility in choice of rooms and greater chance of accessing quiet rooms.

8.54 The application proposes to avoid north facing single aspect units with 90% (60 units) provided as dual aspect throughout the scheme. The proposed building maintains adequate separation gaps to surrounding established residential dwellinghouses and mixed use, and hotel buildings to ensure privacy for residential units facing inwards. Nearly all of the units are dual aspect to minimise the risk of air quality and noise issues. However, due to the south-facing orientation, the single aspect units may be susceptible to overheating, therefore, the installation of fixed blinds will be secured by condition. The GLA stage 1 report confirms that the scheme would provide a good proportion of dual aspect overall and all units would have a minimum of 2.6m floor to ceiling which is supported.

8.55 As such, it is considered that the quality of the environment of future homes is accepted as there are a substantial number of one bedroom and two bedroom units which make most efficient use of the block layouts. There are no single aspect north facing units, which is welcomed, and all two-bed and every three-bed unit are dual aspect.

8.56 The tower block would have between three to five units proposed and is therefore considered acceptable in accordance with the London Plan's Housing SPG (2016).

Accessible Units

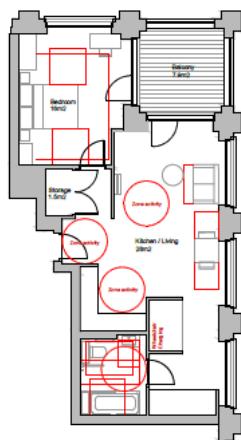
8.57 Policy D5 of the London Plan (2021) state that 10% of new housing must meet Building Regulation requirement Part M4 (3) 'wheelchair user dwellings', i.e., is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. Policy D5 of the London Plan (2021) requires an inclusive design statement be submitted as part of the Design and Access Statement.

8.58 Policy 16 of the LP1 (2024) ensures that development provide high quality, accessible and adaptable homes requiring all new-build self-contained homes to be accessible and adaptable in line with Building Regulations M4(2) and a minimum of 10% of new-build, self-contained homes to be suitable for occupation by a wheelchair user or easily adapted for occupation by a wheel chair user in accordance with Building Regulation M4(3).

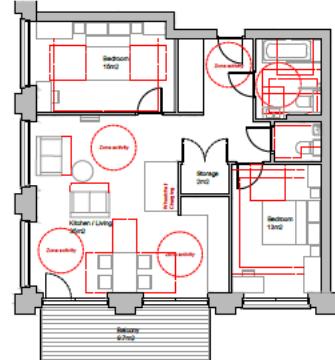
8.59 The proposed development would result in 59 units (90%), which would be designed to Building Regulations requirement M4(2) and 7 units (10%), which would be designed to Building Regulations requirement M4(3). The plan below illustrates where the wheelchair units (WCH) units would be within the building, with 3x1 beds and 4x2 beds located on levels 6-9.



Floor plan indicating location of accessible units



One bed accessible unit



Two bed accessible unit

- 8.60 In line with National Planning Practice Guidance (NPPG) the accessible DMR units should be delivered as wheelchair adaptable. The specific housing mix of the proposed wheelchair accessible units will be secured by condition subject to planning approval.
- 8.61 The remaining 90% of flats are designed to be accessible and adaptable, in full compliance with Building Regulations Part M4(2). Wheelchair-accessible units (M4(3)) have been specifically designed to meet accessibility requirements. They are located in close proximity to two lift cores to facilitate ease of access and are distributed throughout the development to provide a range of aspects, floor levels, views, and unit sizes (1- and 2-bedroom). Associated amenities, including disabled WCs, entrances, and circulation areas, will be fully compliant with Approved Document M. The detailed specification of wheelchair-accessible units will be secured by condition.
- 8.62 The applicant has confirmed a commitment to exclusively market the wheelchair-accessible units to households requiring such accommodation for a period of 12 months from launch, anticipated approximately three months prior to practical completion. To secure this commitment, a Wheelchair Accessible Dwelling Marketing Strategy is recommended as an obligation within the s.106 Agreement.
- 8.63 The proposed layouts of both wheelchair-accessible (M4(3)) and adaptable (M4(2)) units have been independently reviewed by the Centre for Accessible Environments (CAE) and confirmed as acceptable, subject to detailed assessment secured by condition.
- 8.64 As such, it is considered that the proposed development would provide acceptable levels of wheelchairs units within the development in accordance with Policies 16 of the LP1 (2024) and D5 of the London Plan (2021).

Amenity Space

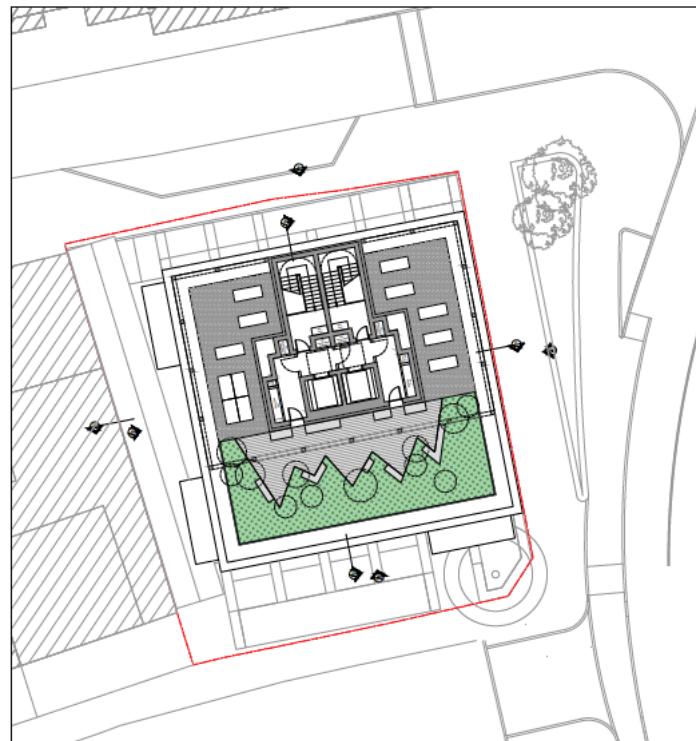
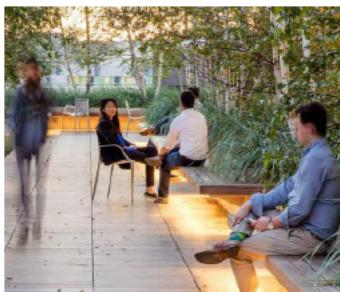
- 8.65 Policy 56 of LP1 (2024) seeks a minimum of 50 sqm of private external amenity space for all houses, and a minimum of 10 sqm of external amenity space for all flats, increasing by 1 sqm for each additional resident in homes containing three or more bedrooms. External amenity space for flats can be private or communal, provided

that an individual flat has an element of private external amenity space measuring at least 5 square metres in size and achieve a minimum depth and width of 1.5 metres.

8.66 Residential amenity space is to be provided in a communal roof garden and in the form of external private amenity space in the form of recessed and projecting balconies. The proposed amenity spaces and sizes are outlined below:

- Roof terrace – 50 sqm
- Private balconies – 554.8 sqm

8.67 Of the 66 units, fourteen of these comprise 7.9 sqm of balcony space all of which are 1 bed 2 person units which would fall short of the 10sqm required by Policy 56. One 1 bed unit at top floor shows 13.7sqm of balcony space. The four 3 bed units comprise 16.5 sqm of balcony space which would exceed the policy specifications. All other units would have 9.8sqm of balcony space which is a minor shortfall compared to the 10sqm required. Given the space available at communal roof terrace and the constraints of the site, this is not considered to give rise to unacceptable standards of living accommodation.



Roof Terrace Precedent Imagery

Roof Plan With Roof Terrace Highlighted

Communal Amenity and Children's Play Space

8.68 London Plan Policy S4 seeks to ensure that development proposals should include suitable include suitable provision for play and recreation and incorporate good-quality accessible play provision for all ages, of at least 10sqm per child. Policy 56 of the Waltham Forest Local Plan LP1 (2024) states a minimum of 10sqm of play space should be provided as per child (as per the London Plan and the Mayor's Providing for Children and Young People's Play and Informal Recreation SPD).

8.69 Taking the above into account within a highly urban, town centre location, the scheme would provide high quality public realm, adequate private amenity provision without dedicated playspace due to site constraints. The future residents of the development would however have good access to suitable private amenity and communal space

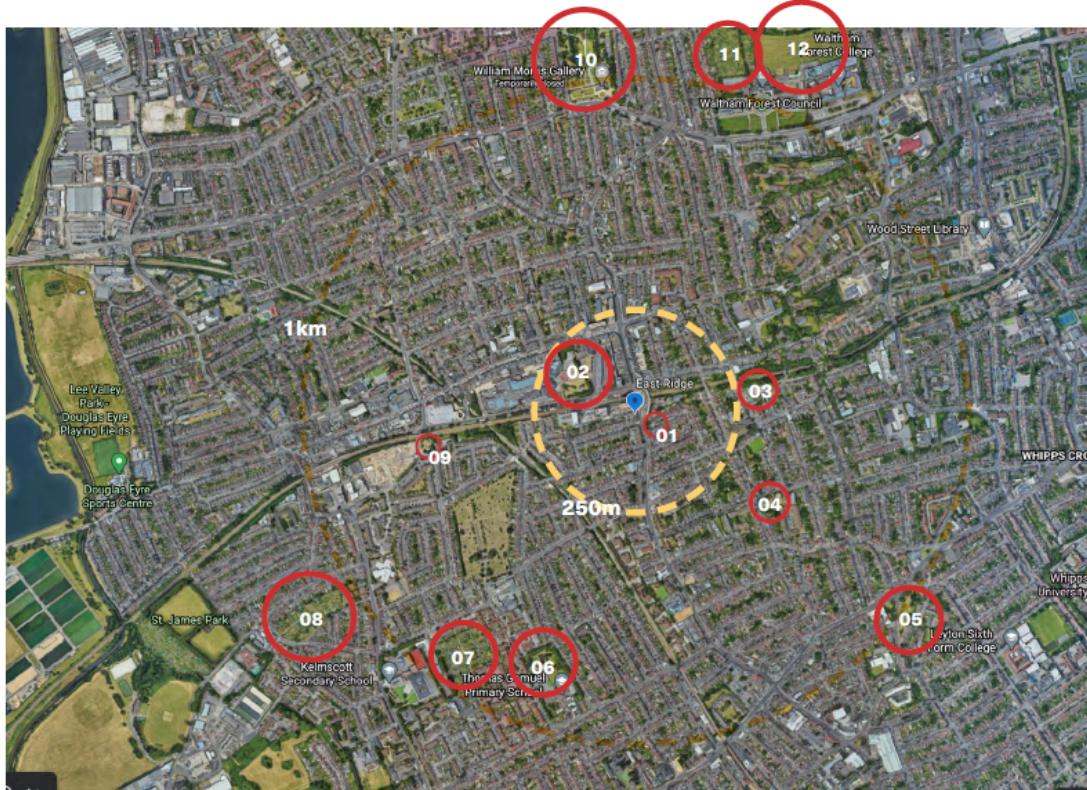
at roof level, which would help promote healthy and sustainable lifestyles. Within the public realm of the proposed development, there would be amenity areas onsite and new pocket park. In terms of playspace provision within easy reach, Walthamstow Town Square Gardens is located some 200m away and there are also three open spaces and six play spaces within 800m of the site.

8.70 From a prescribed standpoint, the GLA population yield calculator estimates a total of 11.5 children would be expected within the proposed development which requires 115.4sqm of playspace to be provided.

8.71 As stated in para. 5.3.6 of the London Plan (2021), “off-site provision, including the creation of new facilities or improvements to existing provision, secured by an appropriate financial contribution, may be acceptable where it can be demonstrated that it addresses the needs of the development whilst continuing to meet the needs of existing residents.” On this basis, the applicant has agreed that a payment in lieu of the shortfall in playspace provision is necessary to make the development acceptable in planning terms.

8.72 As such, given the site’s town centre location and land constraints, officers are satisfied a payment in lieu is deemed appropriate to secure contributions towards nearby greenspaces and parks in this instance. Through extensive negotiations with the applicant and the Council’s Parks Team, a proportionate contribution of £100,000 towards enhancements or improvements to nearby play areas will be secured by s.106, subject to planning approval. The following parks have been identified within a 1km/15min walk journey and where improvements and replacing older equipment (including ground works, fencing, gates, safer surfacing, new play equipment, seats, bins etc) can be implemented that offer greater play value:

- Wingfield Park
- Lloyd Park
- Vestry Road play area
- Thomas Gamuel Park
- Queens Road play area
- Greenleaf Road play area



01. First Avenue Pocket Park
 02. Walthamstow Town Square Gardens
 03. Vesty Road Playground
 04. Wingfield park
 05. Knotts Green

06. Thomas Garnuel Park
 07. Markhouse Common Allotments
 08. Honeybone Allotments
 09. South Grove Pocket Park

10. Lloyd Park
 11. Chestnuts Farm Allotments
 12. Chestnuts Field

8.73 As such, subject to contributions, the proposals are considered in accordance with the guidelines contained within the Mayor's Housing SPG (2016) and Policies S4 of the London Plan and 56 of the LP1 (2024).

Residential Amenity

8.74 Paragraph 135 of the NPPF requires that development creates places with a high standard of amenity for existing users which is also reflected in Policy 57 of the Adopted Local Plan. Policy D6 of the London Plan states that the design of development proposals should respect daylight and sunlight to surrounding residential dwellings with an appropriate approach to the context of the site, while minimising overshadowing and maximising the usability of outside amenity space. Detailed guidance on Daylight and Sunlight is provided by the Building Research Establishment, most recently updated in 2022, which has been established as an important material planning consideration in planning decisions.

Internal Daylight Assessment – future occupiers

8.75 The application was originally supported by an assessment of internal daylight for future occupiers, which concluded the following:

- 170 rooms have been assessed using the Average Daylight Factor (ADF). All rooms met the levels recommended in the BRE, which equates to a 100% pass rate.
- Some rooms will be subject to overheating.

- Sunlight has been assessed to 66 Living Rooms using Annual Probable Sunlight Hours (APSH). All 66 living rooms meet the recommendations made in the BRA annually and in winter months.

8.76 The updated DSL Report submitted asserts that given the little change in the surrounding townscape and minor changes to the internal layouts of habitable rooms, there is not likely to be any material changes to the internal daylight and sunlight positions from that previously supported. No updated internal analysis has been undertaken on this basis and Officers accept this reasoning. Referring to the previous findings, the proposed development achieves optimal site intensification and demonstrates good performance in relation to internal daylight provision for future occupiers, achieving a 100% BRE compliance based on ADF and APSH with no deficiencies identified. The scheme will deliver new housing offering a high standard of living accommodation. However, due to the south-facing orientation, some units may be susceptible to overheating, therefore, the installation of fixed blinds will be secured by condition.

Internal Daylight and Overshadowing Assessment – neighbouring properties

8.77 The application was supported a Daylight and Sunlight report prepared by Waldrams which was independently assessed by GL Hearn. To provide an overview of the assessment, this took a Mirrored Neighbour Assessment approach to understand impacts upon East Central Apartments in particular. The current buildings on the site are lower than the emerging heights and scales of the predominant buildings in the area; it has been established that taller buildings are clustered in this key town centre location, particularly the recently constructed Juniper House and Travelodge buildings.. As a result, the levels of daylight and sunlight currently received by their neighbours are regarded as artificially high and out of context for what is considered a typical density in this location. In such situations, BRE Guidance suggests considering what effect the neighbouring building would have upon itself by creating a model of the existing building within the proposed site boundary. This establishes, in theory, a maximum amount of light that the existing building could reasonably expect if the adjacent land were developed in an equally dense manner. This is considered to set a fair target, utilising a contextual, alternative benchmark against which to assess the development's impact. The methodology seeks to ensure that new development is not unfairly penalised for an adjacent property's unusually high access to light which still ensuring an acceptable standard of living for occupants.

8.78 The applicant has carried out an updated Daylight and Sunlight analysis in relation to the amendments to the bulk and massing of the proposed development. This has been independently reviewed by Rapleys on behalf of the Council. The submitted assessment includes two comparative scenarios: 1) existing vs proposed, and 2) 2022 resolution to grant's proposal. It is considered both offer useful insight into the likely effects of the development, however independent assessors have concluded that given the close alignment in scale and massing between the '2022 resolution to grant' and the current proposed scheme, the second scenario (2022 proposal vs current) would carry greater weight in determining the appropriateness of the current proposal.

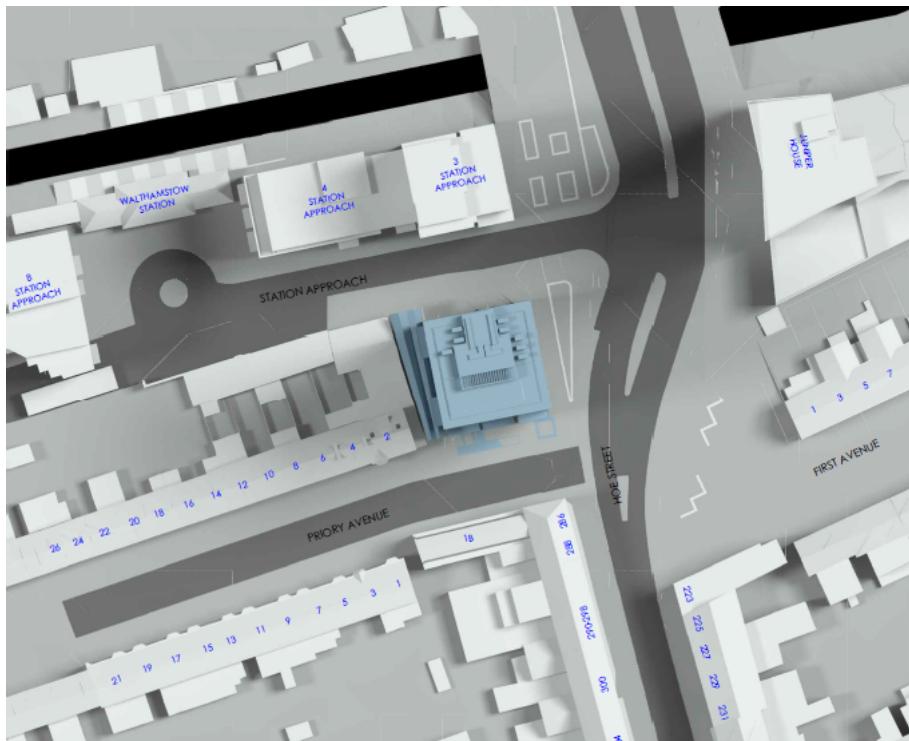
8.79 Overall, both original and updated assessments address the impact of the proposal on surrounding residential uses, including through the following tests in accordance with BRE guidelines:

- Vertical Sky Component (VSC): This is the proportion of the sky dome that can be seen from a point in the centre of a window. Daylighting may be regarded as

adversely affected if a main window retains less than 27% VSC or less than 0.80 times the VSC over the existing conditions.

- No Sky Line ('NSL') – This is the area of the working plane in a room that can receive direct skylight. The BRE guide suggests that daylighting may be adversely affected if a habitable room retains less than 0.80 times the NSL in the existing conditions.
- Annual Probable Sunlight Hours ('APSH') – the total number of hours in the year that the sun is expected to shine on a window, allowing for average levels of cloudiness.

8.80 The assessment has focused on the context of the site as shown in the below image from the updated Daylight Sunlight Report:



The residential properties are:

- 286 Hoe Street – Mixed use – Residential on upper floors.
- 290-292 Hoe Street – Mixed use – Residential on upper floors.
- 1 Priory Avenue – Residential
- 4 Station Approach ‘East Central Apartments’ – Mixed use – Residential on upper floors.

Properties with a potential special requirement for daylight:

- 1B Priory Avenue – ‘Non-residential service’ mentioned online (this is likely now in residential use however this has been accounted for in the assessment)
- 2 Priory Avenue – ‘Day centre’

8.81 The updated assessment differs from the previous in that the most recent omits 3 Station Approach (the adjacent Travelodge). This does not hinder the efficacy of the assessment, though it would be preferable for consistency to have been included, the excluded building is a hotel and therefore classified as transient accommodation which does not require strict daylight assessment under the BRE Guidelines.

8.82 The previous Daylight Sunlight Report submitted was reviewed by the Local Planning Authority and an independent expert instructed by the Council. The previous Committee Report outlines the following assessment:

"In summary, GL Hearn, the Council's independent daylight, sunlight and overshadowing consultants, report that:

- *The development achieves an overall pass rate of 88% based on No Skyline (NSL).*
- *The development achieves an overall pass rate of 58% based on Virtual Sky Component (VSC).*
- *The daylighting to the windows has been assessed to 168 windows using the VSL 148 rooms. The baseline line conditions demonstrated that 110 met the recommended levels detailed in the BRE before the proposed development was tested. The results detail that 99 windows achieve compliance following the development.*
- *Internal daylighting has been assessed to 168 rooms. 149 rooms meet the BRE Guidelines, and 11 rooms are subject to minor deviations from the BRE. 8 rooms will be subject to noticeable transgressions. 7 of the 8 serve commercial buildings with a requirement for natural daylight. These should be looked on practically, as it is unlikely to damage occupier enjoyment. 1 room will be subject to transgression although daylight to the property as a whole should be considered reasonable.*
- *Sunlighting results demonstrate a strong compliance level both annually and in winter months.*
- *Amenity will not be subject to any change.*
- *Overall, the proposed development will have a minor adverse impact on the neighbouring daylight and sunlight amenity. A practical approach should be applied when reviewing the impact of this development. In addition to this, exceptionally high baseline conditions create an additional burden for the development to follow in terms of meeting BRE recommendations.*

Expressed concerns were received by occupiers of the nearby East Central Apartments in terms of reduced light levels. As a result, to ensure thoroughness, the scheme has been scrutinised and independently assessed by the Council's daylight and sunlight experts at GL Hearn. Their report reveals certain transgressions against BRE guidelines would occur using the VSC test following the proposed development. 56 windows were assessed in total and 32 met the BRE guidelines. 6 windows would be subject to a 20-29.9% reduction and 18 windows subject to a 30-39.9% reduction. The Waldrams report refers to representations given by the GLA as stated in a Hearing report D&P/3067/03 – Appendix 1 (18 November 2013), in which alternative targets (relaxed) are considered and implemented. The Hearing report explains that where there is an undeveloped site, neighbouring properties will likely experience high levels of change beyond the recommendations of BRE standards and alternative percentage reductions should be apply. Similar principles should apply when considering the level of effect of the proposed development on East Central Apartments."

8.83 Decision-makers when considering development within highly sustainable locations, such as this town centre position, must balance the potential impacts with the requirements of Policy SD6 of the London Plan and Policy 6 of the LP1 (2024) which promotes good growth through intensification and mixed-use, and residential led schemes. The existing three storey buildings are considered unusually low in this setting, with current VSC levels comparable to those typically found in low-density

suburban areas. In the context of inner-city development, the anticipated change is consistent with the proposed increase in density. Of note in the 2013 GLA hearing report (D&P/3067/03) and by the 2018 Whitechapel Estate Appeal Decision (Appeal Ref. APP/E5900.W/17/3171437), it should be noted with respect to the reduction factor, that whilst BRE guidelines state that a 20% reduction is the threshold for a materiality noticeable change, the independent daylight and sunlight review sets out that given the underdeveloped nature of the site relative to the context, this percentage reduction should be increased to 30%, with an upper threshold of 40%. This emphasised that numerical standards should not be applied rigidly but should consider the specific urban context.

- 8.84 Daylight is assessed using two BRE-recommended tests: Vertical Sky Component (VSC), which measures light reaching a window, and No Sky Line (NSL), which looks at how light spreads within a room. In East Central Apartments, 24 windows would see some reduction in VSC, 6 of which would be between 20-29.99% reduction and 18 between 30-39.99% reduction, all sitting within the amended threshold above. Furthermore, all 49 rooms tested under NSL meet BRE standards, meaning daylight inside remains acceptable and close to current levels.
- 8.85 On Priory Avenue, the affected windows at 1 and 1b are north-facing, while 2 Priory Avenue is a day care centre where BRE standards do not apply. Notwithstanding this, the development would not significantly compromise the existing building so as to not adversely impact the function of this use.
- 8.86 Private balconies are not considered amenity spaces under BRE guidance, so any impact on views from them is not relevant. For overshadowing, all neighbouring gardens would still receive at least two hours of direct sunlight, ensuring good light throughout the year.
- 8.87 Taking into account the above methodology and conclusions of the original DDSL report that was accepted upon independent review, the following comments are made in relation to the surrounding buildings when compared to the resolution to grant scheme.

286 Hoe Street

All windows and rooms show no change in daylight or sunlight compared to the resolved position.

290-292 Hoe Street

No changes in daylight or sunlight relative to the resolved position.

1 Priory Avenue

Five of seven habitable windows show no change in VSC; two show only a 1% change. Daylight distribution is unchanged.

1B Priory Avenue

All windows show no change in VSC; one room shows a 1% daylight distribution change.

2 Priory Avenue

Six of eight windows show no change in VSC; two show only a 1% change. Daylight distribution is unchanged.

East Central Apartments, Station Approach

In the original assessment, some windows would see daylight reductions of up to 40%, which is above the BRE's recommended 20% limit, however this is justified in the round. Most windows either keep good daylight levels (above 27% VSC) or perform better than an alternative "mirror image" scenario, both of which meet BRE guidance. Only four windows fall outside these measures, but their reductions are small (no more than 8%) and likely unnoticeable. Importantly, all still retain at least 20% VSC, which is a level generally accepted by the GLA for London.

To compare the previous to the current scheme, the updated assessment concludes that of the windows assessed, only seven experience no greater than a 2% change in VSC, all other windows see no change. All rooms experience no reductions in daylight distribution compared to the resolved position with a small number experiencing minor improvements. In terms of sunlight, all windows either meet the target values or experience no change compared to the resolved position. Therefore, any changes in impact are negligible and considered acceptable.

Properties that have not been referenced in the updated report:

Juniper House & 8 Station Approach

This was demonstrated as meeting the target values as set out in the BRE guidelines for daylight when comparing the existing and proposed positions (in terms of VSC and daylight distribution) and sunlight (in terms of APSH) and is therefore not commented on further.

Outdoor Amenity Spaces

The level of sunlight to the outdoor amenity spaces within the surrounding properties was also assessed. The BRE Guidelines recommend that an outfoot amenity space received at least 2 hours of sunlight on March 21st to at least 50% of its area in the proposed situation or retains at least 80% of its former value. All amenity spaces analysed meet the target value with the proposal in place.

Analysis and Conclusion:

8.89 The results for the '2022 resolution to grant' vs Proposed scenario are as follows:

- Vertical Sky Component (VSC): 173 windows assessed; 166 of these are unchanged against the '2022 resolution to grant' massing with only 7 within East Central Apartments experiencing no greater than 2% change – no material change
- Daylight Distribution (DD): 139 rooms assessed; all are unchanged against the '2022 resolution to grant' with the exception of 2 windows in 1 Priory Avenue experiencing a 1% change – no material change
- Annual Probable Sunlight Hours (APSH): 79 rooms assessed; all are unchanged against the '2022 resolution to grant' massing – no material change

8.90 The independent review by Rapelys concludes that the updated daylight and sunlight assessment is considered robust, with the modelling methodology consistent with industry standards and previous analyses. Although 3 Station Approach was not

included, the scheme's similarity to the consented 2022 proposal indicates no material effect on outcomes. While some VSC reductions occur against existing conditions, the retained levels are appropriate for a dense urban context and supported by strong daylight distribution and sunlight compliance. Crucially, there is no material deterioration when compared with the 2022 resolution to grant.

8.91 Overall, officers acknowledge that there would be a minor adverse impact on the neighbouring daylight and sunlight amenity. This will be addressed in the planning balance within this report conclusion. Though there would be a demonstrable alteration to current conditions, given the identified impact is considered to be within the flexible thresholds it is not considered to be a significantly adverse change to the living standards of neighbouring residents.

Privacy, Overlooking and Outlook

8.92 Policy 57 of the Waltham Forest Local Plan LP1 (2024) highlights that new developments should respect the amenity of existing and future occupiers and neighbours by avoiding any harmful impacts from overlooking or enclosure and loss of privacy.

8.93 Waltham Forest Urban Design SPG states that the following minimum clearance separation distances between windows of habitable rooms and kitchens in opposing dwellings:

- 20 m between two-storey dwellings;
- 30 m between dwellings with a maximum height of three storeys; and
- 40 m between dwellings with a maximum height of four storeys;

8.94 However, the Urban Design SPG is not considered appropriate for high density town centre schemes.

8.95 The scheme has been designed to mitigate and protect privacy and overlooking to existing and proposed residents. The proposed development provides separation distances of approximately 16m and 16m to the north and south respectively. To the immediate north is the Travelodge Hotel which is regarded as less sensitive than residential development in terms of separation distances. East Central Apartments also lie to the north west of the proposal site, however given the offset and slightly increased separation from the closest point of the proposed building at 17m, it is not considered that there would be any significant loss of privacy arising from this relationship. To the south, there would be sufficient space to ensure no significant loss of privacy would occur to existing and future residents. Though there may be a perceived sense of overlooking given the balconies to the south elevation fronting Priory Avenue, there is no significant harm identified given the sufficient distance between habitable room windows.

8.96 In terms of outlook, given the offset in siting from the northern apartment block, it is considered that neighbouring properties would benefit from a good level of residual outlook for a town centre location where development is typically more concentrated. Whilst the concerns of neighbouring residents are acknowledged, officers consider that there is no harm in this respect such that would justify the refusal of planning permission.

8.97 As such, it is considered that due to respecting the established urban context, the scheme would sufficiently preserve acceptable levels of privacy, overlooking and

outlook to existing neighbouring occupiers in accordance with Policy 57 of the LP1 (2024).

F. Design of Development

8.98 The NPPF (2024) states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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

8.100 Policy 53 of the LP1 seeks to achieve high-quality design that responds appropriately to its context through scale, height and massing.

8.101 Policy 55 of the Waltham Forest Local Plan LP1 (2024) states that appropriate building heights for new development will vary in response to the prevailing character and building heights of that part of the borough, in line with the approach to character-led intensification set out in Policy 8. The site is within an area of 'Transformation' with regards to the surrounding character, therefore the Local Plan defers decision-makers to Policy 54 with regards to indicative range of heights for buildings that exceed typical shoulder heights in these areas. For the purposes of these policy tests, the definition of tall building is any building of 10 storeys or more, or any building that measures 30m or more from ground level.

8.102 The proposed development comprises an 18-storey high mixed use building which sits within close proximity to tall buildings most notably a 14 storey Travelodge Hotel at the junction of Hoe Street and Station Approach, as well as The Eades comprising two towers of 27 and 34 storeys located approximately 230m to the north west of the site. Whilst the site is generally considered constrained due to its highly urbanised characteristics in the town centre and limited area for access, this site does represent an excellent opportunity for a sustainable mixed use, residential led development - an opportunity to animate the street frontage and following the pattern of tall buildings that is established in the town centre.

8.103 The previous iteration of the scheme benefitted from two Design Review Panel (DRP) sessions (10 June 2020 and 2 December 2020) and officers agreed that the scheme has developed positively as a result of these reviews. Given the nature of the changes, it was not considered necessary to present the scheme again at DRP as the broad principles of the design approach remain.

Scale and Massing

8.104 The London Plan (2021) recognises that tall and large buildings can form part of a strategic approach to meeting the regeneration and economic development goals laid out in the London Plan, particularly to make optimal use of the capacity of sites with high levels of public transport accessibility. Policy D9 states that tall buildings should only be developed in locations identified as suitable in local plans and identifies a

range of visual, functional, environmental, and cumulative impacts that should be assessed.

8.105 Policy 54 indicates that tall buildings will only be supported on certain sites identified for a 'Transition' or 'Transformation' approach to character intensification, these are identified in Figure 14.1 in the Local Plan including the site subject of this application. The acceptability of tall buildings on these sites remains subject to contextual analysis and assessment against all relevant policy tests in the Development Plan. Though the policy states that buildings between 10-17 storeys are generally appropriate, there are opportunities to exceed this and that indicative ranges of potentially acceptable height will be provided in Local Plan Part 2 – Site Allocations. In this instance, the LP2 allocation includes note that the site is identified as location where 18 storeys or more may be acceptable, this having been tested and approved as part of a resolution to grant this application, as in 2022.

8.106 Part D of the policy states that where a tall building is justified in accordance with the above criteria, they will be supported where they achieve Exemplar Design having regard not only to Policy 53 but considerations laid out in the policy, including visual impacts, environmental impacts, functional impacts and cumulative impacts.

8.107 With reference to the LBWF Character and Intensification Study 2019, a holistic approach to redevelopment gives much greater scope for intensification and transformation of character than smaller sites with greater flexibility for the arrangement of taller elements and creation of new urban grain. This holistic approach to intensification allows a positive response to character and the placemaking agenda whilst having special regard to its local town centre context. Its siting and relationship to the context and local character would align with the higher density urban development completed and undergoing redevelopment in and around the application site.

8.108 The increased height on site is appropriate to mark the key junction and location of both the Walthamstow Central Station and the town centre which is consistent with the Urban Design SPD which recommends that storey heights can be increased along key routes. The proposed building would respond well to existing and emerging taller buildings in its immediate context and being located close to Walthamstow Central Station. This general approach to the height and form is unchanged from the previous scheme, albeit with increase in floor plate by approximately 1m to the north and west to accommodate the necessary second staircase. As such, there would be an increase in the overall massing compared with the previous scheme however this would not significantly alter the previous assessment.

8.109 The proposed site abuts a terraced row along Priory Avenue which comprises two-storey properties. In order to create a visual separation between the proposed tall building and neighbouring low density properties, the proposal includes 'The Yard' which would provide ancillary space for the new development incorporating access points for the refuse and cycle storage, and the concierge area. This area would be constructed in a simple steel structure in contrast to the masonry of the main tower and would support a corrugated 'tin' red roof. This element provides an appropriate visual transition between the development and the surrounding townscape, helping to assimilate the development into its surroundings.

8.110 The proposed building would have a clear base, middle and top, with the base consisting of a two storey podium with distinctive round headed arched openings at

first floor level, separate by vertical glazed brick piers and the use of horizontal spandrel panels of glazed ceramic. The middle section would have floor to ceiling windows, set within a slightly recessed bay and separated by glazed ceramic spandrel panels between each floor. It would have projecting balconies of steel and stone tiling to the south and west sides and inset balconies at the north-eastern corner. Tall, vertical stock brick piers run through from the 2nd to 18th floor levels between each bay. The top two floors of the building would be of a similar design to the middle, but with inset balconies. At roof level, the plant area is centrally located on the building and is set back from all sides, with a residents' roof terrace to the southern portion of the roof. The elevations are regular, ordered, and well-articulated, with smart crisp detailing and subtle variations which hint at the changes within. The limited palette of materials used are high quality and will enhance the simplicity and crisp lines of the facades.



8.111 In providing visual interest and articulation at the lower elements of the building, architecturally, the design of the scheme is strongly supported particularly as it is where it would be mostly experienced by residents and visitors. The ground floor frontages would provide active elements on the key frontages of the scheme, and whilst there would be no entrances onto Hoe Street the incorporation of full height glazing is considered a smart and positive feature. In addition to the positive inclusion of the small "public plaza" adjacent to the southern elevation which can be used by both future residents and the public and would help in providing activity at this key face of the development.

8.112 Overall, the building would be read in the context of an existing cluster of tall buildings, notably the Travelodge and Juniper House within the immediate vicinity of the proposed site, as well as The Eades to the north west of the site which comprises two towers of 34 and 27 storeys. The proposal would align within this established character of the town centre location whilst acknowledging the transition between two storey existing buildings and the tower itself. The massing and building articulation of the scheme is considered to be acceptable and appropriate for a site identified for transformation consistent with policies 53 and 54 of the LP1 (2024).

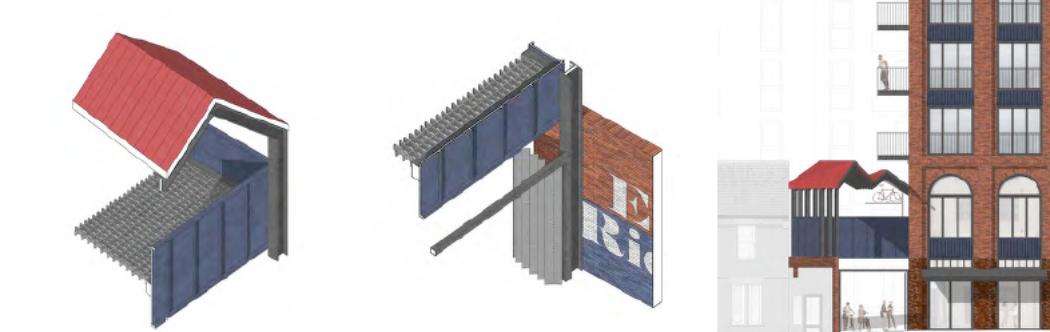
Building Layout and Spatial Configuration

8.113 The proposed spatial layout seeks to deliver a quality, residential-led mixed use development that adheres to good urban design principles in terms of responding well to the existing urban structure, urban grain and spatial constraints. The site is characteristically constrained due to its town centre location and so, is particularly challenging to achieve a development that sits conformably within its surroundings.

8.114 The ground and first floor layouts are altered in response to the additional stair core and changes to the usage of 'The Yard'.



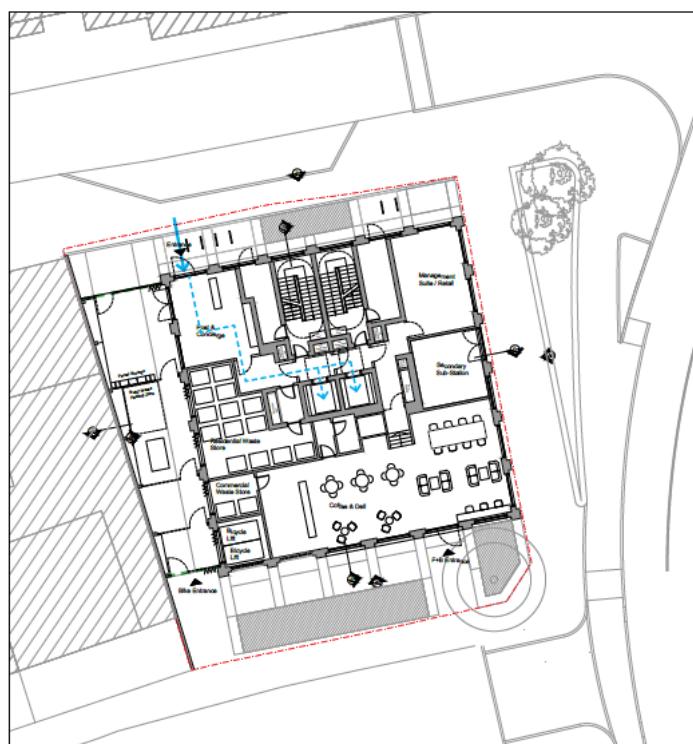
Design Study - Section Through The Yard With Bicycle Deck To First Floor



Detailed Studies Of Key Elements Of The Yard

'The Yard' indicative articulation

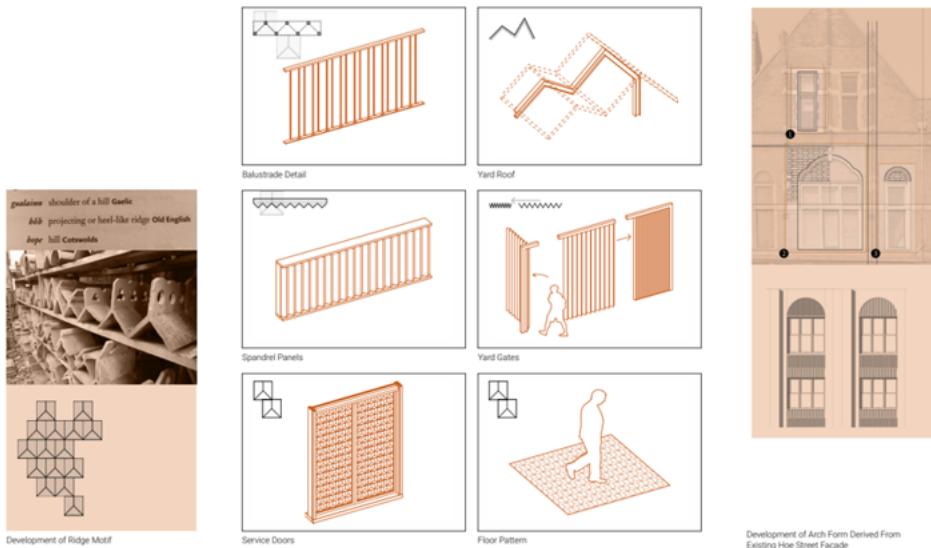
8.115 This was originally proposed to be a pedestrian through route between Priory Avenue and Station Approach, however with additional pressures on the ground floor and through the subsequent discussions with design officers, the 'Yard' has been revised to provide resident only ancillary space. This is considered an appropriate alternative solution given the revised footprint of the building, offering a benefit to user experience and accessibility, providing a covered entrance and transitional space for residents and visitors. The dedicated cyclist entrance on the south side ensures safe, direct access to the secure cycle storage via platform lifts. The segregation of cyclist and pedestrian access reduces potential conflicts and the location of support areas for building management near the entrance allows for efficient service access and discrete operations away from residential areas.



Ground floor plan showing resident movements

Architectural quality and Materiality

8.116 The contemporary approach to architecture is supported and the choice of materiality responds well to the urban context given the high quality material palette. As described in the Design and Access Statement prepared by HAL Architects, the material strategy and its rationale is considered well thought out and befits such contemporary style buildings with glazed brickwork, finished glazed ceramic spandrels, and contrasting hard landscaping tones and traditional cobblestones. Below are specific details that helped to develop the architectural composition of the scheme:



8.117 The proposed design demonstrates a robust, high-quality architectural approach informed by detailed contextual analysis. The appearance has been tested and refined throughout the design process. Durable, natural materials have been selected to create a visually engaging palette. Articulation is achieved through a combination of steelwork, stone tiling, and varied balcony forms—projecting, recessed, and Juliet—adding depth to the façades and defining the building’s crown. Spandrel panels further enhance visual interest, while material choices respond sensitively to the site context. Subtle variation at the building base reflects internal uses, and the corrugated tin roof over the ancillary area introduces an artistic yet simple form, accommodating cycle storage.

8.118 The design officer strongly supports the material palette but recommends conditioning materials to ensure quality and prevent value-engineering on this prominent town centre site. It is also advised that HAL Architects remain engaged through construction to completion via a s.106 agreement to safeguard design integrity post-permission.

8.119 The revised proposal reflects a positive evolution of the original scheme responding to regulatory requirements and design-based feedback through the DPA process. Therefore, subject to conditions and an architect retention clause, it is considered that the proposal would be visually integrated and varied with acceptable visual consistency through use of tones and material features.

Public Realm

8.120 Policy D8 of the Plan (2021) sets out robust criteria to ensure that new public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable.

8.121 This iteration of the scheme has removed the previously proposed passageway through ‘The Yard’ that would have provided public accessibility between the buildings. As such this is no longer contributing as public space, however it does serve a positive function in providing additional servicing and ancillary space to the residential and commercial uses. The revised scheme does include public realm enhancements along existing pedestrian routes, as part of these enhancements a

new tree would be planted at the corner of Hoe Street and Priory Avenue with extended planting on the southern terrace area creating a new public plaza that would soften and enclose the natural space. Details of this will be secured by condition though indicatively shown on plans. This would create an enhanced street-scene, help improve air quality and contribute to biodiversity. Further enhancements to the public realm are depicted below:



8.122 Overall, taking into account the relative constraints of the urban context and demands upon the ground floor to accommodate fire regulations and resulting rearrangement of internal facilities, the proposal is successful in improving the public realm through greening and planting along Priory Avenue and Station Approach, as well as the enhanced active frontages of the ground floor.

Basement

8.123 Policy D10 of the London Plan (2021) states that negative impacts of large-scale basement development beneath existing buildings must be controlled and addressed. Basement extensions should be avoided if they are likely to cause unacceptable harm and supported where they contribute to efficient use of land and would be appropriately designed.

8.124 The proposed basement would extend under the footprint of the new building and measure approximately 394sqm in area containing plant and bulk waste storage area. This would be an apt location for containing such utilities where their visual prominence and noise can be mitigated. The accompanying Basement Impact Assessment prepared by Elliotwood Partnership Ltd have provided structural and engineering input to support the application which includes matters related to ground level water, ground conditions; limiting impact on adjoining buildings; limited ground movement, and Victoria Line tunnel. The assessment concludes that the proposals can be built safely without significant impact to the stability of the building or adjoining properties.

8.125 In consultation with Transport for London (Infrastructure Protection), no objection was raised to the principle of the development including a basement extension subject to inclusion of conditions to secure important considerations regarding, flood risk, impact on neighbouring buildings, dust noise, and vibration, a construction method

statement and construction sequence. Highways Officers have requested technical approval in accordance with CG300 requirements. The proposal is anticipated to fall under Design Category 1 as defined in Section 3 of CG300 which requires preparation of an Approval in Principle (AiP) prior to detailed design, followed by submission of Design and Check Certificates with the final design package for endorsement by the Technical Approval Authority. This will be secured by condition.

8.126 As such, subject to conditions, the proposed basement is considered to be implemented safely impact and disturbances mitigated in accordance with Policy D10 of the London Plan (2021).

G. Impact on Heritage Assets

8.127 The NPPF (2024) states at paragraphs 212-216 that when considering the impact of the proposal on the significance of any heritage assets affected, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefit of the proposal including, where appropriate, securing its optimum viable use. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

8.128 Policy HC1 of the London Plan (2021) states that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets. Any harm must be given considerable importance and weight.

8.129 Policy 70 of the LP1 (2024) states that designated heritage assets will be conserved and where possible enhanced, whilst policies 71 and 72 seek similar protection, enhancement, or justification for loss where necessary, in relation to listed buildings and conservation areas.

8.130 Policy 74 of the LP1 (2024) seeks to ensure that non-designated heritage assets (including Locally Listed Heritage Assets) and their settings will be protected and conserved appropriate to their significance, with a strong presumption in favour of their retention and where possible their enhancement. Substantial harm to and complete loss of non-designated heritage assets will only be supported in exceptional circumstances and will require clear and convincing justification and evidence as to why the non-designated cannot be retained or repurposed.

8.131 Policy 75 of the LP1 (2024) looks to protect and retain locally listed heritage assets and their settings, with any substantial harm or complete loss only being supported in exceptional circumstances and will require clear and convincing justification and evidence.

The Site

8.132 The existing buildings on the site date from the late 19th century and are typical of the period having elements of surviving historic fabric; but these have been altered at ground floor level such that the elevations are now disjointed. No. 278 Hoe Street is of the least architectural interest but holds a very limited level of local historic interest due to its banking use. No. 280-284 Hoe Street has more visual interest in its front elevation but due to the loss of the ground floor the three gabled elements are not

grounded and offer only a limited contribution to the town centre location in comparison to other buildings on Hoe Street.

8.133 As per the previous Committee Report, the existing buildings are identified as non-designated heritage assets dated from 1885-1889 and therefore must be identified in the planning process as advised in paragraph 40 of Planning Practice Guidance. Whilst the buildings have some interest, evidencing the urban change of Walthamstow in the late nineteenth century, and by making a positive contribution to the townscape of the area, this interest is somewhat limited; and undermined by the loss of original detailing. As such, officers advice should be taken into a balanced judgement considering other factors including the wider public benefits of the proposal. This is returned to in Section P of this report.

8.134 There are a number of Grade II and Grade II* Listed Buildings with circa 500m radius of the application site, including the following buildings:

- St Mary's Church, located within the Walthamstow Village Conservation Area, is Grade II* listed with origins dating to the 12th century. The building contains more than 150 historic brasses and monuments, the earliest from 1436. Although little of the original Norman structure survives, remnants such as pillar bases and associated chisel markings remain visible.
- The (former) ABC Cinema, no. 186 Hoe Street is listed grade II*. This cinema was built in 1929-30 and was designed by Cecil Masey. It has a stone frontage, with brick retaining walls to a steel frame. The two storey façade is in a Spanish Baroque style.
- Chestnuts House, no. 398 Hoe Street is listed grade II*. This substantial detached house dates from 1745-7 and is two storeys high. It is of stock brick with red brick dressings and has a stucco pedimented doorcase dating from the early 19th century with Doric pilasters.
- The pair of forecourt piers to Chestnuts House, no. 398 Hoe Street are listed grade II. These are rendered gate piers dating from the 18th century
- Walthamstow Central Library, High Street is listed grade II. This library dates from 1907-9 and is by J W Dunford. It is of red brick with ashlar dressings.
- Central Parade, on the corner of Hoe Street and Church Hill is listed grade II. This is a commercial building with a parade of shops, a bank and a public hall, with offices and flats over. It was designed under borough surveyor F G Southgate in 1954 and opened in 1958. It is of brick, with some Portland stone, polished stone and tile facings. It has a distinctive serpentine reinforced concrete canopy.
- Walthamstow High School for Girls, Church Hill is listed grade II. This school dates from 1913 and is of red brick with some stone and rubbed brick dressings. It has a symmetrical neo-Georgian composition.
- The gates, gate piers and railings to Walthamstow High School, Church Hill are listed grade II. 3.24 Squires Almshouses, nos. 1-6 Church End are listed grade II. These Almshouses are of stock brick with some red dressings. They are dated 1795 and are one storey high.

- Walthamstow Museum (Vestry House), Vestry Road is listed grade II. This former parish workhouse is dated 1730, with an addition to the north which dates from 1756. It is of plum brick with red dressings.
- The Old Town Hall, Orford Road is listed grade II. This former town hall, now college, dates from 1866. It is of brick with stucco dressings, in an Italianate style.
- Orford House Social Club, no. 73 Orford Road is listed grade II. This large detached villa dates from the early 19th century. It is stuccoed and is in a neo-Classical manner.
- Cleveland, no. 285 Hoe Street is listed grade II. This large detached houses dates from the early 18th century but was altered in the mid 19th century. It is three storeys high and is of brick with stucco dressings

8.135 There are also a number of Locally Listed Buildings with circa 500m radius of the application site described including the following buildings, the latest additions to the local list highlighted in bold:

- Walthamstow Central Station (main building)
- The Chequers Public House, 145 High Street
- **324 & 326 Hoe Street**
- **269-277 Hoe Street**
- **Walthamstow Central Baptist Church, Orford Road**
- 1-21 (odds) Church Path, E17
- Former Job Centre, nos. 263-265, Hoe Street.
- Electric House (showroom and flats), no. 29 Church Hill.
- Hillside, Vestry Road.
- Former Post Office sorting office, no. 7 Vestry Road.
- National Spiritualist Church, Vestry Road.
- Frank Ison's Shop, no. 47 Orford Road.
- Marsh Street & Trinity United Reformed Church, Orford Road.
- Queens Arms public house, Orford Road.
- Former St Mary's National School (now the Asian Centre), no. 18a Orford Road.
- No. 27 and no. 29, Wingfield Road.
- Nos. 9-18, Eden Road.
- Nos. 23, 25, 63, 65 & 73, Grosvenor Park Road.
- Nos. 34, 36, 46-52, **56a**, 68, 70, 76 & 78, Grosvenor Park Road.
- The Windmill, Grosvenor Park Road.

Conservation Areas.

8.136 As previously noted in the last Committee Report, the height of the proposed block has the potential for it to impact on views out of Walthamstow Village (St Mary's) and Orford Road Conservation Areas, both located within 500m to the east of the site. There are other Conservation Areas in the wider area, including St James Street Conservation Area, although the separation distance is such that there would be no impact on these areas.

8.137 Walthamstow Village Conservation Area centres on St Mary's Church and churchyard, with surviving medieval and Georgian buildings, all listed or locally listed for their architectural and historic interest. The Appraisal notes an eclectic mix of buildings spanning nearly 900 years, largely intact though adapted over time. The

area is compact, small-scale, and retains a rural character enhanced by trees in public and private spaces. Historically, the elevated position gave the church tower prominence, but subsequent urban development has obscured long views into and out of the area.

8.138 Orford Road Conversation Area lies to the south of St Mary's, this area comprises predominantly Victorian cottages, villas, terraces, shops, and civic buildings. Key assets include the Grade II listed Old Town Hall and Orford House, alongside locally listed buildings such as the former National School (now Asian Centre), teachers' houses on Vestry Road, the former Post Office sorting office, and several historic public houses. Development after 1850 was piecemeal, resulting in a diverse mix of residential forms from grand villas to modest cottages. Open spaces are limited to the bowling green behind Orford House (not publicly visible), Vestry Road playground, and the Village Square. Long views are generally restricted by the irregular street pattern and dense urban grain, though shorter views of significance exist, notably the tree-lined Grosvenor Park Road.

Analysis

8.139 A Heritage Statement prepared by HCUK accompanied the original application, assessing the impact of the approved scheme on heritage assets and designated areas. In addition, a Townscape, Visual Impact and Heritage Assessment (TVIHA) by Peter Stewart Consultancy evaluated a range of viewpoints and distances from the site, considering visibility across townscape areas in both winter and summer. The amendments to the scheme would result in a minor increase to the overall width of the tall building, however these are not considered to fundamentally alter the previous technical analysis of in terms of visual impact or significance of heritage assets in longer views.

8.140 Officers would note that, in all cases there is significant separation distance between the proposed building and listed and locally listed buildings within the vicinity of the development, along with the identified Conservation Areas in the vicinity of the site. Consequently, the development would appear in views around these heritage assets as part of an existing and emerging cluster of tall buildings. This would have some impact through the loss of open skyline around the assets in question, but consistent with the emerging urban fabric. Consequently, it is considered that there would be very limited harm identified to the setting of the designated and non-designated heritage assets.

Conclusion – heritage

8.141 Overall, the demolition would result in the loss of a non-designated heritage asset and a very limited degree of harm to the setting of the nearby Conservation Areas, Listed Buildings and Locally Listed Buildings; less than substantial in the context of the NPPF. This is addressed further in the planning balance and conclusion section of this report, engaging with NPPF paragraphs 202-210, London Plan (2021) Policy HC1 and LP1 (2024) and Policies 70, 71, 72, 74 and 75 of the LP1 (2024).

I. Transport and Highways

8.142 The National Planning Policy Framework (2023) states 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 policy on these priorities in a placemaking context, to ensure safe and suitable access to the site for all users.

- 8.143 London Plan (2021) Policies T1 and T5 set out that 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.
- 8.144 In terms of the key policies in the adopted Local Plan, Policy 60 seeks to promote sustainable transport and a key objective here is supporting car-free development to reduce car dominance; Policy 61 seeks to support Active Travel encouraging an increase in walking and cycling. Policy 62 and 63 seek to support public transport and manage development and transport impacts. Policy 64 seeks to minimise the adverse impacts of deliveries and servicing, and policy 65 sets out detailed criteria for Construction Logistic Plans.

Car Parking

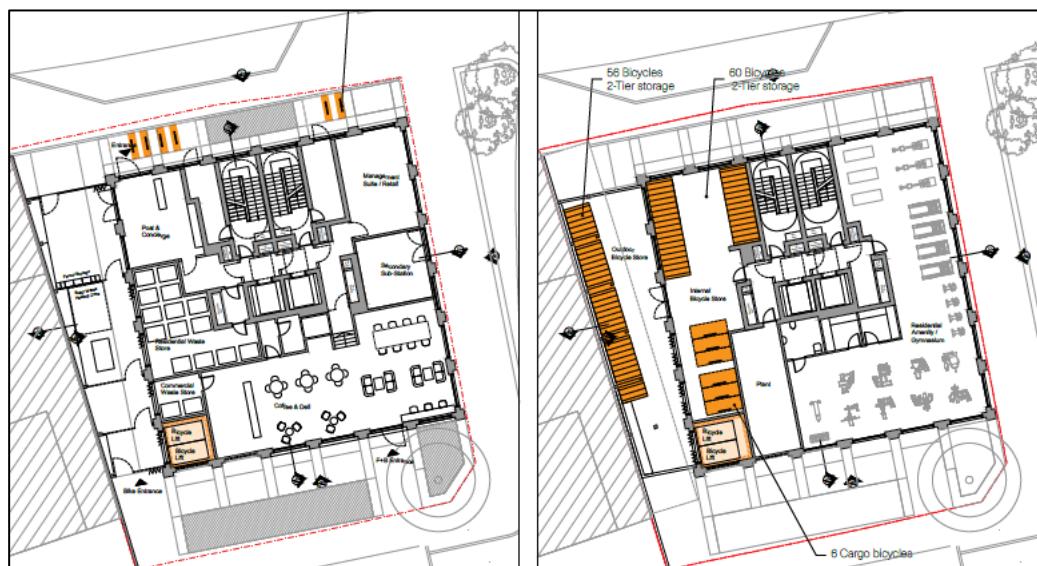
- 8.145 The proposal is to be car free, in alignment with the approach envisaged in the Local Plan, seeking to achieve a modal shift from car to walking and cycling. It is located within a Controlled Parking Zone ("CPZ") and, in line with the Council's standard approach, future occupants would be prohibited from applying for parking permits within the CPZ. However, the proposal does not entirely align with the parking standards in that blue badge parking spaces would be required with the residential proposed, at 5% of the unit numbers and 2% passive provision resulting in approximately 4 spaces.
- 8.146 No vehicular or disabled parking is proposed at the site. Given the small footprint of the site and competing demands on the ground floor for refuse storage, plant, entrances, cycle parking lift and active frontages it is accepted that it is not practicable to provide blue badge parking in this instance. The site benefits from a highly sustainable town centre location where there are excellent public transport interchanges being around 60m from Walthamstow Central Station, 150m from Walthamstow Bus Station and 450m from Queens Road Station Overland Station. In this context, a wholly car-free scheme is considered appropriate. The car free clause within the Section 106 will exclude blue badge holders, who would be entitled to a residents parking permit and a marked on-street bay. It is acknowledged that TfL consultation response states that disabled parking bays should be included or their absence robustly justified and agreed with the LPA and TfL. Due to the preceding assessment, this is considered agreed with the LPA on balance.
- 8.147 A number of representations received raise concerns for additional pressures on the existing parking provision. No parking spaces would be lost within the existing CPZ as a result of the development. Private parking spaces currently serving Barclays Bank would be removed to facilitate the proposed loading bay, however this is not considered to negatively impact spaces available to local residents with permits. As noted previously, future occupants of the development will not be entitled to apply for a parking permit thereby not increasing pressures on the CPZ in reality. The development includes a bespoke servicing bay on the street, which reduces the risk of servicing traffic associated with the development obstructing existing residents parking.

8.148 Highways Officers have suggested that the existing CPZ may require extension which would be subject to a consultation and, if extended, would request a S106 financial contribution of £30,000-£50,000 to cover the increased cost of enforcement for a year. This is not directly related to making the development acceptable in planning and policy terms and is therefore not justified in the context of the proposal being reliant on hypothetical situation. Officers have thereby not pursued this request.

8.149 For the above reasons, subject to conditions and obligations, in the particular circumstances of this site a wholly car free development is considered acceptable. There is no significant conflict with the relevant planning policies that relate to this issue, including Policy T6.1 of the London Plan (2021) and Policy 60 of the Waltham Forest Local Plan LP1 (2024).

Cycle Parking

8.150 London Plan standards at Policy T5 Table 10.2 for residential development requires 1.5 cycle parking spaces per 1 bed units, and 2 spaces for all other residential units. In the adopted Local Plan (Appendix 1) the requirement is for 1.5 space per 1 bedroom home, 2 spaces per 2 bedroom home, and 3 spaces for all other dwellings, with 1 visitor space per 40 homes with a minimum of 2 spaces.



Plan showing cycle storage and access for residents

8.151 The proposed development would therefore require 122 cycle parking spaces, with 6 cargo bike storage spaces at 5% of the total. At ground floor Sheffield type stands are provided to the north within easy access of the main entrance and are for occasional or visitor use. The main cycle storage provision is at first floor level with a dedicated platform lift from the ground floor. The storage provides racked storage as well as space for large or cargo type bicycles.

8.152 In total, the proposed cycle parking provision and details will be secured by way of condition subject to planning approval. This level of provision accords with London Plan and Local Plan standards and is welcomed by the Council's Transport Policy Officer.

Servicing and Access

8.153 The proposed servicing strategy is to accommodate all deliveries and refuse collection from a 12m x 2.8m flush loading bay on Station Approach, immediately north of the site. To ensure delivery and servicing vehicles can access the site a service/drop-off parking spaces are proposed to accommodate up to large vehicles. This is unchanged from the original proposal with resolution to grant and the previous Delivery and Servicing Management Plan was reviewed as part of the original assessment. Given the changes to likely delivery movements, the Delivery and Servicing Plan will require updating to consolidate management of the loading bay to ensure it is available to accommodate movements associated with the proposal only. A Stage 1 Road Safety Audit (RSA) was undertaken for the original loading bay design in 2021, and the Transport Addendum confirms that the revised layout has been updated in accordance with RSA recommendations. This document was reviewed and agreed with TfL under the original consultation. The kerb line adjustment and provision of a contrasting surface for the loading area are noted as part of the mitigation. Highways Officers have raised requests for updated Delivery and Servicing Plan using latest TRICS data and completed RSA process prior to determination. However, as the principles of the loading bay are unchanged from that agreed with relevant bodies, Officers consider that this detail can be secured by condition or prior to Stage 2 GLA referral in consultation with TfL. Given the bay is located on TfL land, discussions with the applicant throughout the application process have been ongoing and the principles accepted subject to a Stage 2 Road Safety Audit to be secured by condition and consultation to be held with the requested updated stage 1 RSA detail ahead of the GLA Stage 2 Referral.

8.154 TfL have commented on the latest consultation stating that the bay should be 3 metres wide and that Stage 1 RSA should be submitted, however the Stage 1 RSA can be updated prior to the Stage 2 referral stage and the width of the bay was agreed in principle earlier in the process and it is evidenced that it can accommodate the scale of servicing vehicle required. A query was also raised regarding availability of pedestrian footway behind the loading bay, formally there would be 2.1m though there would also be space available within the building forecourt to accommodate safe pedestrian movements should the loading bay be occupied. This would be an improvement on the current layout given that the area is occupied by parking spaces.

8.155 This lay-by and loading bay would replace perpendicular parking on land owned by TfL. This is designed to accommodate HGVs that need access to the site and a swept path analysis demonstrates the ability of a 9.25m length articulated vehicle to access and exit this bay safely in forward gear, entering from both the east and west. The bay's location is appropriate given its proximity to the building entrance and concierge area, which will facilitate efficient handover of residential deliveries and reduce dwell times and was discussed and agreed in principle with Highways during consultation for the first application submission.

8.156 The swept path submitted with the updated Waste Addendum shows refuse vehicles entering the loading bay from the north lane to ensure the rear of the vehicle is within the required drag distance, therefore the vehicle would be required to pull out of the bay crossing over the highway to the north lane. Whilst it is acknowledged that this may result in some obstruction if there were to be a queue at the lights, such an obstruction would be typical of urban areas and would not impede movements to such a severe level that the proposal would result in highway safety concerns such that would direct Officers to recommend refusal. In practice, should the waste vehicle need to wait for other cars to clear at a red light it would be in a safe location off of the highway and not impede traffic flows waiting for safe time to exit. If it is able to pull out with no other cars waiting at traffic lights but is held at a red light across the

highway, there would likely be sufficient space on Station Approach if cars are turning off of Hoe Street to wait in there whilst the lights change, thereby not significantly impacting movements on Hoe Street.

8.157 Highways Officers have requested a stopping up order for isolated land on Station Approach nearby the proposed loading bay. It is not recommended that this is pursued by Officers as it is likely to impede delivery of development requiring agreement with a third party, nor is it required to make the scheme acceptable in planning policy terms. Overall, subject to appropriate conditions including the submission of an update delivery and servicing plan and an updated Road Safety Audit, it is considered that the proposal is in accordance with Policy 64 of the Waltham Forest Local Plan LP1 (2024) and Policy T7 of the London Plan (2021).

Trip Generation

8.158 The submitted TA prepared by Pulsar sets out the person trip generation to the site. The residential trip generation has been calculated which identifies a person trip rate of 0.569 between the hours of 08:00 – 09:00, 0.379 between the hours of 17:00-18:00 and an overall trip rate of 1.947 between the hours of 07:00-19:00 for the future occupiers.

8.159 A trip generation assessment shows that the net impact of the proposed development is expected to be low. Given the car-free nature of the scheme the only vehicle trips anticipated to be associated with the scheme are those involving delivery and servicing. The Highways Officer has identified that the trip generation is underestimated being based on surveys taken prior to the Covid-19 pandemic, which had changed consumer behaviour transitioning to buying products online. As such, trip generation for residential properties would likely see an increase in delivery trips. In June 2025, TRICS published a report (Servicing & Deliveries at Residential Apartments in London) which investigates servicing and delivery trip rates at three sites in London. The survey found that each dwelling generated an average of 0.5 to 0.76 servicing and delivery trips per day (mean of 0.63). In the case of this development, this would result in 41.58 delivery trips per day, approximately 2.7 trips per hour within expected delivery times. No trip generation has been calculated for the food and beverage element. However, it is anticipated that trips to this element are likely to be from residents of the development or pass-by trips and that this element will not be a significant trip generator in its own right, though the servicing trips will need to be included with later approval of details through conditions.

8.160 Though the trip generation is considered to be underestimated given the changes to vehicular activity throughout the course of the application, Highways Officers conclude that the residents and users of the food and beverage element are unlikely to have significant residual effect on the operation and safety of the highway network. Officers consider that the request for further information related to the demand, capacity and operation of the loading bay to ensure the successful operation can be secured via condition so as to inform the final delivery and servicing strategy.

8.161 As such the site is expected to have an acceptable impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:

- Opportunities for sustainable transport modes have been taken up;
- Safe and suitable access to the site can be achieved by all people; and
- The impact of the development is not severe.

- 8.162 TfL concluded that the proposed development would be unlikely to have a significant negative impact on the capacity of London's strategic walking, cycling, and highway networks. Subject to appropriate mitigation being secured via condition and S106 the proposal would align with Vision Zero, a goal to eliminate all deaths and serious injury from London's transport networks by 2041.
- 8.163 As such, subject to conditions to secure the appropriate management and mitigation of movements via a Delivery and Servicing Plan and bay management strategy, the proposal is considered acceptable in accordance with Policies T2 and T3 of the London Plan (2021).

Healthy Streets Assessment

- 8.164 Policy T2 of the London Plan (2021) requires development proposals to deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance, reduce the dominance of vehicles on London's streets whether stationary or moving, and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport
- 8.165 In accordance with the Mayor's Healthy Streets framework, the applicant has undertaken an Active Travel Zone assessment which assess key routes against ten healthy streets indicators.
- 8.166 TfL supports Waltham Forest Council in delivering walking and cycling improvements across the borough as part of the Mini-Holland scheme and notes the Council's plans to improve cycling and the high priority given to travel by active and sustainable modes. TfL advise that a travel plan as submitted should be secured through condition.
- 8.167 No parking would be provided on site and future residents will not be able to obtain parking permits for the surrounding area which will be a clause in the s.106 agreement. Generous cycle parking is provided encourages cyclist connectivity. TfL support this scheme in line with policies T2 (Healthy Streets) and D8 (Public realm) of the London Plan and Mayor's Transport Strategy for at least 80% to be undertaken by walking, cycling, and public transport by 2041.

Active Travel Zone

- 8.168 An Active Travel Zone (ATZ) assessment has been submitted as part of the Transport Assessment (TA) prepared by Pulsar shows routes to key locations that have been assessed are acceptable and appropriate. The ATZ assessment shows collision data for the area of which there have been five killed or seriously injured (KSI) cluster areas identified mainly along Hoe Street. TfL had previously under the previous consultation advised that the Stage 1 Road Safety Audit (RSA) is acceptable and in compliance with London Plan policy T4 part F, which requires new development in London not to increase road danger. However, there are some omissions identified at the latest consultation that require addressing prior to Stage 2 referral.
- 8.169 As such, the ATZ audit has identified 9 key routes and it is accepted that the surrounding areas have benefitted from public realm and pedestrian/cycle infrastructure improvements in recent times. Consequently, all the ATZ routes were

of a good standard for instance there were no locations along the ATZ routes that did not meet the Healthy Streets indicators. As a result, no potential improvements are required as part of the accompanying TA. TfL commented on the ATZ assessment noting that this was carried out in January 2021 during Covid restrictions which would have impacted movements, as well as omission of night time and collision data. An updated ATZ is requested, however it is suggested by TfL that this can be provided prior to Stage 2 GLA referral and the applicant is committed to this requirement, being aware of the necessity to agree the updates with TfL.

- 8.170 TfL suggested if the ATZ is to be updated post-Committee meeting that a financial contribution of £100,000 is secured through S106 agreement towards active travel improvements, with the exact scope to be determined upon receipt of the ATZ. Officers consider this is not sufficiently justified amount and the updated document can be appropriately secured through Stage 2 referral process. Any necessary mitigation measures can be funded through the walking, cycling and public realm contribution.
- 8.171 Highways Officers have also requested £66,000 financial contribution via S106 agreement towards improving sustainable modes of transport including walking and cycling. This contribution is standard on major development proposals and reflects the need to mitigate the impact of population growth on walking and cycling facilities. It would be secured as part of the walking, cycling and public realm contribution. The £66,000 would account for mitigation measures required following the receipt of the ATZ assessment in the first instance with any residual amount funding other highway improvement works in the close vicinity of the site.
- 8.172 Officers will secure a contribution of £36,700 for the station upgrade at Walthamstow Central which is currently underfunded. In line with TfL comments, this has been increased from the previous requested contribution in line with inflation. This will be secured by s.106 legal agreement subject to planning approval.

Travel Plan

- 8.173 A Framework Travel Plan has been prepared by Pulsar to accompany the planning application. This has been reviewed by TfL and the Council's Highways and Transportation teams and considered broadly acceptable which endorses and encourages Active Travel Behaviour Change Initiatives for the new residents, employees, visitors, and families visiting and utilising the new development. This is to ensure a legacy of significant behavioural change is implemented and sustained bespoke training for families and staff should be offered due to the car free nature of residential development. These includes residents pack, provision of cycle racks, Information and promoting the benefits of walking and cycling.
- 8.174 As such, subject to approval, a Travel Plan will be secured, implemented and monitored by way of a s.106 legal agreement which will include the appointment of a Travel Plan Coordinator for the site to be responsible for overseeing the implementation of the Travel Plan Action Plan for a period of 5 years with yearly reviews.

Construction Logistics Plan

- 8.175 The Council's Highways Development Team requested a number of changes and clarifications to the submitted Outline Construction Logistics Plan (OCLP) dated

February 2021 prepared by Pulsar Transport Planning in line with Policy T7 of the London Plan (2021). These include the following points:

- Delivery hours restricted to -
 - Weekdays: 9:30-14:30
 - Saturdays: 09:30-13:00
 - No construction traffic on Sundays or Bank Holidays
- Vehicle types include large tippers, articulated HGVs, and smaller rigid vehicles for materials and plant. Swept path analysis has been provided for the largest vehicles expected (16.48m articulated lorry and 10.2m tipper), demonstrating that access and egress can be achieved with the assistance of traffic marshals. The location of traffic marshals and banksmen should be shown on the plans.
- The report suggests that a loading bay on the southern side of Priory Avenue would need to be suspended to enable access for an articulated vehicle. If this size vehicle requires access, the loading bay may need to be relocated. This would be determined at the Detailed CLP stage.

8.176 Officers consider that these can be addressed within the detailed CLP submission which will be required by way of planning condition and the issues with the submitted outline CLP are set out in an informative. Subject to this the proposal is compliant with the development plan, in this respect.

8.177 To summarise the Highways and TfL requests for further information, officers are of the view that the documents can be addressed at the following stages:

Pre-Stage 2

- Updated Active Travel Zone Assessment
- Updated Stage 1 RSA

Conditions

- Delivery and Servicing Management Plan informed by up to date TRICS evidence.
- Detailed CLP
- Stage 2 RSA
- Boundary Treatment Plan

This is reflected in the resolution to grant and the planning conditions set out at the end of this report.

J. Waste Management

8.178 Policy SI 7 of the London Plan (2021) promotes a more circular economy that improves resource efficiency that encourages waste minimisation and waste prevention through the re-use of materials.

8.179 Policy SI 8 of the London Plan (2021) states how developments should plan for identified waste needs and measures for reducing waste, in line with the Circular Economy.

8.180 Policy 93 of the Waltham Forest Local Plan LP1 (2024) ensures that sustainable management of waste will be achieved though securing new development provides accessible, adequate and well-designed internal and external storage facilities for residual waste and recycling, following the specifications set out in borough's Waste and Recycling Guidance for Developers.

8.181 The internal alterations have resulted in a reconfigured ground floor, the refuse storage area now accessed via the west elevation rather than north as previously proposed. The application has been supported by an updated Waste Strategy Addendum October 2025 to reflect the changes. This identifies that the Waste Management Strategy has been developed following LBWF guidance, Waste & Recycling Policy for Developers September 2022, the residential bin store being sized to accommodate:

- 6x 1280 litre bins
- 8x 1100 litre bins
- 3x 240 litre food waste bins
- Area for bulk waste storage

8.182 The ground floor refuse store is adjacent to the main core and accessible to all residents. The platform lift adjacent allows for rotation of the bins by building management to the basement level store. Residents deposit rubbish to the ground floor store adjacent to the lift and stairs. The external bin doors are only openable by management. There is a holding refuse area positioned adjacent to the stores for use on collection day. As discussed above, the amended entrance to the bin store would be 15m from the loading bay according with the maximum 15m drag distance for LBWF contractual requirements.



Ground floor plan showing refuse storage and collection arrangements

8.183 The commercial waste store is provided to the south of the residential waste store, serving a 100sqm coffee/deli. Access to this is only permitted by the commercial

tenants via lockable doors. The capacity for this has been calculated based on LBWF guidance, Waste & Recycling Policy for Developers September 2022 for restaurants with a floor space of less than 500sqm. This requires a minimum of 1500L storage capacity with 75% of this being used for separated recycling (1125L). Food waste will be stored in 140L wheeled bins which can be presented at street level. The total number of bins for the commercial waste proposed is:

- 1x 1280 litre bin for recycling
- 1x 1280 litre bin for waste
- 2x 140 litre bin for food waste

8.184 It is noted that commercial waste is a private matter, and the operators may need to arrange more than one collection per week and the drag distance has not been provided though it is acknowledged it would exceed the 15m shown for the residential waste.

8.185 Officers consider that fine details of waste collection and associated servicing will be dealt with by planning condition.

K. Education and Healthcare Provision

8.186 Policy 3 of the Waltham Forest Local Plan (LP1) 2024 outlines that the Council will require development proposals to make viable provision for infrastructure that is necessary to accommodate additional demands arising from growth by, *inter alia*, ensuring the provision of expanded schools where there is capacity on existing sites to accommodate pupils arising from new development and ensuring the provision of GP Practices and other health care facilities in central locations within walking distance to the residential catchments areas they are expected to serve.

8.187. A contribution of £94,190 was previously identified for this purpose, reflecting an assumption that the development would result in a population increase of 30 school age students. However, since 2022 the pressure on school places has eased. Officers consider that the development is not of such a scale that would currently justify the pursuit of these contributions given the existing viability challenges associated with major development.

8.188 Officers consider that the contribution would be more productively reallocated to improvements to walking, cycling and public realm, which reflects current priorities in Walthamstow Central Area.

8.189 In this context , it is considered that the proposal does not result in a significant conflict with the aims of Policy 3 of the Waltham Forest Local Plan (LP1) 2024.

L. Trees, Landscaping and Ecology

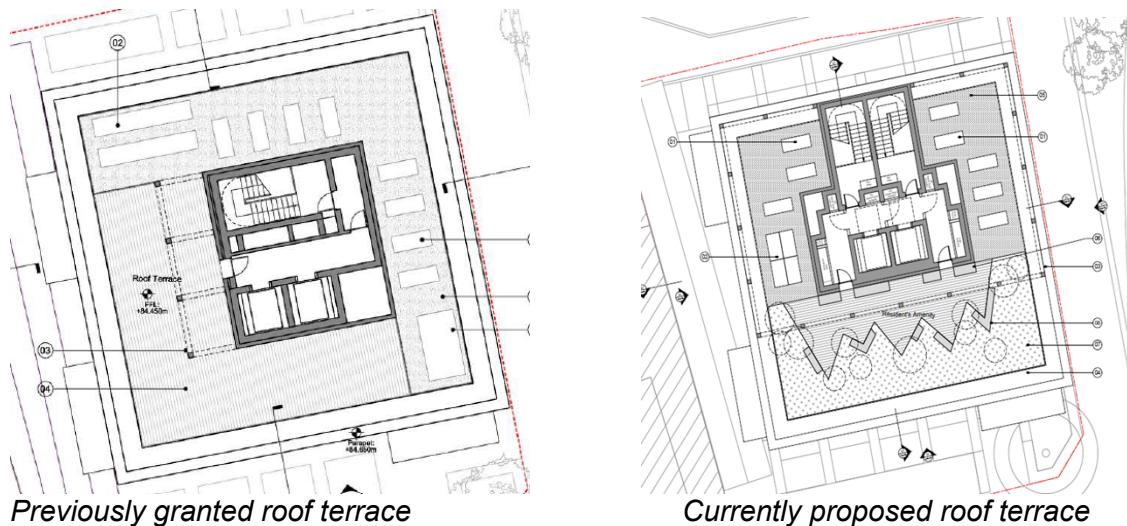
8.190 Policy D8 of the London Plan (2021) requires development proposals to encourage and explore opportunities to create new public realm where appropriate. Proposals should ensure the public realm is well-designed, safe, accessible, inclusive, attractive well-connected, related to the local and historic context, and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable. Lighting, including for advertisements, should be carefully considered and well-designed in order to minimise intrusive lighting infrastructure and reduce light pollution.

Trees and Landscaping

8.191 London Plan (2021) Policy G1 requires that development proposals incorporate elements of green infrastructure to deliver multiple benefits. London Plan (2021) Policy 8.133 D8 relates mainly to public realm proposals but includes the principle that landscaping, including planting, street furniture, and hard-surface materials, should be of good quality. Policy 80 of Waltham Forest Local Plan LP1 (2024) requires development proposals to take account of existing trees on site and adjoining land, retaining any significant trees and re-provide the amenity, canopy, habitat and biomass of the existing trees through the planting of significant mature trees within the proposed scheme.

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

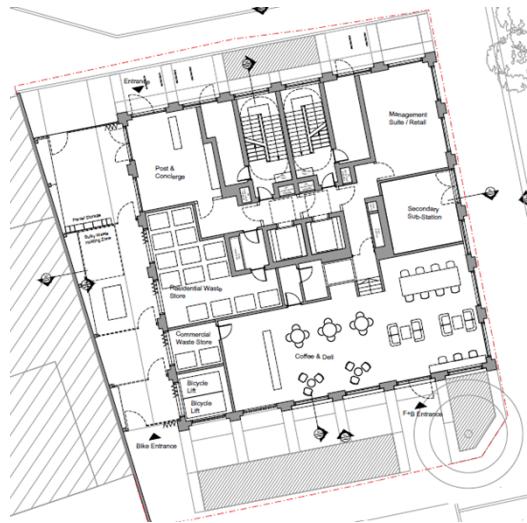
8.193 The proposed landscaping strategy has been slightly altered as a result of the changes to the overall layout and massing. The updated Design and Access Statement includes the approach to the hard and soft landscaping around the site. The revised scheme offers an improved green roof terrace, providing a reasonable amount of roof top planting and inaccessible, extensive green roof. The Trees and Urban Greening acknowledges the constraints of the site, being within a highly urbanised context and limited area, which has resulted in limited urban greening. This is reflected in the Urban Greening Factor shortfall against the target 0.4, currently proposed at 0.27. This is a slight improvement upon the previous iteration at 0.26.



8.194 There is also planting proposed at ground level, notably to the southern and northern boundaries of the site. These could provide valuable contribution to the street-scene and character, subject to the appropriate planting and management strategies. There are no protected trees protected by TPOs exist within and along the site boundary, therefore no arboricultural concerns raised. There is a tree proposed to the southeast of the site, the Urban Greening Officer has noted that the species should be carefully considered given the proximity of the residential balconies to avoid overhanging branches.



Indicative street level planting at southern boundary



Proposed ground level planting hatched

8.195 Notwithstanding the details shown in the Design and Access Statement, conditions requiring a detailed soft and hard Landscaping Plan, and Landscaping Management Plan is recommended to ensure that the biodiversity of the site is enhanced, in accordance with Policies 77 and 79 of the Waltham Forest Local Plan (LP1) 2024 and Policy G7 of the London Plan (2021).

Ecology

8.196 London Plan Policy G6 requires that development proposals manage impacts on biodiversity. Local Plan LP1 Policy 81 states that proposals should seek to protect and enhance biodiversity and geodiversity resources in the borough and will ensure that all development should maximise opportunities to create new or make improvements to existing natural environments, nature conservation areas, habitats or biodiversity features and link into the wider green infrastructure network.

8.197 The nearest statutory site is the Epping Forest SAC and SSSI located approximately over 4km to the east of the application site.

8.198 The Council's Tree Preservation and Nature Conservation officer advises that the use of a proportion of the podium part of the roof top (18th floor) proposes part of it to be an ecological extensive roof terrace which is limited by way of accessible green or amenity space for the proposed new homes. Whilst an ecological extensive roof is considered good for biodiversity, typically containing species such as Sedums, herbs and some grasses, this type of green roof is the least expensive to implement and maintain. It is recommended that biodiverse roofs as opposed to low diversity sedum based systems would be used. By designing a green roof specifically with invertebrates in mind, it is possible to increase the overall ecological value of a roof, offering a wide range of sustainability benefits, from water attenuation to climate change adaptation. Therefore, it is recommended that a condition be imposed requiring such detail subject to planning approval.

8.199 Habitat provision for wildlife should demonstrate that robust habitat boxes, a number incorporated within the built element of the scheme, would be included as part of the proposal. This should include suitable, high-quality habitat boxes/bricks for bats, birds

and invertebrates (such as insect hotels). It is advised that this is secured by condition.

8.200 As such, subject to conditions, the proposal is considered acceptable in accordance with Policy G6 of the London Plan (2021) and Policy 81 of the LP1 (2024).

Epping Forest Special Area of Conservation and Appropriate Assessment

8.201 Waltham Forest shares a boundary with Epping Forest Special Area of Conservation and following research in the form of a visitor survey by Footprint Ecology, has been found to fall within a wider ZOI based on the distance most visitors will travel to visit Epping Forest SAC. This report identified that 75% of visitors travelled up to 6.2km to the SAC and as result of the whole of the London Borough of Waltham Forest falls within this ZOI for recreational pressure. It is anticipated that new residential development within this ZOI constitutes a LSE (Likely Significant Effect) on the sensitive interest features of the SAC through increased recreational pressure, either when considered 'alone' or 'in combination'. The Council as Local Planning Authority is obliged to ensure that any grant of planning permission would have sufficient mitigation measures in place to ensure that there would be no harmful impact on the Epping Forest SAC arising from LSE. The Local Planning Authority is a "competent authority" under the Habitat Regulations and is legally obliged to take Natural England's advice into account in decision making and attach great weight to it.

8.202 The Council and Natural England have agreed an approach to address the impact of residential development on the SAC, including seeking contributions towards the Strategic Access Management Measures (SAMMS) and a Suitable Alternative Natural Greenspace (SANGS) strategy, which has been published as part of the Local Plan process. A Habitat Regulations Assessment Screening which confirms that SAMMS contributions are appropriate for the impact of the development on the integrity of any European designated sites, such as the Epping Forest SAC and SSSI either considered alone or in combination with other plans or projects.

8.203 A contribution of £650 per unit (£42,900 total) towards SAMMS is sought and secured through the S106 agreement. Secondly, the Council has developed a strategy for Sustainable Alternative Natural Greenspaces which provide alternative locations for recreation and leisure to the Epping Forest SAC, thus reducing recreational pressure on it. Based on the methodology set out in the emerging strategy, it is anticipated that the 87 new homes proposed would result in a potential visitor uplift. Of the proposed SANGs that this site falls within the catchment of to mitigate the potential recreational impacts on Epping Forest SAC. This would be funded via Community Infrastructure Levy.

8.204 Consequently, as a result of the avoidance and mitigation measures set out above, the proposed development would not result in any adverse impact on the integrity of the Epping Forest Special Area of Conservation. The proposal is acceptable in this respect and there is no conflict with the requirements of the Habitats Regulations. As such, the proposed development would accord with Policy 81 of the Waltham Forest Local Plan LP1 (2024), and London Plan Policies G1 and G6.

M. Sustainable Design and Energy Efficiency

8.205 All major developments are expected to achieve zero carbon standards including a minimum 35% reduction on the Building Regulations 2022 Target Emission Rates achieved on-site, in accordance with London Plan Policy SI2, The London Plan sets out a CO2 reduction minimum, for regulated emissions only, at 35% and target of

50% against Building Regulations 2021 using SAP10 carbon factors as calculated using the GLA Energy Reporting Tool. It also requires domestic units to achieve 10% and non-domestic to achieve 15% of this target through Be Lean measures.

- 8.206 Policy SI 2 requires major developments to meet minimum targets for carbon dioxide emission reductions, where a minimum on-site reduction of at least 35% beyond Building Regulations is required. Residential development should achieve 10% and non-residential development should achieve 15% savings, through energy efficiency measures alone.
- 8.207 Policy 87 of the Adopted Local Plan requires all new build developments to achieve a minimum of a 35% reduction in carbon emissions below Part L of the Building Regulations on site, targeting net zero carbon where possible, including at least a 10% reduction through energy efficiency measures alone for residential development, and 15% for non-residential development. Policy 88 requires all major developments to install a communal heating system and either connect into a district heating network or “future-proof” for connection.
- 8.208 The application has been accompanied by an updated Energy Statement to reflect current Local and London Plan requirements and changes to the proposal. The Council’s Energy and Sustainability Officer has advised that the proposal would deliver buildings using SAP10 carbon factors a reduction exceeding the target in regulated emissions, site wide, against Part L 2013 baseline. The development is expected to achieve 57% reduction overall (58% for domestic parts and 55% for non-domestic parts). This is an improvement over the previous design, which was expected to achieve 55.2% reduction. This includes an 8% reduction at the Be Lean stage, a small decrease compared to the original application and now below our usual requirements, but acceptable in the situation due to the difficulties of adjusting an existing design and the overall improvement in carbon emissions.

Carbon Emissions

- 8.209 The London Plan (2021) sets out a CO2 reduction target, for regulated emissions only, of 40% against Building Regulations. The development is predicted to achieve a reduction of 61% in regulated emissions, site-wide, against a Part L baseline. This well exceeds the London Plan (2021) target of 35% for major development.
- 8.210 At the local level and in more detail, Waltham Forest currently require an on-site emissions reduction of 35% for non-residential developments. The non-residential element of the proposal would achieve BREEAM Very Good standard whilst the residential element achieves 58% using SAP10 factors.
- 8.211 Carbon offset is not specifically mentioned in new document however the accompanying GLA spreadsheet shows that using the methodology applicable to the original application the offset would be **£5,812** to reach net zero carbon for the domestic, to be secured by S106 agreement, with nothing needed to achieve the target applicable to non-domestic at the time of 35% carbon reduction. This is altered from the previous Strategy indicating a total carbon offset contribution of £91,551 to achieve 100% reduction for the proposed development.

Sustainable design

8.212 GLA Sustainable Design and Construction SPG sets out the sustainable design principles are integral to proposals including construction and operation and must be incorporated from the beginning of the design process.

8.213 Policy 87 of the LP1 requires that non-residential development greater than 100sqm to achieve BREEAM 'very good' or equivalent standards and encouraging major non-residential developments to achieve BREEAM 'excellent' or equivalent.

8.214 A BREEAM pre-assessment (new Construction 2018, Shell & Core) has been carried out for the non-residential element of the development. This is predicted to achieve a BREEAM 'Very Good' rating, with an anticipated score of 55.2%, based on targeted credits alone. This is a small margin of comfort over the 55% threshold for a 'Very Good' rating. Other potential credits are also identified. It is recommended that these credits are targeted wherever possible in order to ensure a 'Very Good' rating is achieved. It is noted that the non-residential elements have not been assessed for BREEAM and it is understood the fit-out of these spaces will be undertaken by the future operators. Details of compliance will be secured by condition subject to planning approval.

Energy – Demand Reduction (Be Lean) and Overheating

8.215 Policy SI4 of the London Plan (2021) seeks all developments to reduce the urban heat island effect and encourage the design of places to avoid overheating and excessive heat generation. Policy SI4 of the London Plan (2021) requires development proposals to minimise adverse impact on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.

8.218 The Energy and Sustainability Statement confirms a 9% demand reduction against baseline, falling short of the GLA's 10% Be Lean target. Although slightly below the original application and usual requirements, the Energy and Sustainability Officer considers this acceptable given the constraints of adapting an existing design and the overall improvement in carbon emissions.

8.219 Air permeability is proposed at 2.0m³/m²/hr for residential and 5.0m³/m²/hr for non-residential areas, values accepted by the Council's ESO. Proposed U-values are of a good standard, and the commitment to 100% LED lighting with controls is supported.

8.220 The cooling hierarchy addresses avoidable heat gains through efficient fabric, thermal mass, shading, glazing, and ventilation. TM52 and TM59 modelling for both residential and non-residential elements is based on reasonable assumptions, with all areas passing DSY1 overheating criteria. The Council's ESO is broadly satisfied but recommends a planning condition to ensure compliance with DSY2 and DSY3 scenarios to further mitigate overheating.

Energy - Low Carbon Supply (Be Clean)

8.221 Policy SI3 of the London Plan (2021) states that major development proposals should select energy systems in accordance with the following hierarchy:

- Connection to existing heating or cooling networks;
- Site wide CHP network; and
- Communal heating and cooling.

8.222 The accompanying Energy Statement states that a communal Air Source Heat Pump system has been specified for the development. This is considered accepted. As such, the proposal is considered in accordance with the requirements of the Policy SI3 of the London Plan (2021).

District Heating and Cooling Networks

8.223 Policy SI3 of the London Plan (2021) set out the policy for decentralised energy within development proposals. This policy also requires district heating systems are designed to meet relevant criteria. The development has been designed with regard to the London Plan London Heat Network Manual (2014).

8.224 Policy 86 of the LP1 (2024) states that to maximise use of low carbon heating systems, all development in the following categories should install a communal heating system and either connect to an existing district heating network (where one exists) or 'future-proof' the system by ensuring the development is able to connect to a district heating network in the future:

- i. All major development; and
- ii. All development of one or more homes, or greater than 100sqm, that is located within 200m of an existing, proposed or committed future district heating network;

8.225 Unless demonstrated to the LPA's written satisfaction that such a connection is not feasible or viable, in line with the GLA's latest energy assessment guidance.

8.226 The accompanying Energy Statement states that they have consulted the London Heat Map and there no existing heating networks in the vicinity of the proposed development. Waltham Forest have confirmed that they are not aware of any planned DENs within 500m of the site but that there are planned DENs just outside of the 500m.

8.227 The Energy Statement shows that that a single point of connection has been allowed for at basement level and space provision for the necessary plant has been identified. A protected route to the site boundary has also been identified.

8.228 The energy statement does not assess the possibility of forming a shared heat network. The applicant has responded to this position and states that 'given the small development footprint and the associated spatial constraints, the plant room can only accommodate the systems required to serve the development, with no possibility to supply the other buildings'. This has not considered whether there are neighbouring buildings which have communal systems with spare capacity that could serve this development. Therefore, officers are satisfied that a condition should be imposed to secure further investigations relating to communal heating possibilities.

8.229 As such, subject to condition to secure further investigations relating to communal heating possibilities, the proposal is considered in accordance with the requirements of the Policy SI3 of the London Plan (2021).

Energy - Renewable Energy (Be Green)

8.230 Policy SI2 of the London Plan (2021) and Policy 85 of the LP1 (2024) states that development should seek to maximise the opportunity for renewable energy following the London Plan energy hierarchy.

8.231 The primary source of the proposed energy supply is from Air Source Heat Pump (ASHP) which are a renewable source of energy and are expected to deliver high percentage of the site's energy needs. The applicant has confirmed a range of renewable technologies have been reviewed and a Solar PV installation of 4kWp is proposed which covers a large area of the roof is supported.

Whole Life-Cycle Carbon Emissions

8.232 Policy SI2(F) of the London Plan (2021) states that "Development proposals preferable to the Mayor should calculate whole lifecycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

8.233 A Whole Life Carbon Assessment as part of the Circular Economy Statement prepared by Twin and Earth have been submitted with the application. This is based on an assumed 60 year lifespan for the development, and estimates whole life emissions as 10,865tCO₂e based on SAP10.1 carbon factors. The Council's ESO recommends that this is acceptable subject to a condition to ensure whole life-cycle carbon is calculated and reduced and to demonstrate compliance with Policy SI2 of the London Plan.

Circular Economy

8.234 London Plan Policy SI7 requires development applications that are referable to the Mayor to submit a Circular Economy Statement whilst Policy D3 requires development proposals to integrate circular economy principles as part of the design process.

8.235 The applicant has provided a Circular Economy Statement prepared by Twin and Earth which was supplemented by an Addendum following requests for further information made by the GLA. The Strategy proposed seeks to address the policy requirements and confirm the circular approach for existing development for instance targets for minimising demolition waste, new development for instance targets for minimising excavation and construction waste and designing for future recoverability of building materials; the development in use for instance targets for minimising municipal waste and end of life strategy. The GLA have again accepted the Circular Economy Strategy subject to condition to ensure that excavation and demolition waste estimates for the Waste Reporting template and the pre-demolition audit/ Site Waste Management Plan/cut and fill calculations are provided at a later date and that the Pre-Demolition audit is carried out prior to demolition and any breaking of ground.

Water Efficiency

8.236 Policy SI5 of the London Plan (2021) require new developments to demonstrate how it will achieve a water consumption of less than 105l/person/day. The non-residential components should achieve the equivalent of an 'Very Good' rating on the water elements for BREEAM. Water reuse should be considered for inclusion in the development to meet both water efficiency and sustainable drainage requirements.

8.237 Policy 89 of LP1 (2024) requires developments to be designed to be water efficient and reduce water consumption, with residential development not exceeding a maximum water use of 105 litres per head per day.

- 8.238 The applicant has provided water calculations to demonstrate that the domestic properties would achieve a water usage below the Waltham Forest policy target of 105 l / person / day and information on the water specification has been provided; and the non-residential units would consume 50% less potable water than a conventional scheme in line with the recommendation of BREEAM 'Very Good' Standard. A condition requiring details of how water consumption will be restricted would be imposed subject to planning approval approved.
- 8.239 As such, subject to condition, the proposal is considered to accord with Policy 89 of LP1 (2024) and Policy S15 of the London Plan (2021).

N. Environmental Impact

Biodiversity Net Gain

- 8.240 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. 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. Biodiversity net gain is now also a statutory requirement under the Town & Country Planning Act 1990 for most new developments.
- 8.241 The BNG requirement under The Environment Act 2021 became mandatory for major development submitted on or after 12 February 2024. This application was submitted to the LPA prior to this date. As such, the 10% BNG is not required in this instance, however the requirements of Policy 79 are still relevant.
- 8.242 In terms of biodiversity, habitat bricks would bring about improvements alongside the proposed biodiverse planting. The inclusions of habitat provision across the site is secured via condition to include habitat bricks/boxes for bats, birds and vertebrates. As such, the proposal, subject to condition, is in compliance with Policy 79.

Urban Greening Factor

- 8.243 London Plan (2021) Policy G1 requires that development proposals incorporate elements of green infrastructure to deliver multiple benefits. London Plan (2021) Policy D8 relates mainly to public realm proposals but includes the principle that landscaping, including planting, street furniture, and hard-surface materials, should be of good quality. Policy 80 of Waltham Forest Local Plan LP1 (2024) requires development proposals to take account of existing trees on site and adjoining land, retaining any significant trees and re-provide the amenity, canopy, habitat and biomass of the existing trees through the planting of significant mature trees within the proposed scheme.
- 8.244 London Plan Policy G5 requires major development to contribute to the greening of London, whereby the Mayor's recommended target Urban Greening Factor (UGF) score is 0.4 for developments that are predominately residential. Policy 79 of the Local Plan also seeks developments to achieve a UGF score of 0.4.
- 8.245 As set out in the GLA Stage 1 report, the proposed development takes a well-considered approach to integrating green infrastructure within the proposed development. It is noted in the updated Post Stage 1 report that the proposal would deliver a greening factor of 0.271 which is above that previously accepted, though it

is appreciated it is below the target set by the London Plan. Overall, it is acknowledged that the application site cannot achieve this level of provision due to the constraints of the site in a town centre location balanced with viability pressures that arise when delivering developments in a highly urban context. Additionally, it is recognised that contributions towards SAMMS and Parks and Open Space have been agreed to be secured by s106 legal agreement, on balance, it is considered acceptable in this instance and a relaxation be afforded.

8.246 As such, subject to contributions, it is considered that the proposals accord with Policies GG1, G1 and G5 of the London Plan (2021) and is therefore considered acceptable.

Noise and Vibration

8.247 Policy 50 of the LP1 seeks to control and minimise noise, vibration and light pollution requiring applicants to demonstrate the impact of their proposed development on the noise environment and, where appropriate, provide a Noise Assessment. The policy requires developers to ensure that noise is reduced to an acceptable level, in line with the appropriate British Standard, during construction and operation, through the use of attenuation, distance, screening, or layout/orientation in accordance with London Plan Policy D14 'Noise';

8.248 A Noise Impact Assessment prepared by Noise Consultants Ltd accompanies the application. Therein sets out the methodology and results of attended and unattended sound surveys undertaken on 14th and 15th January 2021 in order to determine the existing sound climate at locations considered representative of site and locations considered representative of sound levels incident on the future development.

8.249 The noise report identifies the existing ambient noise climate through site measurements, evaluates potential impacts on the proposed residential development, and specifies design measures, including building envelope performance, to achieve suitable internal and external noise levels. A site risk assessment undertaken in accordance with ProPG indicates a medium risk of adverse noise effects. An Acoustic Design Statement (ADS) demonstrates that compliant internal conditions (BS 8233:2014) can be achieved with appropriate sound insulation. Consideration of open-window scenarios, referencing the AVO Guide (2020), shows that worst-case night-time levels exceed acceptable thresholds at the most exposed elevations, particularly lower floors. This suggests reliance on open windows for overheating control may not be acoustically appropriate in some areas.

8.250 The Council's Noise Officer raises no objection subject to conditions requiring; construction/demolition method statement; details of noise mitigation measures; noise levels controlled from plant; sound insulation between residential and commercial; transportation noise; lighting scheme near residential property. With these conditions in place, it is considered that the proposed development would not have an unduly adverse impact on new and existing receptors.

8.251 Noise and vibration created during construction will be mitigated through the implementation of a range of best practises. There may be some short-term adverse effects to the closest residents cause by piling. The applicant is required to engage with residents as part of the Construction Environmental Management Plan (CEMP).

8.252 As such, subject to conditions, it is considered that the proposed development accords with policy 50 of the LP1 (2024) and Policies D1, D1B, D13 and D14 of the London Plan (2021).

Air Quality

8.253 Paragraph 199 of the NPPF seeks to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution.

8.254 The London Plan and the Mayor's Air quality Strategy (2010) seeks to minimise the emissions of key pollutants and to reduce concentrations to levels at which no, or minimal effects on human health are likely to occur.

8.256 Policy SI1 of the London Plan (2021) sets out the requirement for new developments to tackle poor air quality. All new developments must be at least air quality neutral.

8.257 Policy 88 of the LP1 (2024) sets out that new development should ensure the avoidance of any adverse air pollution impacts and aim to improve air quality in the borough, undertaking Air Quality Assessments and securing financial contributions where major application proposals would not achieve air quality neutral benchmarks.

8.258 Waltham Forest is designated as a borough-wide Air Quality Management Area. The proposed car-free development would not generate traffic beyond recognised screening thresholds, and impacts are mitigated. The Air Quality Report confirms pollutant concentrations for future occupiers would remain below objective levels, with the scheme meeting the London Plan requirement for 'air quality neutral'. As such, the construction and operational air quality effects of the proposed development have been shown to be not significant.

8.259 Heating and hot water will be provided by air source heat pumps, with no combustion plant proposed, rendering the scheme air quality neutral in terms of building emissions. Transport emissions are below the relevant benchmarks for NOx and PM10, making the development better than air quality neutral in this respect.

8.260 As such, the scheme has demonstrated that it meets planning policy regarding being air quality neutral. Notwithstanding this, the site falls within a AQMA, and the development is in an area of high relative exposure as per the Air Quality Action Plan (AQAP) for the locale. The demolition/construction phase would have an impact on the local environment through fugitive dust and exhaust emissions and therefore a financial contribution towards AQAP is required. The Air Quality Neutral Assessment has been reviewed by the Council's Noise Officer and deemed satisfactory, subject to conditions securing compliance with AQA and AQNA, NRMM emission standards, and an Air Quality and Dust Management Plan.

8.261 An Outline Construction Environmental Management Plan (CEMP) prepared by Countryside has been submitted in support of the planning application which outlines the overarching details and principles in order to minimise, manage and/or mitigate the environmental effects of the works associated with the development. The CEMP details the environmental management, controls, and safety procedures that will need to be adopted during the development of the site. A detailed CEMP will be secured by condition subject to planning approval.

8.262 The application is accompanied by an air quality report prepared by Air Quality Consultants and concludes that the development is considered 'Air Quality Neutral' in terms of transport emission and could be considered air quality positive due to the removal of extant car parking spaces and the use of non-combustion sources for heating and hot water.

8.263 As such, subject to conditions and s.106 contributions, it is considered that the proposal complies with London Plan Policy SI1, and Policy 88 of the LP1 (2024).

Contaminated Land

8.264 Paragraph 196 of the NPPF (2024) is clear that planning decisions should ensure that:

- a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
- after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
- adequate site investigation information, prepared by a competent person, is available to inform these assessments.

8.265 Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.'

8.266 Policy SD1 at criterion B8 of the London Plan (2021) states to ensure that Opportunity Areas fully realise their growth and regeneration potential, the Mayor will take appropriate measures to deal with contamination that may exist.

8.267 Policy 90 of the LP1 (2024) requires site investigation and desk-based research and a Preliminary Risk Assessment (PRA) to be submitted with all planning applications proposed on contaminated or potentially contaminated land. New development must address the impacts of contaminated land on on/off-site sensitive receptors through proportionate action(s) during the construction phase and during the operation phase where appropriate, over the entire lifetime of the development. Where necessary, remediation proposals must be agreed to deal with any identified contamination. Development that has the potential to contaminate land, or which is situated in close proximity to Groundwater Source Protection Zones (SPZs) or other sensitive receptors must include mitigation measures to prevent any adverse impacts on people and the environment, and to monitor any impacts where appropriate.

8.268 A remediation strategy is developed following a brief contamination assessment of the site. To this end, the Council's Contaminated Land Officer has requested conditions relating to asbestos and contamination requiring further site investigations, remediation, verification to be submitted and agreed to ensure the risks from land contamination to future users of the land and neighbouring land are minimised.

8.269 As such, subject to conditions, it is considered that the proposals accord with Policy SD1 of the London Plan (2021) and Policy 90 of the LP1 (2024).

Flood Risk

8.270 Paragraph 170 of the NPPF (2024) states that inappropriate development in areas of flood risk should be avoided. Where development is necessary, such development should be made safe across its lifetime without increasing flooding risk elsewhere.

8.271 Policy SI12 of the London Plan (2021) requires developments size larger than 1 hectare to submit a Flood Risk Assessment and ensure that flood risk is minimised and mitigated, and that residual risk is addressed.

8.272 Policy 91 of the LP1 (2024) states that flood risk assessments (FRAs) are to be undertaken for sites greater than 1 hectare, involve a change to a more vulnerable class, or are within an areas identified as having more critical drainage problems, when the application site is in Flood Zone 1.

8.273 The GLA's Sustainable Design and Construction SPG, the Strategic Flood Risk Assessment and the Councils Local Flood Risk Management Strategy are relevant.

9.274 Over 15% of the borough either lies within Flood Zone 2 or 3 or is known to have surface water drainage issues. The FRA at para. 5.2.2 – 5.2.4 states that... *“According to the online Flood Map for Planning the site is located within Flood Zone 1 (defined as having a ‘Low’ probability of flooding from the rivers and sea). PPG Table 2 confirms the ‘Flood Risk Vulnerability Classification’ of a site, depending on the proposed usage. The classification is subsequently applied to PPG Table 3 to determine:*

- *Whether the proposed development is suitable for the flood zone in which is located;*
- *Whether an Exception Test is required for the proposed development.*

For the purposes of this assessment, the proposals for mixed development fall within the ‘More Vulnerable’ uses which are considered appropriate for Flood Zone 1 without the need to apply the Sequential or Exceptions Test. Therefore, the proposals for residential development are appropriate at this location.”

8.275 The site measures over 0.08 hectares in area and falls within Flood Zone 1 which is considered low risk of tidal and fluvial flooding.

8.276 Under the previous consultation, the Environment Agency (EA) advises that the site does not have any environmental constraints that fall within their remit as a statutory consultee and therefore raise no objection. No updated consultation response was received however there are not considered to be any significant changes that would not allow the LPA to proceed on the basis of the original comments.

8.277 As such, the approach to flood risk management for the proposed development complies with Policy SI.12 of the London Plan (2021). As such, it is considered that the proposal meets the policy requirements of the London Plan (2021) Policy 91 of the LP1 (2024), and the NPPF (2024).

Sustainable Urban Drainage

8.278 Policy SI13 of the London Plan (2021) require new developments to utilise sustainable urban drainage systems (SUDS) to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy.

8.279 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).

8.280 The development should utilise SuDS and all opportunities must be explored. Potential SuDS features for this site include permeable paving using voided stone sub-base or modular storage cells, water butts, rain gardens, soakaways, that must be designed together with infiltration test results and recommended soakage rates where soil conditions are suitable for infiltration. The use of blue, green, and brown roofs should be considered and the potential for the inclusion of rainwater harvesting systems should be assessed. SuDS features included within the drainage design should be fully justified by adopting techniques in a hierarchical manner, maximising the use of those techniques higher up the hierarchy and those that deliver multi-functional benefits (GLA's Sustainable Design and Construction SPG). The applicant should demonstrate that the requirements of table 3.1 of the SPG documents have been considered.

8.281 The application is accompanied by a Surface Water Drainage Strategy prepared by Elliotwood which reports that the proposed development would restrict surface water run off to the public sewer to 2.0 l/s for the site. This provides a betterment on existing of over 79% for all design return periods.

8.282 Through the use of SuDS techniques, the surface water management of the proposed site will see a significant improvement from the existing surface water runoff rate. The proposals will also improve the amount of soft landscaping and green space on the site providing amenity space for the residents, as well as improvements to biodiversity. Surface water runoff quality will be improved by the additional filtration of the water provided by the green roof and permeable paving areas.

8.283 The LLFA raise no objection in principle to the proposed at the time of original consultation however with the latest re-consultation have stated that the submitted drainage strategy is based on the 2021 design and requires revision to reflect the latest development proposals, including changes to building footprint, landscaping, and public realm. The Drainage Officers requested amendments from the applicants and an updated Drainage Strategy was provided. This has been reviewed by technical consultee and no objection is raised subject to the inclusion of conditions to ensure detailed drainage design and verification report are submitted for review.

8.284 Given the documents submitted provide sufficient assurance that suitable surface water drainage can be delivered in principle, it is considered that the above details can be sufficiently secured via condition, to ensure compliance with Policies SI13 of the London Plan and 91 of the LP1 (2024).

Archaeology (Buried Heritage)

8.285 Paragraph 189 of the NPPF requires applicants to provide an archaeological assessment if their development could affect a heritage asset or archaeological interest.

8.286 Policy HC1 of the London Plan (2021) states at criterion (d) that development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage

assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

- 8.287 Policy 73 of the Waltham Forest Local Plan LP1 (2024) seeks to protect archaeological assets and Archaeological Priority Areas.
- 8.288 The application is supported by a Heritage Statement prepared by HCUK Group. As part of their assessment, they recorded no known archaeological remains within the application site boundary. To this end, the site does not lie within or adjacent to an Archaeological Priority Area (APZ).
- 8.289 As part of statutory consultation, Greater London Archaeological Advisory Service (GLAAS) were consulted. Whilst they acknowledge the site is not within a APZ, due to the basement proposal and commented that the prehistoric remains were recorded just north of the site at the station and on the Mall site and recreation grounds. For these reasons, GLAAS advise that field evaluation is needed to determine appropriate mitigation should remains found.
- 8.290 As such, it is considered that a condition be imposed to secure an archaeological field evaluation involving exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation in accordance with paragraph 89 of the Policy CS12 of the WFLP Core Strategy (2012) and Policy 73 of the LP1 (2024).

Wind Mitigation

- 8.291 In support of any tall building applications, microclimate and wind studies must be taken into account. As such a Wind Study was submitted with the original application, prepared by Windtech which concluded that there would be no areas that would generate wind speeds unsafe to the public with the inclusion of the proposed scheme and cumulative developments. The revised scheme has been supported by an updated Wind Study which concludes that the wind conditions associated with the new design will remain similar to those presented within the original wind microclimate report and that the mitigation outline would remain relevant to the new design.

O. Safety and Security

Fire Safety

- 8.292 Policy D12 of the London Plan (2021) requires the submission of a Fire Safety Statement for all major forms of development proposals. This strategy should be produced by a third-party, independent, and suitably qualified assessor and should aim for design proposals that incorporate appropriate features to reduce the risk of a fire. The strategy should include appropriate fire alarm systems, measures for minimising the risk of fire spread, details of means of evacuation and passive/active fire safety measures.
- 8.293 As per criterion B of policy D12, the Fire Statement should be produced by a third-party, independent and suitably qualified assessor. This should be a qualified engineer with relevant experience in fire safety, such as a chartered engineer registered with the Engineering Council by the Institution of Fire Engineers. Planning departments should work with and be assisted by suitably qualified and experienced officers within borough Building Control departments and/or the London Fire Brigade, in the evaluation of these statements.

8.294 A Fire Strategy was submitted with the original submission and an updated document by Hoare Lea. This has outlined the approach and provisions relating to fire safety to the amended proposal against the requirements of London Plan Policies. The statement demonstrates that the proposals have considered fire safety at the earliest stage and throughout the lifetime of the application, resulting in alterations to the scheme to successfully accommodate the second staircase. The matters covered in the strategy include Building Construction, Design and Management Regulations 2015, Means of Escape, Reduce Risk to Life Features, Firefighting Access and Measures of Protection.

8.295 The fire strategy would be further developed for submission to the Approving Authorities at the appropriate time and will meet the functional requirements of the Building Regulations 2010, taking recommendations from BS 9991:2015 and the requirements of planning policy. Regulation 38 of the Building Regulations requires that fire safety information be given to the person responsible for the occupied building. This should be secured by planning condition.

8.296 The Health & Safety Executive (HSE) were re-consulted on the update scheme and are content with the fire safety design, however they have identified matters regarding design guidance that the applicant should address in advance of later regulatory stages, such as building control. The London Fire Brigade have also been consulted and have not raised any concerns and the GLA have considered the scheme to be acceptable with regards to firefighting access arrangements.

8.297 As such, subject to condition, it is considered that the proposed development acceptable in accordance with London Plan (2021) Policy D12 and Policy 54 of the LP1 (2024).

Crime Prevention

8.298 Policy D11 of the London Plan (2021) sets out policy requirements that ensure all new forms of development to incorporate acceptable levels of safety and security measures and ensure that buildings remain resilient to emergencies.

8.299 Policy 58 of the Waltham Forest Local Plan LP1 (2024) seeks to make places safer and design out crime.

8.300 The Metropolitan Police were consulted on the application and identified a number of minor amendments required to ensure that the scheme can achieve Secure by Design Certification, which would be secured by standard condition. The amendments or details requested include:

- Separation of connectivity between residential and commercial uses
- Sufficient security in the event the gym is used by non-residents
- Removal of climbing aids into the cycle storage area e.g. the protruding 'East Ridge' signage
- Removal of hit and miss brickwork up to height of 3.5m if it is required for ventilation above this
- Double leaf door sets and concertina gating
- Control on bike and bin storage, and basement access – internal and external
- Postal strategy and smart lockers
- Reliance on concierge

8.301 Officers have been in discussions with the Metropolitan Police to establish whether the details could be encompassed at a later design stage. The applicant has also provided response to the consultation with assurances of systems proposed to address the above, including data logged access, CCTV, concierge responsibility, controlled accesses between areas, and agreement to address details at later design stage. On balance, Officers are of the opinion that these matters are achievable and therefore can be encompassed by condition. Matters relating to the signage, climbing aids, hit and miss brickwork and hard landscaping are specified in separate conditions as well as including condition to ensure Secure by Design Certification is achieved. The safety and security measures relate to active street frontages, active and passive surveillance, lighting, external CCTV, secure access points and other measures. These are outlined in the supporting assessments which have been shared with the applicant to ensure their commitment to the preceding details and subject to condition to secure appropriate measures and mitigations in accordance with Policy 58 of the LP1 (2024).

P. PLANNING OBLIGATIONS

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

8.303 The following heads of terms are recommended as per the header of this report. These have regard to planning policy and the statutory provisions that apply in relation to the use of Section 106 agreements.

8.304 Comments on this are set out in the table below.

Planning Obligation	Planning Justification
Affordable Housing	To ensure compliance with planning policy having regard to how the planning application was presented.
Highways: S278 works	To ensure the public realm around the new building is reconstructed in accordance with the intention of the planning application and in line with the specifications set out by the local highway authority.
Highways: Car Free Housing.	To comply with the Council's policies on car free development and for reasons of highway safety, to ensure that the development does not result in additional vehicle movements such that could lead to harm to highway safety.
Walking, cycling and public realm contribution	This contribution is necessary to achieve improvements to walking and cycling infrastructure around the site in order to mitigate the impact of population growth in this respect. The contribution is to be allocated on a sequential based order, prioritising any improvements sought by TfL following receipt of an Active Travel Zone Assessment. Any residual funding, up

	to a combined total of £66,000 would be allocated to highways (who would be likely to be responsible for implementing work identified by TFL). Beyond the allocation of £66,000, any residual amount would be allocated to the regeneration team for improvements to the area around Walthamstow station, including street lighting and wayfinding, in response to work carried out as part of the Town Centre Strategy.
Highways: Condition Survey and CLP monitoring.	To manage the impact of construction traffic associated with the development and necessary to ensure the development is completed.
Employment and Skills Obligations	To comply with the Council's adopted SPD on Planning Obligations.
Energy and Sustainability	To ensure the conclusions of the Energy report are implemented in line with established planning policy and guidance.
Epping Forest Special Area of Conservation	To implement the conclusions of the Appropriate Assessment carried out in this report.
Travel Plan	To promote sustainable travel in line with the application and relevant planning policies
Air Quality	To ensure the implementation of the Council's Air Quality Action Plan
Child Play Space	To mitigate the deficit in this respect in line with planning policy.
Architect Retention Clause	To fulfil the Council's policies in relation to Design and to ensure there is no deterioration in design quality.

9. PLANNING BALANCE AND CONCLUSION

- 9.1 Under Section 70 of the Town and Country Planning Act 1990 the Council must make a decision in accordance with the development plan unless material considerations indicate otherwise. In this assessment the development plan must be considered 'as a whole'.
- 9.2 In this case the report identifies two areas of potential conflict with the development plan. These relate to the loss of a non-designated heritage asset and very limited harm to the setting of other non-designated heritage assets surrounding the site. It would also result in less than substantial harm of setting to designated Walthamstow Village and Orford Road Conservation Areas, and the setting of surrounding listed buildings as discussed previously in this report, and the identified impacts to daylight/sunlight upon certain units within East Central Apartments, also as discussed previously in this report.
- 9.3 However, against this the proposal would achieve significant planning benefits. These are set summarised below.

- The provision of 66 new homes which is compliant with relevant local and strategic housing standards, with built in amenity space, including and high quality, in a highly sustainable town centre location.
- Provision of 26% affordable housing through London Living Rent and Discount Market Rent units.
- A well-considered new building in terms of design and detailing which improves the character of the town centre location and contributes to regenerative changes to the locale
- An attractive renewed public realm around the building at ground floor level and activation within the streetscene through provision of high-quality commercial space.
- High quality cycle parking facilities.
- Environmentally, a highly efficient building that through the provision of on-site renewable energy generation that exceeds policy targets for carbon reduction.
- The provision of high-quality landscaping within the development, to be secured by condition, that provides permeable surfaces for the treatment of rain water and, together with habitat enhancement measures, achieves biodiversity enhancement over the existing situation.
- There would be economic benefits through construction activity in the short term, and over the long term the significant uplift in residents would support the centre of Walthamstow and businesses within it.
- Delivery of apprenticeships and work placements in the construction phase to be secured through S106 agreement.
- Financial contributions of £36,700 towards Walthamstow Central Station upgrade improvements, £100,000 towards the improvement of local play provision and £94k towards walking, cycling and public realm improvements.

9.4 Overall, for the reasons set out above, the proposal is considered on balance to be acceptable given the benefits of the development outweighing the identified harms. In coming to this view, particular weight is placed on the delivery of housing, and in particular the affordable housing being delivered through this development.

9.5 In terms of the less than substantial harm to the setting of designated heritage assets, having regard to paragraph 215 of the NPPF, the public benefits are considered to outweigh this harm. In terms of the effect of the development on the significance of non-designated heritage assets, it is acknowledged that it would result in the total loss of the existing structures on the site and a very limited degree of harm to the setting of surrounding non designated heritage assets. However, having regard to paragraph 216 of the NPPF, on a balanced judgement, the public benefits outweigh any harm arising from this.

9.6 Overall, the proposal is considered to comply with the development plan, when it is considered as a whole. As such, the planning balance weighs in favour of granting planning permission for the proposed development and officers recommend approval.

10. ADDITIONAL CONSIDERATIONS

Public Sector Equality Duty

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

- A Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
- B Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s).
- C Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

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

10.3 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. It is only one factor that needs to be considered and may be balanced against other relevant factors.

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

Human Rights:

10.5 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.

10.6 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.

RECOMMENDATION

10.7 The Planning Committee is recommended to GRANT Planning Permission subject to the conditions and planning obligations identified in this report.

Conditions

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

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

2. The development hereby approved shall be carried out in accordance with the following documents and drawings:

Drawing Nos.:

- 128-HAL-DR-A-EX-010 Issue 01 dated 10/01/22
- 128-HAL-DR-A-DEM-051 Issue 00 dated 04/03/21
- 128-HAL-DR-A-DEM-052 Issue 00 dated 04/03/21
- 128-HAL-DR-A-DEM-100 Issue 00 dated 26/02/21
- 128-HAL-DR-A-DET-501 Issue 01 dated 12/12/23
- 128-HAL-DR-A-DET-502 Issue 01 dated 12/12/23
- 128-HAR-DR-A-GAE-301 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAE-302 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAE-303 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAE-304 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAE-701 Issue 01 dated 12/12/23
- 128-HAL-DR-A-GAE-702 Issue 01 dated 12/12/23
- 128-HAL-DR-A-GAE-703 Issue 01 dated 12/12/23
- 128-HAL-DR-A-GAP-099 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAP-100 Issue 03 dated 09/05/25
- 128-HAL-DR-A-GAP-101 Issue 03 dated 09/05/25
- 128-HAL-DR-A-GAP-102 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAP-106 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAP-109 Issue 01 dated 09/05/25
- 128-HAL-DR-A-GAP-116 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAP-118 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAP-119 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAS-501 Issue 02 dated 09/05/25
- 128-HAL-DR-A-GAS-502 Issue 02 dated 09/05/25

Supporting Documents:

- Design and Access Statement – Revision 02 May 2025
- Cover Letter Ref. LCRE/DP5310 by DP9 dated 8 September 2025
- Pre-Redevelopment and Pre-Demolition Audit Doc No. D014 by Velocity Transport Planning Ltd dated 19/12/2023
- Waste Management Strategy Addendum October 2025
- Transport Assessment Job No. 19094 by Pulsar dated 17/02/21
- Transport Addendum Note Reference No. 19094/N01 by Pulsar dated 8 September 2025
- Residential Travel Plan Job No. 19094 by Pulsar dated 26/02/21
- Noise Assessment Report No. J1136A/1/F1 by Noise Consultants Ltd dated 25 February 2021
- Vehicular Swept Paths Analysis of Proposed Loading Bay in Station Approach (Ref. 19094 Drg No. TR05 Rev B) dated 16/10/2025
- Statement of Community Involvement by Development Intelligence dated February 2021
- Surface Water Drainage Strategy by Elliot Wood Revision P2 dated 26/02/2021

- Foul Water Drainage Statement by ElliotWood Rev P2 dated 26/02/21
- Revised Surface and Foul Drainage Calculations Rev P01 by Elliot Wood dated 12/12/2025
- Sustainability Statement by Twin Earth V.2 dated 26 February 2021
- Financial Viability Assessment by DS2 LLP dated March 2021
- Acoustics and Overheating Update by Logika Group dated 16 November 2023
- Air Quality Assessment by Air Quality Consultants Report No. J4437A/1/F1 dated 24 February 2021
- Circular Economy Statement by Twin Earth dated 26 February 2021
- Heritage Statement Project Ref. 4804B by HCUK Group dated 01/02/2021
- Gateway One Fire Statement by Hoare Lea Rev 1 dated 17/07/2024
- Fire Safety Statement for Planning by Hoare Lea Ref. DOC-1923099-05-AMM-20231208-Planning statement-Rev00
- Energy Statement – Planning Addendum by Twin & Earth dated 17.03.2025
- Daylight and Sunlight Report by Waldrams Ref. 2519 dated 23 April 2025
- Wind Technical Addendum by Windtech dated 1 December 2023
- Townscape, Visual Impact and Heritage Assessment by Peter Steward Consultancy dated February 2021 dated 14/04/2021
- Basement Impact Assessment by Elliot Wood
- Habitat Regulation Assessment (HRA) Screening Report and Appropriate Assessment by Waterman Infrastructure & Environment Limited dated March 2021
- Outline Construction Logistics Plan File Reference. R03-KH-Hoe Street CLP by Pulsar Issue 2 dated 26/02/21

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

Materials

3. Prior to commencement of each phase of the development hereby permitted, and notwithstanding any indications shown on the submitted plans, samples and a schedule of materials to be used in the external surfaces of that relevant part of the development (including balconies) 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.

REASON: To safeguard and enhance the visual amenities of the locality, in accordance with Policy 53 and Policy 57 of the adopted Waltham Forest Local Plan Part 1 (2024).

4. Prior to the commencement of the relevant section of development hereby permitted, and notwithstanding any indications shown on the submitted plans, drawings removing hit and miss brickwork below 3.5 metres from ground level 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.

REASON: In the interest of security and sustainable development, in compliance with Policies 53 and 58 of the adopted Waltham Forest Local Plan Part 1 (2024).

Shopfront and Signage Strategy

5. Prior to occupation of the development, a proposed residential building signage strategy shall be submitted to and approved in writing by the Local Planning Authority. This should ensure there are no climbing aids or protruding aspects to the treatments. The signage displayed shall accord with the approved strategy and shall be retained in perpetuity.

REASON: In the interest of security and sustainable development, in compliance with Policies 53 and 58 of the adopted Waltham Forest Local Plan Part 1 (2024).

6. Prior to completion of the development, a proposed storefront and signage strategy for the commercial units within the development shall be submitted to and approved in writing by the Local Planning Authority. The agreed strategy shall thereafter be included in any sale or lease documents issued in relation of the units and any signage displayed shall accord with the approved strategy and shall be retained in accordance with the strategy for as long as it is displayed.

REASON: To safeguard and enhance the visual amenities of the locality, in accordance with Policy 53 and Policy 57 of the adopted Waltham Forest Local Plan Part 1 (2024).

Highways and Parking

7. Prior to the commencement of any development involving basement excavation or construction adjacent to the public highway, an Approval in Principle (AIP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The AIP shall set out the design parameters, design standards, and methods of working to be adopted for the works, in accordance with Clause 1.1 of CG300 (Technical Approval of Highway Structures). The development shall thereafter be carried out in full accordance with the approved AIP.

REASON: In the interests of highway safety, amenity and to ensure a satisfactory development, to comply with Policies 53, 57, 63 and 66 of the adopted Waltham Forest Local Plan Part 1 (2024).

8. Prior to the commencement of the development hereby approved, a Code of Construction Conduct (Construction Environmental Management Plan) and a Demolition and Construction Method Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. Construction of the development shall only take place in accordance with the agreed code of conduct for that development, which shall comprise:
 - a) A Construction Method Statement;

- b) Measures to minimise the impact of construction activities;
- c) Hours of operation and deliveries;
- d) Details of construction lighting together with measures to minimise light pollution from construction lights;
- e) Identification of areas intended for the placing of contractor's accommodation, open storage and employee vehicle parking;
- f) Details of site security; and
- g) Utilities Statement.

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

REASON: In the interest of highway and pedestrian safety, in order to comply with Policies 53, 60 and 63 of the adopted Waltham Forest Local Plan Part 1 (2024).

10. No development shall take place until a detailed Construction Logistics Plan has been submitted to and approved in writing by Highways . The Construction Logistics Plan should align with the Construction Logistics and Community Safety (CLOCS) template and guidance found here:<https://www.walthamforest.gov.uk/parking-roads-and-travel/roads-and-pavements/highways-advice-developers/construction-logistics>

Only the approved details should be implemented throughout all demolition and construction works unless changes are agreed with Highways.

REASON: To ensure considerate construction and to protect the amenities of the nearby residents to ensure that disruption is kept to a minimum and does not affect highway traffic flows to comply with Policies 50, 57, 63, 65, 87 and 89 of the adopted Waltham Forest Local Plan Part 1 (2024).

9. Prior to first occupation of any part of the development hereby permitted, details of emergency evacuation procedures for both the residential and non-residential uses shall be submitted to and approved in writing by the Local Planning Authority. Such details as approved shall be implemented for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interest of highway and pedestrian safety, in order to comply with Policies 50, 57, 63 and 87 of the adopted Waltham Forest Local Plan Part 1 (2024).

10. Prior to the commencement of development, a Photographic Site Condition Survey to assess the condition of highway before and after construction works shall be submitted to and approved in writing by the Local Planning Authority. The survey shall then be carried out in accordance with the approved timescales contained within the approved specification and it shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied. Any damage to the highway incurred as a result of the construction works will have to be reinstated by the Council but funded by

the developer, in accordance with the timescales and details agreed as part of the survey.

REASON: In the interest of highway and pedestrian safety, in order to comply with Policies 50, 57, 63 and 87 of the adopted Waltham Forest Local Plan Part 1 (2024).

11. Prior to commencement of development and notwithstanding any indication on the submitted drawings, a schedule showing the number and location of all cycle parking spaces and details of secure and sheltered cycle storage facilities shall be submitted to and agreed in writing by the Local Planning Authority. The agreed facilities shall be fully implemented prior to occupation of that relevant phase of the development and shall be permanently retained thereafter.

REASON: In the interest of highway and pedestrian safety, in order to comply with Policies 61 and 63 of the adopted Waltham Forest Local Plan Part 1 (2024).

12. Notwithstanding the approved plans, a Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London, prior to the commencement of above ground works. The DSP shall make reference to a Parking Management System for the loading bay and safety measures that will be in place to reduce conflicts between service vehicles manoeuvring in the loading bay and shall also include details on how delivery vehicles are restricted during peak periods. The approved Delivery and Servicing Plan under the terms of this condition shall be adhered to for the lifetime of the development.

REASON: In the interest of highway and pedestrian safety, in order to comply with Policies 63 and 66 of the adopted Waltham Forest Local Plan Part 1 (2024).

13. The development shall not be first occupied or first opened for trading unless and until a Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority in relation to the loading bay. Thereafter the approved details shall be implemented for the lifetime of the development

REASON: In the interests of amenity, and to ensure that the proposed development does not prejudice the free flow of traffic or highway safety, in order to comply with Policies 53, 57, 63 and 66 of the adopted Waltham Forest Local Plan Part 1 (2024).

14. No development aside from demolition and site clearance shall take place until a Stage 2 Road Safety Audit of the approved road layout is commissioned and a 'Road Safety Audit Response Report' is submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London, detailing how the recommendations of the audit have been addressed.

REASON: In the interests of amenity, and to ensure that the proposed development does not prejudice the free flow of traffic or highway safety, in

order to comply with Policies 53, 57, 63 and 66 of the adopted Waltham Forest Local Plan Part 1 (2024).

15. Before the commencement of construction begins, no works shall be carried out until the following in an agreed phased manner, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the Local Planning Authority:
 - a. Provide a Conceptual Design Statement explaining the construction methodology for the overall development.
 - b. Details of any proposed boreholes or bored piles shall be submitted to LUL and their written approval obtained. Driven piles will not be permitted in the vicinity of LUL's tunnels or other subsurface structure.
 - c. Details of any changes in loading to LU's infrastructure because of the permanent works as well as temporary works. Ground movement impact assessment may be required, and asset monitoring may be required. Tunnel, track monitoring for the duration of works if required.
 - d. Accommodate the location of the existing London Underground structures and tunnels.
 - e. Demonstrate that there will at no time be any potential security risk to our property or structures.
 - f. Site specific Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to London Underground (LU). Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
 - g. Provide details of any changes in loading to LU's infrastructure because of the permanent works as well as temporary works. Dependent upon the changes in loading and the works, ground movement impact assessment and asset monitoring may be required.
 - h. Tunnel, track and station monitoring for the duration of works if required.
 - i. Provide detailed design and Risk Assessment and Method Statement (RAMS) for all permanent and temporary works.
 - j. Demonstrate to TfL's satisfaction that the temporary and permanent works will not cause any ground movement impact on TfL infrastructure in the vicinity.
 - k. An assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

16. Before the demolition stage begins, no works shall be carried out until the following in an agreed phased manner, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the Local Planning Authority:
 - a. Details of any changes in loading to LU's infrastructure because of the permanent works as well as temporary works. Ground movement impact assessment will be required, and asset monitoring may be required. Tunnel, track monitoring for the duration of works if required.
 - b. Provide detailed design and sequencing of demolition works.
 - c. Provide details on the use of tall plant, scaffolding, lifting equipment.
 - d. Provide detailed design of associated temporary works.
 - e. Site specific Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to LU. These activities include but not limited to the use of scaffolding, tall plant, and demolition plant. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
 - f. Before commencing demolition, the development must be shown to take no support from LUL land or property or to detrimentally change the loading on them.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

17. Before the sub-structure construction stage begins, no works shall be carried out until the following in an agreed phased manner, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the Local Planning Authority:
 - a. Provide detailed design for foundations, basement, and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent).
 - b. Site specific Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
 - c. Details of any changes in loading to LU's infrastructure because of the permanent works as well as temporary works.
 - d. A Ground Movement Assessment shall demonstrate to LUL that movement of LU assets due to long-term and short-term loading and reloading will be within acceptable limits. From this Ground Movement Assessment, the development must be shown to take no support from LUL land or property or to detrimentally change the loading on them. It

shall be demonstrated to LUL if any monitoring of LU assets shall be required and subsequently installed with a monitoring regime agreed.

- e. Tunnel, track monitoring for the duration of works if required.
- f. Provide details on the use of tall plant, scaffolding, piling rig and lifting equipment.
- g. Tower Crane base design (including certification), Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for elevation, loads, radius, slew restrictions and collapse radius. No cranes should be erected or dismantled until LU Engineer's approval has been obtained in writing.
- h. Site specific Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- i. Full consultation with TfL Infrastructure Protection to agree works, and site remedial methodologies.
- j. Before work commences on site an assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.
- k. Before commencing sub-structure construction, the development must be shown to take no support from LUL land or property or to detrimentally change the loading on them.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

- 18. Before construction stage begins for the superstructure, no works shall be carried out until the following in an agreed phased manner, in consultation with TfL Infrastructure Protections, have been submitted to and approved in writing by the Local Planning Authority:
 - a. Provide detailed design for all superstructure works (temporary and permanent).
 - b. Details of any changes in loading to LU's infrastructure because of the permanent works as well as temporary works.
 - c. A ground movement impact assessment will be required for super-structure construction considering short term and longterm effects.
 - d. Tunnel, track monitoring for the duration of works if required.

- e. Before commencing superstructure construction, the development must be shown to take no support from LUL land or property or to detrimentally change the loading on them.
- f. Provide details on the use of tall plant, scaffolding, piling rig and lifting equipment.
- g. Tower Crane base design (including certification), Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for elevation, loads, radius, slew restrictions and collapse radius. No cranes should be erected or dismantled until LU Engineer's approval has been obtained in writing.
- h. Site specific Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- i. Before work commences on site an assessment of railway noise and vibration shall be carried out and appropriate protective measures shall be taken to protect the users of the property and of other properties potentially affected as a result of the current development against noise and vibration.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

19. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: To ensure that the development does not impact on existing underground sewerage utility infrastructure in accordance with Policies SI5 and T3 of the London Plan 2021 and London Plan and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

Air Quality and Noise

20. Prior to commencement of development, an Air Quality Assessment report, written in accordance with the relevant current guidance, for the existing site

and proposed development shall be submitted to and approved by the Local Planning Authority .The development shall be at least 'Air Quality Neutral' and an Air Quality Neutral Assessment for both buildings and transport shall be included in the report. The assessment shall have regard to the most recent air quality predictions and monitoring results from the Authority's Review and Assessment process and London Atmospheric Emissions Inventory. The report shall include all calculations and baseline data and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

REASON: To protect the amenity of adjoining and future occupiers of the development, in accordance with Policies 57, 85 and 88 of the adopted Waltham Forest Local Plan Part 1 (2024).

21. No demolition or development shall commence until full details of the proposed mitigation measures for impact on air quality and dust emissions, in the form of an Air Quality and Dust Management Plan (AQDMP) have been submitted to and approved in writing by the Local Planning Authority. In preparing the AQMDP, the applicant should follow the recommendations outlined in the AQ Assessment submitted with the application and the guidance on mitigation measures for sites set out in Appendix 7 of the Control of Dust and Emissions during Construction and Demolition SPG (2014). Both 'highly recommended' and 'desirable' measures should be included. As the development is located in or near an air quality focus area the applicant should follow the guidance on mitigation measures for *Medium Risk* as a minimum and continuous PM10 monitoring should be carried out on site. Baseline monitoring should commence 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 in the details including in this submission. The development shall be carried out in accordance with the approved details.

REASON: To manage and mitigate the impact of the development on the air quality and dust emissions in the area and London as a whole, and to avoid irreversible and unacceptable damage to the environment to accord with Policies 5.3 and 7.14 of the London Plan (2016) and the London Plan SPG for Sustainable Design and Construction and Control of Dust and Emissions during Construction and Demolition.

22. Within the proposed residential units (with the windows closed) the following internal noise levels shall be achieved for the lifetime of the development; 35dB(A) Leq 16 hours 07.00hrs -23.00hrs in Living rooms, while 30dB(A) Leq 8 hours in Bedrooms and no individual noise event to exceed 45dB(A) max (measured with F time weighting) 23.00hrs - 07.00hrs.

REASON: To protect the amenities of occupiers and the quality of future accommodation, in order to comply with Policy 50 and 57 adopted Waltham Forest Local Plan Part 1 (2024).

23. The noise of all new plant shall be 10dB(A) below the 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 must be completed in accordance with BS4142: 2014 Method for rating industrial noise affecting mixed residential and industrial areas and submitted to the Local Planning Authority for written approval prior to first occupation.

REASON: To protect the amenities of adjoining occupiers and the surrounding area, in order to comply with Policies 50 and 57 of the adopted Waltham Forest Local Plan Part 1 (2024).

24. No Non-Road Mobile Machinery shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

REASON: To ensure that air quality is not adversely affected by the development in accordance with Policy 7.14 of the London Plan (2016).

Hours of Operation

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

REASON: To protect the amenities of adjoining occupiers and the surrounding area, in order to comply with Policies 50 and 57 of the adopted Waltham Forest Local Plan Part 1 (2024).

Asbestos

26. The developer must either submit evidence that the site building(s) were built post 2000 or provide an intrusive pre-demolition and refurbishment asbestos survey in accordance with HSG264 supported by appropriate an appropriate mitigation scheme to control risks to future occupiers. The scheme must be written by a suitably qualified person and submitted to the Local Planning Authority for approval, before works of demolition take place. The scheme as submitted shall demonstrably identify potential sources of asbestos contamination and detail removal or mitigation appropriate for the proposed use. Detailed working methods are not required but the scheme of mitigation shall be independently verified to the satisfaction of the LPA prior to occupation.

REASON: In the interest of health and to protect the living conditions of existing and future residents in the locality in accordance with Policy 48 and 50 of the Waltham Forest Local Plan LP1 (2024).

Contaminated Land

27. Prior to commencement of construction works, a scheme including the following components (where applicable) to address the risk associated with site contamination shall be submitted to and approved in writing by the Local Planning Authority (LPA).

- A Desk Study report including a preliminary risk assessment and conceptual site model.
- A ground investigation based on the findings of the Desk Study Report to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- The results of the investigation and revised risk assessment and based on these, in the event that remediation measures are identified necessary a remediation strategy shall be submitted giving full details of the remediation measures required and how they will be undertaken.
- A verification report providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete.

Any investigation and risk assessment must be undertaken in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR11). In the event that additional significant contamination is found at any time when carryout the approved development it must be reported immediately to the LPA. For the avoidance of doubt, this condition can be approved on a section by section basis.

REASON: To ensure the risks from land contamination to future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies 89 and 90 adopted Waltham Forest Local Plan Part 1 (2024).

28. No development shall be occupied until confirmation has been provided that either:- all surface water network upgrades required to accommodate the additional flows from the development have been completed; or - a development and infrastructure phasing plan has been agreed with the Local Planning Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

REASON: In the interests of the future health of occupiers of the development and to prevent pollution of groundwater in accordance with Policies 89 and 90 adopted Waltham Forest Local Plan Part 1 (2024).

29. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing

plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

REASON: To ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development accordance with the NPPF (2019) and Policy 48 of the Waltham Forest Local Plan LP1 (2024).

30. No infiltration of surface water drainage into the ground is permitted, and the development hereby permitted may not commence, until a Construction Management Plan in respect to surface water drainage, has been 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.

REASON: To prevent water pollution to the watercourse and improve water quality, in accordance with Policy 89 and 91 of the adopted Waltham Forest Local Plan Part 1 (2024).

Landscaping

31. Prior to the first occupation of the development and no later than the commencement of the public realm works, details of a scheme of hard and soft landscape works including green and brown roofs, tree removal and trees to be replaced shall be submitted to and approved in writing by the Local Planning Authority. Hard Landscape Plans should include the materials to be used. Soft landscape works shall include: planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities within a planting schedule, also the method of planting including soil composition, tying and staking, a maintenance care regime including mulching and watering. The development shall be implemented in accordance with the approved details and retained as such for the lifetime of the development.

REASON: To ensure a satisfactory appearance and in the interest of local amenity and biodiversity in accordance with Policies 53, 77, 79 of the adopted Waltham Forest Local Plan Part 1 (2024).

32. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out not later than the first planting and seeding seasons prior to the first occupation of any of the residential units, or the completion of the development, whichever is the sooner. Any new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the Local Planning Authority agrees any variation in writing.

REASON: To ensure a satisfactory appearance and in the interest of local amenity and biodiversity in accordance with Policies 53, 77, 79 of the adopted Waltham Forest Local Plan Part 1 (2024).

33. All trees shall be planted in accordance with the details and times stated in the specification and in accordance with British Standard BS4043 - *Transplanting Root-balled Trees* and BS4428 - *Code of Practice for General*.

REASON: In the interest of biodiversity and local amenity, in accordance with Policy 80 of the Waltham Forest Local Plan LP1 (2024).

34. Prior to first occupation of the development hereby permitted, details of habitat improvement measures shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the number and type of habitat boxes proposed for birds, bats, invertebrates and hedgehogs both as standalone units and as a feature of the built element, e.g. swift bricks. The details as approved shall be retained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: To create wildlife habitat in the interest of protecting and promoting biodiversity, in accordance with Policy 79 of the adopted Waltham Forest Local Plan Part 1 (2024).

Waste Management

35. Prior to first occupation of any part of the development hereby permitted, a Waste Management Strategy (for residential and non-residential), 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 first occupation of any of the dwellings hereby permitted and shall be retained as such together with the approved Waste Management Strategy being operated for the lifetime of the development.

REASON: To ensure that adequate arrangements are made for the storage and collection of refuse and recycling and to comply with Policies 57 and 93 of the adopted Waltham Forest Local Plan Part 1 (2024).

Water Reduction

36. The proposed residential part of the development shall meet a target water use of 105 litres or less per person, per day, and shall be constructed in accordance with the approved scheme and thereafter retained as such for the lifetime of the development.

REASON: To minimise the water use of the development, in accordance with the requirements of Policy SI5 of the London Plan (2021) and Policy 89 of the Waltham Forest Local Plan LP1 (2024).

Surface Water Drainage

37. Prior to the commencement of development, a detailed Sustainable Drainage Strategy (SuDS Strategy) shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall be designed in

accordance with Policy 91 of the Waltham Forest Local Plan, the London Plan Drainage Hierarchy, CIRIA C753 guidance, the DEFRA National Standards and the National Planning Policy Framework. The strategy shall include the following:

- Final design details of all source control SuDS components, including but not limited to rain gardens, SuDS planters, green roofs, swales, and permeable/porous paving. Details shall include final sizes, storage volumes, cross-sections, long-sections (where appropriate), and construction specifications.
- Final design details of all site control SuDS components, including detention basins, soakaways, attenuation tanks or equivalent features. Details shall include final sizes, storage volumes, invert levels, cross-sections, and supporting hydraulic calculations to demonstrate system performance under a 1 in 100-year storm event including an appropriate allowance for climate change.
- Details of all inlet and outlet flow control devices, catch pits, and inspection chambers including their locations and technical specifications. Where orifice plates are proposed, the SuDS manual diameters as small as 15mm may be used however the design of the flow control chamber must ensure risk of blockages are mitigated. Blockages will be partially mitigated through the use of source control SuDS promoting infiltration and physical treatment of runoff.
- A final annotated drainage plan aligned with the soft landscaping strategy with reference to supporting detail drawings.
- A Management and Maintenance Plan aligned with the soft landscaping plan setting out:
 - The party or body responsible for each drainage asset;
 - A schedule of maintenance activities and inspection frequencies before and after major storm events;
 - A monitoring process to ensure continued performance of the system.
- Connection and discharge consent from Thames Water.

The development shall thereafter be carried out in full accordance with the approved SuDS Strategy, and the approved drainage infrastructure shall be retained and maintained for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the implementation of a Sustainable Drainage Strategy that manages surface water runoff as close to its source as possible, reduces flood risk, promotes water quality and biodiversity benefits, and aligns with the requirements of Policy 91 of the Waltham Forest Local Plan, the London Plan, the NPPF and relevant SuDS technical guidance.

38. Prior to the first occupation of the development, a Verification Report demonstrating that the approved sustainable drainage and flood risk mitigation measures have been fully implemented shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Lead Local Flood Authority.

The Verification Report shall include, but not be limited to:

- Details from inspections of SuDS components prior to final sign off.
- Reasoning for variations made to the surface water drainage design based on site constraints, any non-compliances that were identified and how these were rectified and any losses in permeability, attenuation capacity and treatment potential were compensated for and agreed with the LLFA.
- During the first year of operation a monitoring regime shall take place identifying required modifications that may be required to optimise performance and address defects. Monitoring scope shall depend on the sensitivity of the design and the consequences if the SuDS implemented do not perform as expected as an individual component or part of a management train.
- As-built plans and detailed drawings of the delivered Sustainable Drainage Systems (SuDS), including level information where applicable;
- Photographic evidence of completed SuDS components in accordance with the approved design;
- Relevant certificates or warranties from manufacturers and/or suppliers for installed drainage infrastructure;
- Confirmation that the drainage maintenance schedule has been handed over to the building owner or management company responsible for ongoing maintenance; and
- A signed statement from the principal site manager confirming that all information has been submitted as part of the Verification Report.

REASON: To ensure that the approved sustainable drainage and flood risk mitigation measures have been fully delivered in accordance with the approved details and will perform as designed, in the interest of reducing surface water flood risk and promoting the long-term sustainability of drainage infrastructure, in accordance with Policy 91 (Managing Flood Risk and Water Management) of the Waltham Forest Local Plan and national guidance within the NPPF.

Safety and Security

39. Prior to first occupation of the relevant phase of the development, details of any form of external illumination and / or external lighting on the buildings and around the site including the Public Plaza and any street lighting shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented prior to the first occupation of that relevant phase of the development hereby permitted and retained as such for the lifetime of the development.

REASON: In the interest of security and sustainable development, in compliance with Policies 53 and 58 of the adopted Waltham Forest Local Plan Part 1 (2024).

40. The development hereby approved, shall achieve Secure by Design Certification.

- a) Prior to above ground works, details of the measures to be incorporated into the development demonstrating how the development can achieve Secure by Design Certification, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Metropolitan Police Designing Out Crime Officers. The development shall be carried out in accordance with the agreed details.
- b) Prior to the first occupation, each unit of the development shall achieve a Certificate of Compliance to the relevant Secure by Design Guide(s) submitted to and approved in writing by the Local Planning Authority in conjunction with the Metropolitan Police and thereafter shall be fully retained and maintained as such for the lifetime of the development.

REASON: In the interest of security and sustainable development, in compliance with Policies 53 and 58 of the adopted Waltham Forest Local Plan Part 1 (2024).

Residential

41. All residential units shall be built to The Building Regulations (2010) Access to and use of Buildings, Approved Document M (2015 as amended), Volume 1:Dwellings, M4(2): Accessible and adaptable dwellings.

REASON: To provide accessible residential units which can be adapted to residents' changing needs throughout their lifetime in accordance with Policies 16 and 53 of the adopted Waltham Forest Local Plan Part 1 (2024).

42. Prior to construction above slab level, a plan identifying the location of the proposed 7 M4 Category 3 units within the development shall be submitted to be approved in writing by the Local Planning Authority. The residential units thereby permitted shall be built in accordance with Approved Document M 2015, M4 Category 3: Wheelchair user dwellings, category M4(3)(2)(a) 'Adaptable'. Circulation areas with M4(3) dwellings will be built in full accordance with Part M4(3), as referred to in publication London Plan para 3.7.2. This includes the entrance and circulation area doors which will have to be fully compliant with the relevant sections of Approved Document M. Details which are to be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. All wheelchair user dwellings must provide sufficient footprint and drawings must demonstrate that they can achieve a fully accessible layout.

REASON: To ensure inclusive development in accordance with Policies 16 and 53 of the adopted Waltham Forest Local Plan Part 1 (2024).

43. The private and amenity area shall be laid out and implemented in accordance with the approved plans and shall not be used for any other purpose. The balconies and communal amenity spaces shall be retained for the use of the occupiers of the development for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the protection of general amenity, in accordance with the aims of Policies 53 and 56 of the Waltham Forest Local Plan Core Strategy (2024).

44. Prior to commencement of development, notwithstanding site investigation and clearance works, demolition and construction to slab level, details relating to the entrances, including gates, entry control system, display of postal numbers and position of letter box facilities shall be submitted to and agreed in writing by the Local Planning Authority. The agreed measures shall be fully implemented prior to first occupation of the development and thereafter maintained for the lifetime of the development.

REASON: To ensure the protection of general amenity and security, in accordance with the aims of Policies 53 and 56 of the Waltham Forest Local Plan Core Strategy (2024).

45. Prior to the occupation of any part of the Development, details showing how any potential overheating risk will be mitigated in line with the Cooling Hierarchy shall be submitted and agreed in writing by the Local Planning Authority. This should include:
 - A) an Overheating Assessment which will outline all measures introduced for the minimisation of overheating and which will demonstrate that the overheating risk has been minimised.
 - B) Confirmation that guidance will be provided to occupants on minimising the risk of dwelling overheating in line with the energy hierarchy. The overheating guidance document should be submitted.

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

REASON: In the interests of the sustainability and energy efficiency of the development and to meet the requirements of policy 5.2 of the London Plan (2015). In the interest of sustainability, energy efficiency and to provide a high quality development in accordance with Policy 80 and 87 of Waltham Forest Local Plan LP1 (2024).

Archaeology

46. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

REASON: In order to protect historic assets of Archaeological interest that may be present on site, which the Local Planning Authority seeks to ensure investigated and conserved, in compliance with Policy 73 of the adopted Waltham Forest Local Plan Part 1 (2024).

47. Pursuant to the previous planning condition, if heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the stage 2 WSI, no demolition / development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
- B. 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 stage 2 WSI.

REASON: In order to protect historic assets of Archaeological interest that may be present on site, which the Local Planning Authority seeks to ensure investigated and conserved, in compliance with Policy 73 of the adopted Waltham Forest Local Plan Part 1 (2024).

Commercial

48. Prior to first occupation of any of the non-residential components, details of the amount of floorspace per use class across the site shall be submitted to and approved in writing by the Local Planning Authority. Such details as approved shall be implemented in accordance with the approved plans and shall thereafter be maintained unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the scheme is delivered as proposed in accordance with Policies 3.5 and 7.3 of the London Plan (2016), and Policies 39, 40, 41 and 42 of the adopted Waltham Forest Local Plan Part 1 (2024).

Wayfinding strategy

49. Prior to practical completion, a wayfinding strategy prepared in accordance with the Enjoy Waltham Forest: Cycle Wayfinding Planning Guidelines (March 2017) will be submitted to and approved in writing by the Local Planning Authority in conjunction with Highways and the Enjoy Waltham Forest team. All wayfinding will be paid for by the developer whether on private land or on public highway. Wayfinding on public highway will form part of the S278 and S38 agreements.

REASON: In the interest of highway and pedestrian safety, in order to comply with Policies 53, 60 and 63 of the adopted Waltham Forest Local Plan Part 1 (2024).

Energy and Sustainability

50. Prior to first occupation of any part of the development hereby permitted, a report demonstrating how the scheme (residential and non-residential) reduces the carbon dioxide emissions of the development by at least 35% compared to the 2013 Building Regulations shall be submitted to and approved in writing by the Local Planning Authority including the provision of SAP2012 figures. The report shall reference the measures set out in the Energy Statement accompanying the planning application but shall explain what measures have been implemented in the construction of the development. The development and energy efficiency measures shall thereafter be retained for the lifetime of the development.

REASON: In the interests of the sustainability and energy efficiency of the development and to meet the requirements of Policy 5.2 of the London Plan (2016) and Policy 85 and 87 of the Waltham Forest Local Plan LP1 (2024).

Energy and Sustainability:

51. Prior to occupation of the development, the energy efficiency measures/features and renewable energy technologies [solar PV and Air Source Heat Pumps], which shall provide for no less than 35% on-site CO₂ reduction as detailed within the final approved Energy Strategy, shall be installed and operational.
 - a) Details of the air source heat pump technologies shall be submitted to and approved in writing by the Local Planning Authority prior to practical completion of the development. The details shall include:
 - b) The resulting scheme, together with any flue/stack details,
 - c) A management plan and maintenance strategy/schedule for the operation of the technologies;
 - d) A servicing plan including times, location, frequency, method (and any other details the Local Planning Authority deems necessary);
 - e) Investigation of whether heat pump systems in the commercial element and the wider development can be integrated, in order to allow reuse of waste heat from cooling in the commercial element to serve the wider development;
 - f) Further investigation of the heat pump specification and performance, with a particular emphasis on the potential to increase the percentage contribution of the heat pumps.

The energy efficiency measures/features and renewable energy technology(s) shall be provided/carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

REASON: To ensure the development is sustainable and to comply with Policies 85, 86 and 87 of the adopted Waltham Forest Local Plan Part 1 (2024).

Connection Ready

52. Prior to the commencement of the development on site, details of the specific measures to be adopted to achieve at least a 35% reduction in carbon emissions over the 2013 Building Regulations, including a revised Energy Strategy, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the GLA.

Any revised Energy Strategy should include:

- c) A full feasibility assessment of the potential for construction of an enlarged energy centre at the development, offering the potential to supply heat to a wider district heat network and to serve other sites in the vicinity;
- c) Details of any central energy centre & heat network including, but not limited to any heat pumps to be installed at the premises.
- c) Evidence of how the development will be 'connection ready' for future connection to a District Heating System serving the local area or for extension of any network hereby approved to serve other developments in the vicinity."

REASON: In the interests of the sustainability and energy efficiency of the development and to meet the requirements of policy 5.2 of the London Plan (2015). To ensure the development is sustainable and to comply with Policies 85, 86 and 87 of the adopted Waltham Forest Local Plan Part 1 (2024).

53. The commercial floorspace hereby permitted shall be constructed to achieve not less than BREEAM 'Very Good' in accordance with the submitted Energy Report (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme). The commercial floorspace shall not be occupied until formal certification has been issued confirming that not less than 'Very Good' has been achieved and this certification has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the development is sustainable and to comply with Policies 85, 86 and 87 of the adopted Waltham Forest Local Plan Part 1 (2024).

Boundary Treatment

54. Prior to first occupation of the relevant phase of development, details relating to the siting, design and height and finish of all new walls, gates, fencing, railings and other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. This shall include the specification, materials, existing back of path levels and proposed threshold levels. The development shall be carried out solely in accordance with the approved details, prior to the first occupation of the relevant part of the development hereby approved and thereafter shall be fully retained and maintained accordingly for the lifetime of the development.

REASON: In the interest of general visual amenity, amenity of neighbouring occupants, and highways safety in accordance with Policies 53 and 57 of the adopted Waltham Forest Local Plan Part 1 (2024).

Circular Economy Statement

55. Prior to the first occupation of the development, a Post Completion Report setting out the predicted and actual performance against all numerical targets in

the relevant Circular Economy Statement shall be submitted to the GLA at: CircularEconomyLPG@london.gov.uk, along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

REASON: To demonstrate how the development would reduce waste and support the circular economy in accordance with Policy SI 7 of the London Plan (2021).

Whole Life Carbon

56. Prior to the occupation of each building the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

REASON: In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with Policies SI2 and SI7 of the London Plan (2021).

Fire Statement

57. Prior to first occupation of the relevant phase of development, an updated Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement should detail how the development will function in terms of:
 - The building's construction: methods, products and materials used.
 - The means of escape for all building users: stair cores, escape for building users who are disabled or require level access, and the associated management plan approach.
 - Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these.
 - How provision will be made within the site to enable fire appliances to gain access to the building. The development shall be implemented in accordance with the approved details and retained as such for the lifetime of the development.

REASON: In order to protect the living conditions and safety and security of the occupants in line with Policy D12 of the London Plan (2021).

58. Prior to commencement for each building details shall be submitted to and approved in writing by the local planning authority demonstrating that a minimum of at least one lift per core (or more subject to capacity assessments) will be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building. The development shall be carried out in accordance with these details and maintained as such in perpetuity.

REASON: In order to protect the living conditions and safety and security of the occupants in line with Policy D12 of the London Plan (2021).

Digital Connectivity

59. Prior to commencement of each building detailed plans shall be submitted to and approved in writing by the local planning authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development. The development shall be carried out in accordance with these plans and maintained as such in perpetuity.

REASON: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness in accordance with Policy SI6 of the London Plan (2021).

Blinds

60. No development shall take place until internal blind details for any units specified by the overheating assessment have been submitted to and approved in writing by the local planning authority. The blinds shall thereafter be retained, operated and maintained as approved.

REASON: To order to ensure any overheating would be minimised and to explore any other approaches to minimise overheating in accordance with Policy 92 of the Waltham Forest Local Plan LP1 (2024).